

## **ADDENDUM TO THE COACHELLA VALLEY ASSOCIATION OF GOVERNMENT'S NEXUS REPORT - TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) 2018 FEE SCHEDULE UPDATE DATED MARCH 2018**

The Coachella Valley Association of Governments (“CVAG”) previously caused to be prepared and subsequently approved an impact fee nexus study entitled the *Nexus Report – Transportation Uniform Mitigation Fee (TUMF) 2018 Fee Schedule Update* (the “Study”) dated March 2018. The Study established TUMF applicable to all new development in the Coachella Valley area to be imposed through each of CVAG’s member agencies, including the City of Palm Desert (“City”). The Study accounted for the TUMF fee schedule to be increased annually through the application of an annual inflation adjustment (“Inflation Adjustment”) to ensure the fee revenue collected keeps pace with current costs of the proposed projects. CVAG’s Executive Committee determines the amount of the Inflation Adjustment each year.

The purpose of this addendum to CVAG’s Study (the “Addendum”) is to allow the City to comply with the provisions of the Mitigation Fee Act (Government Code, section 66000 *et seq.*) (the “Act”), which governs the adoption of fees or charges, or increases to existing fees or charges. Here, the City is seeking approval to increase the existing TUMF with CVAG’s proposed Inflation Adjustment.

### **1. Inflation Adjustment**

The Inflation Adjustment defined in the Study referenced a consumer price index (“CPI”) for the Los Angeles-Anaheim-Riverside Area. However, this index was discontinued at the beginning of 2018. As such, a comparable replacement CPI for the Coachella Valley area was selected. The replacement index selected is the All Urban Consumers (“CPI-U”), All Items for Riverside-San Bernardino-Ontario, CA (the “Index”) published by the Bureau of Labor Statistics (“BLS”). CVAG has described the method of calculating the year-over-year change in the Index, measured as of December in the calendar year which ends in the previous fiscal year. However, the Index only publishes data every other month starting in January and as such there is no data published for the month of December for which a calculation can be based upon. Therefore, rather than changing the method by which CVAG calculates the percent change each year, it has elected to approximate a December data point based upon guidance from the BLS. To approximate a data point for an unreported month, the BLS has advised taking the square root of the product of the indexes for the preceding and subsequent months, in this case November and January. Therefore, CVAG approximates the year-over-year change using this method.

According to CVAG, the justification for the Inflation Adjustment is to ensure the TUMF revenue collected keeps pace with the costs of constructing the projects defined in the Study. Keeping pace with inflation ensures projects can be timely completed as needed to accommodate new development. Timely completion of projects ensures those who have paid the TUMF receive the benefit of their contributions towards the program while at the same time mitigates the expected impacts to the existing community. Without the Inflationary Adjustments many projects would become delayed, underfunded, and potentially not able to be completed at all due to insufficient funds available to complete such projects.

All CVAG documents related to the 2025 Inflation Adjustment are attached to this Addendum for review and inspection. A summary of the documents follows:

1. Attachment 1 – Nexus Report – Transportation Uniform Mitigation Fee (TUMF) 2018 Fee Schedule Update;
2. Attachment 2 – CVAG Staff Report on TUMF Inflation Adjustment for Calendar Year 2025 dated April 29, 2024 and includes a letter in support of the Inflation Adjustment from the Desert Valleys Builders Association; and
3. Attachment 3 – CVAG Revised Fee Schedule for the Transportation Uniform Mitigation Fee Effective January 1, 2025 dated May 1, 2024.

## **2. Requirement to Proportionally Calculate the Fee per Square Footage on Housing Projects**

Pursuant to section 66016.5(5)(A) of the Act, 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.” An exemption to this requirement is authorized pursuant to section 66016.5(5)(B) of the Act, which states a nexus study need not comply with the requirements of subparagraph (A) if certain findings are made. While, the City is not adopting a nexus study at this time, it is attempting to adopt the Inflation Adjustment which would increase the TUMF. Therefore, out of an abundance of caution the City seeks to provide this missing requirement to the existing Study. By making this finding the City does not concede that such finding is required to impose the Inflation Adjustment and reserves the right to argue any applicable legal defenses available to it should the TUMF and/or the Inflation Adjustment be challenged.

The findings required pursuant to section 66016.5(5)(B) of the Act include:

- i. An explanation as to why square footage is not an appropriate metric to calculate fees imposed on a 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.

Addressing each finding in turn – Finding (i), the City’s general plan identifies the use of privately held land, including in some instances, the number of dwelling units authorized per acre. However, there is no similar planning metric for which the City could rely upon to determine what the square footage would be for each dwelling unit. Therefore, the square footage of each dwelling unit is determined by the property owner/developer at the time of development. In the case of a developer, that determination is based upon what they perceive is marketable and subject to change with market conditions. There simply is no way to accurately forecast what type of product mix will be developed. Without the ability to forecast the total number of square feet expected at build out, the City would be guessing at a rate per square foot.

This creates the potential for failing to collect enough TUMF to complete projects, or alternatively, collecting too much depending on the final build out. Therefore, using square footage is not an appropriate metric to calculate fees imposed on a housing development project.

Finding (ii), the TUMF is calculated based upon the demands created by class of property (i.e., traffic trips generated by land use type). In other words, the Study determined the average demands of average land use classes of property. Given, the limitation of the data and inability to forecast market conditions, this approach created a reasonable basis for applying the TUMF in an equitable and proportional manner across all potential classes of land use. Again, the City simply does not have the ability to generate the kind of information needed to meet the residential square footage requirement of the Act. Therefore, this alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.

Finding (iii), the metrics in the Study calculate the estimated impacts on a land use basis. For example, as noted above land uses are evaluated for their increase in traffic trips. The application of this metric does not increase or decrease based upon the size of the development project but rather the individual unit. Therefore, by the very nature of the calculation, smaller developments will have smaller impacts and larger developments will have larger impacts. These impacts drive the fee. Therefore, the fee structure does not charge disproportionate fees on smaller developments.

**ATTACHMENT 1**

**TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) 2018 FEE SCHEDULE  
UPDATE NEXUS REPORT**

## **Draft Nexus Report**

# Transportation Uniform Mitigation Fee (TUMF) 2018 Fee Schedule Update

### **Prepared for:**

Coachella Valley Association of Governments

### **In Association with:**

City of Cathedral City  
City of Coachella  
City of Desert Hot Springs  
City of Indian Wells  
City of Indio  
City of La Quinta  
City of Palm Desert  
City of Palm Springs  
City of Rancho Mirage  
County of Riverside

### **Prepared by:**

Economic & Planning Systems, Inc.

### **In Association with:**

Michael Baker International  
Fehr & Peers  
Rodriguez Consulting Group

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EPS #144043

*The Economics of Land Use*



*Economic & Planning Systems, Inc.  
One Kaiser Plaza, Suite 1410  
Oakland, CA 94612  
510 841 9190 tel  
510 740 2080 fax*

*Oakland  
Sacramento  
Denver  
Los Angeles*

**[www.epsys.com](http://www.epsys.com)**

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# 1. REPORT OVERVIEW AND RESULTS

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## Introduction

This Nexus Report provides the Coachella Valley Association of Governments (CVAG) and its member jurisdictions with the necessary technical documentation to support the adoption of an updated Transportation Uniform Mitigation Fee (TUMF). Impact fees are one-time charges on new development approved and collected by jurisdictions to cover the cost of regional transportation-related capital facilities and infrastructure that are required to serve new growth.<sup>1</sup> The fees are typically collected upon issuance of a building permit or certificate of occupancy.

Initially established in 1989, the CVAG TUMF is a one-time fee charged on all new development occurring within the CVAG region designed to cover the “fair share” cost of regional serving transportation projects and improvements needed to serve growth. The program relies on local agencies (e.g., cities and the County) to collect TUMF as development occurs. The TUMF Nexus Report establishes a nexus or reasonable relationship between the updated fee amount and the proportion of transportation improvement costs attributable to new development.

This Nexus Report has been prepared by Economic & Planning Systems (EPS) with support from a broader consultant team, led by Michael Baker International, that has been retained by the CVAG to assist in developing key components of the Regional Transportation Plan (RTP). The analysis and methodology incorporate input from CVAG staff, its member jurisdictions, the TUMF Nexus Advisory Committee, and other stakeholders.

## Institutional Context

The CVAG TUMF program is a component of Riverside County’s Measure A. Measure A is a one-half percent sales tax program that provides funding for a wide variety of transportation projects and services throughout Riverside County. It was originally approved by voters of Riverside County in 1988 and given a 30-year extension in 2002. Cities and the county in the Coachella Valley must participate in the TUMF program to assist in the financing of the priority regional arterial system in order to receive local Measure A funds.

If a city or the county chooses not to levy the TUMF, the funds they would otherwise receive from Measure A for local streets and roads is added to the Measure A funds for the Regional Arterial Program. A portion of the Measure A revenues for the Coachella Valley area is returned to the cities and the county in the Coachella Valley to assist with the funding of local street and road improvements. These funds supplement existing federal, state, and local funds. Local street improvements adjacent to new residential and business developments are typically paid for by the developers.

Other key components of the RTP that have been updated as part of this study process, and used as critical inputs in the TUMF update, include:

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<sup>1</sup> New development includes any construction activity that requires a building permit and creates additional impacts on a jurisdiction’s regional transportation infrastructure once completed (e.g., through additional travel demand or “trips”).



- **Transportation Project Prioritization Study (TPPS):** The TPPS identifies and prioritizes the regional arterial transportation projects in the CVAG region.
- **Regional Arterial Cost Estimate (RACE):** The RACE provides costs estimates for the projects included in the TPPS.
- **Active Transportation Plan (ATP):** The Regional ATP defines the bicycle, pedestrian, and low speed electric vehicle (LSEV) networks designed to provide a multimodal compliment and/or alternative to automobiles. The Regional ATP projects are included in the TPPS.

The TPPS, RACE, and ATP were formally approved by the CVAG Executive Committee on June 27, 2016. Since the TPPS, RACE, and ATP provide the underlying basis for the TUMF program, these updates have necessitated update of the TUMF program to reaffirm the nexus between projected development and needed transportation system improvements. The reevaluation of the TUMF nexus also provides the opportunity to address important policy issues including, fee land use categories, exemptions, cost indexing, and other factors, as described further in **Chapter 7**.

### Legal Context

A Nexus Report provides a legal basis and necessary technical analysis to support a schedule of transportation impact fees consistent with Mitigation Fee Act (AB 1600/ Government Code Section 66000 et seq.). The Mitigation Fee Act allows jurisdictions to adopt, by resolution, the Transportation Impact Fee consistent with the supporting technical analysis and findings provided in this Report. The Resolution approach to setting the fee allows periodic adjustments of the fee amount that may be necessary over time, without amending the enabling ordinance.

Impact fee revenue can be collected and used to cover the cost of constructing capital and infrastructure improvements required to serve new development and growth in the jurisdictions in which it is charged. As such impact fees must be based on a reasonable nexus, or connection, between new growth and development and the need for a new facility or improvement. Impact fee revenue cannot be used to cover the operation and maintenance costs of these or any other facilities and infrastructure. In addition, impact fee revenue cannot be collected or used to cover the cost of existing needs/ deficiencies in the transportation capital improvement network.

In establishing, increasing, or imposing a fee as a condition for the approval of a development project, Government Code 66001(a) and (b) state that the local agency must:

1. Identify the purpose of the fee;
2. Identify how the fee is to be used;
3. Determine how a reasonable relationship exists between the fee use and type of development project for which the fee is being used;
4. Determine how the need for the public facility relates to the type of development project for which the fee is imposed; and
5. Show the relationship between the amount of the fee and the cost of the public facility.

These statutory requirements have been followed in establishing this TUMF, as documented in subsequent chapters. If the transportation impact fee is adopted, this Nexus Study and the technical information it contains should be maintained and reviewed periodically by CVAG to

ensure accuracy and to enable the adequate programming of funding sources. To the extent that transportation improvement requirements, costs, and development potential changes over time, the TUMF will need to be updated. Further information on the implementation and administration of the TUMF is provided in **Chapter 7**.

## Summary of the TUMF Calculation

**Table 1** shows summarizes the TUMF calculation per trip consistent with nexus requirements and the associated analysis contained in this Technical Report. These transportation impact fees are designed to cover the cost of regional transportation improvements required to support new development after existing deficiencies and known other funding sources have been taken into account. The fees apply to all new residential and non-residential projects, except those exempted by State or federal law or other means.

**Table 1 Summary of TUMF per trip Calculation**

| Category                    | Source             | Formula        | Amount        |
|-----------------------------|--------------------|----------------|---------------|
| Net TUMF Cost               | See <b>Table 9</b> | = a            | \$263,335,000 |
| Growth in ADT (2015 - 2040) | See <b>Table 3</b> | = b            | 1,074,520     |
| <b>Avg. TUMF / ADT</b>      |                    | <b>= a / b</b> | <b>\$245</b>  |

While per trip sets the basis for the TUMF, individual land use categories will pay different fees depending on their trip rates per unit. **Table 2** provides an illustrative calculation of the fee level for various land use categories. The actual land use categories and their specific application, including various discounts, will be included in the TUMF Handbook, as described in **Chapter 7**.

**Table 2 Illustrative TUMF Calculation for Selected Land Use Categories**

| Land Use Category             | Fee Per Unit <sup>1</sup> |
|-------------------------------|---------------------------|
| <b><u>Residential</u></b>     |                           |
| Single Family Detached        | \$2,310 per dwelling      |
| Multi-Family                  | \$1,790 per dwelling      |
| <b><u>Non-Residential</u></b> |                           |
| Industrial                    | \$1,220 per 1,000 sq. ft. |
| Office                        | \$2,390 per 1,000 sq. ft. |
| Retail <sup>2</sup>           | \$6,010 per 1,000 sq. ft. |

[1] Based on a TUMF of \$245 per ADT.

[2] Includes a discount of 35% percent to account for pass-through trips.

## 2. TUMF BOUNDARY AND TRAVEL DEMAND

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This chapter documents the land use and travel demand assumptions and forecasts that underlie the TUMF calculations. These factors drive the traffic generation and attraction in the CVAG region and, in turn, are critical in determining how to allocate new transportation improvement costs between existing and new development.

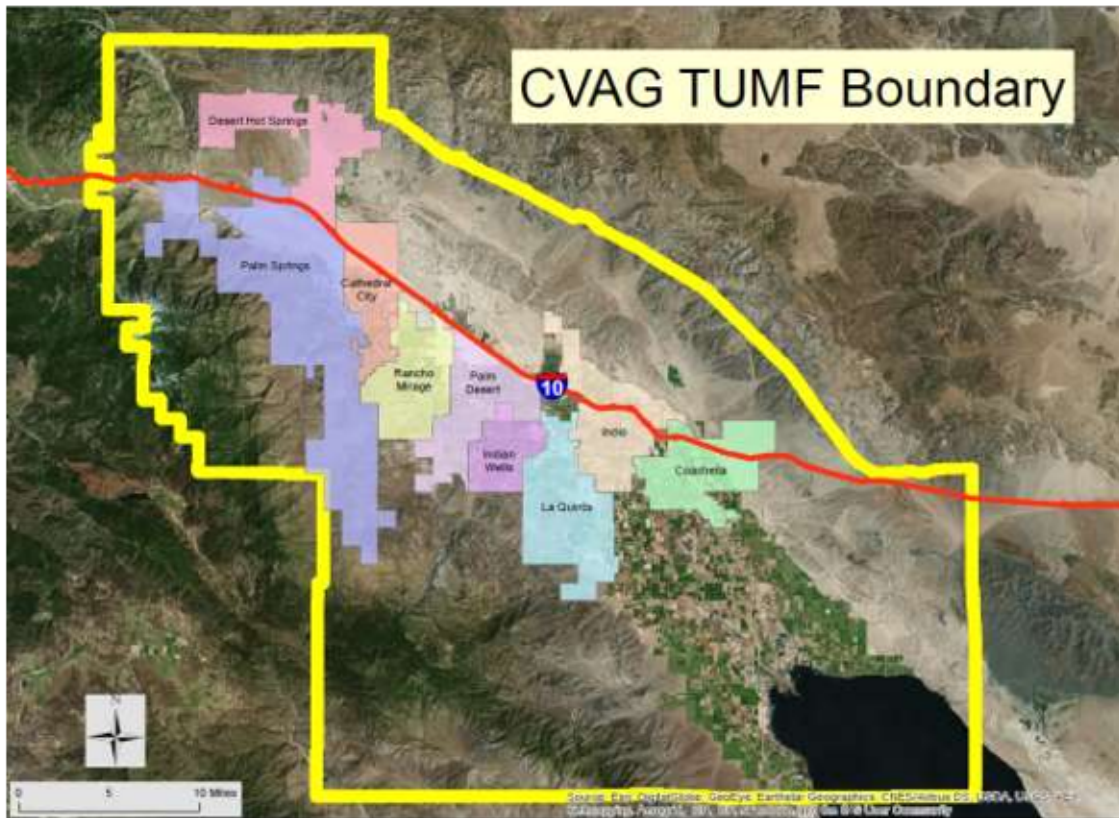
### **TUMF Boundary**

The TUMF boundaries define the geography (i.e. cities and unincorporated areas) where new development will be subject to the TUMF. In order to assure accurate and timely implementation of the TUMF program, the applicable boundary should be easily identified and understood by developers and jurisdictions responsible for fee collection. Good boundary devices are easily identified, stay relatively constant over time, and can be related to data collection or analysis zones in order to facilitate future analysis updates.

As part of an update to the TUMF in 2005 (Parsons Brinckerhoff, 2005), the CVAG TUMF Boundary Determination established a roughly defined area within which there exists a “reasonable relationship” between new development and traffic conditions on TUMF roadways. Formal boundary lines were defined based on the results of the analysis in relation to easily administered features. This boundary is illustrated in **Figure 1** and includes the CVAG core, as well as outlying areas along the I-10 east, SR74 south, SR86 south, and SR111 south corridors. The boundary corresponds to several easily defined features:

- The Riverside County line to the north and south,
- Joshua Tree National Park to the northeast,
- Township line 10E-11E to the east, and
- The WRCOG/CVAG border to the west.

**Figure 1 CVAG TUMF Boundary**



## Travel Demand Assumptions and Forecasts

Pursuant to the Mitigation Fee Act, development impact fees must establish a reasonable relationship, or nexus, between the cost of new capital facilities and improvements allocated to future development and the contribution of growth to the need for these facilities. For transportation impact fees, recently updated and adopted traffic models are generally used as a key tool to estimate the allocation of costs of new transportation facilities between existing and future development.

Based on direction from the CVAG Executive Committee, the Riverside County Traffic Analysis Model (RIVTAM) has been used to calculate the TUMF. Specifically, as part of this study process, the RIVTAM model has been updated to reflect the latest 2040 socio-economic forecasts and roadway network assumptions in the CVAG region consistent with SCAG's 2016 Regional Transportation Plan (RTP). In addition to the Federal Transportation Improvement Program (FTIP) and projects identified in the 2016 RTP, the TPPS projects were also added to the model to estimate the daily trips generated in the CVAG region by Year 2040.<sup>2</sup>

**Table 3** shows the estimated growth in the number of daily vehicle trips ends in the CVAG region between existing (2015) and 2040 based on the updated RIVTAM model. As shown, the

<sup>2</sup> For transportation modeling purposes, even projects not included in the TUMF calculation but included as part of the RTP or FTIP are considered to be part of the regional network in 2040.

existing 2015 vehicle trip ends were estimated to be 3,141,640 and the total growth was estimated to be an additional 1,074,520 trip ends over the next 25 years, or by 2040.<sup>3</sup> Based on this projection, the future growth in trip ends will represent about 25 percent of total trips in 2040. In other words, future growth is expected to account for roughly 25 percent of total trip ends within the CVAG region by 2040. This proportion is used to allocate a portion of the cost for TUMF eligible projects to future growth, as described further in subsequent chapters.

**Table 3 Estimated Growth in Trip Ends in CVAG Region (2015 – 2040)**

|  | Avg. Daily Trip (ADT) Ends in Year: |                  | 2015 - 2040 Growth in ADT |                           |                |
|--|-------------------------------------|------------------|---------------------------|---------------------------|----------------|
|  | 2015                                | 2040 (with TPPS) | Total                     | Growth as % of 2040 total | Average Annual |
| <b>Total for CVAG Regional Network</b> | 3,141,640                           | 4,216,160        | 1,074,520                 | <b>25.5%</b>              | 1.2%           |

Source: F&P; RIVTAM

<sup>3</sup> Trip ends are those that either start or end in the CVAG region. Through trips (i.e. those that pass through but do not stop in the CVAG region), are excluded from this calculation as described further in **Chapter 4**.

### 3. TUMF PROJECTS AND COSTS

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This chapter documents the transportation facilities included in the TUMF as well as their estimated cost. Development impact fees are derived from a list of planned regional transportation capital improvement projects and associated costs that are needed in part or in full to accommodate new growth. Consequently, the capital improvements included in the fee program need to be described in sufficient detail to generate cost estimates.<sup>4</sup>

#### **TUMF Project Selection**

As noted in **Chapter 1**, the TPPS, as well as the RACE and ATP provide the core elements of the TUMF calculation by providing the list of potentially eligible projects and their corresponding costs. Updates to these documents were prepared by the consultant team, led by Michael Baker International, and formally approved by the CVAG Executive Committee on June 27, 2016.

While the projects included in the TPPS represent the universe of transportation facilities and improvements potentially eligible for funding through TUMF, not all of them need to be included in the program. A key component of the TUMF study process is to identify which of these eligible projects should be included in the TUMF based on both nexus and policy considerations. Accordingly, as part of this study, CVAG obtained input from member jurisdictions and the TUMF Nexus Committee to consider options for reducing the cost of the TUMF program.

The policy direction resulting from this consultation was to identify and remove projects from TUMF consideration where there was uncertainty in the likelihood of that project moving forward in the next 15-25 years. After meeting with each of the individual jurisdictions, CVAG found that nearly all projects scoring below 7.5 points on the TPPS met the criteria and thus should be “removed” from TUMF consideration. Jurisdictions pointed out that these projects may become more certain in the future, when the TUMF Nexus study is repeated.

CVAG, with concurrence from its members and the TUMF Nexus Committee, determined that the regional priority in the TPPS necessitated the inclusion of projects scoring above 7.5 points. By removing TPPS projects scoring 7.5 points and lower, jurisdictions acknowledge that regional funding will not be available for those projects until or unless the TUMF project list (those TPPS projects scoring above 7.5 points) is amended.

The ATP includes a comprehensive listing of all active transportation projects within the jurisdictions of the CVAG member agencies that were determined to have regional significance. Specifically, it includes local and regional bike plans as well as pedestrian improvement to transit hubs. In addition, the TPPS includes other regional transportation projects, such as CV Link, that correspond to long-term planning efforts and cannot analyzed in the same way as traditional TPPS projects. These projects were tested for regional significance based on factors that were agreed upon as part of the RTP study process. Based on CVAG committee direction, ATP and

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<sup>4</sup> Impact fees programs do not, in themselves, represent actual approval of a City plan or capital project (and as such do require clearance through the California Environmental Quality Act or CEQA).

these regional planning projects were not ranked against one another but are simply listed as part of the regional transportation system to be considered for funding.

In addition to this policy-based approach, TPPS projects focused on the resurfacing of existing arterials have been removed from the TUMF calculation based on nexus considerations (i.e., the costs of these projects are excluded from TUMF). These projects are needed to maintain the current regional arterial network rather than help accommodate growth. Based on the requirements of AB 1600, projects focused primarily on the operation and maintenance of existing facilities should be excluded from development impact fee programs. It should be noted that this is a relatively minor adjustment since total cost of these projects is only \$940,000.

Based on the process and criteria described above, about 80 TPPS projects were removed from TUMF consideration, or about 30 percent of the total.<sup>5</sup> Eliminating these projects removed about \$605 million from TUMF consideration. A detailed list of the projects included and removed from the TPPS is provided in **Appendix A**.

## **TUMF Project Costs**

As described earlier, the Regional Arterial Cost Estimate (RACE) study provides a uniform methodology to create planning-level cost estimates for transportation projects included in the TPPS. As further described in the RACE, these costs estimates include construction, right-of-way, and impact factors to cover other related project conditions.<sup>6</sup> The costs for CV Link and Regional Signal Synchronization were estimated from other planning efforts and added to the overall TPPS cost.

**Table 4** provides cost estimates for TPPS projects after removing those that scored at or below 7.5 points. As shown, the total delivery cost for the projects included as part of the TUMF calculations is estimated at approximately \$2.809 billion, including the TPPS, ATP, and two other regional projects. The cost estimates for each project are attached to this Report as **Appendix B** (with further detail available in the RACE).

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<sup>5</sup> This total excludes ATP and other Regional Projects such as CV Link.

<sup>6</sup> Impact factors are multipliers applied to the project's construction cost to account for special conditions likely add to its complexity in the construction process. These include project conditions like the existence of utilities structures, nearby drainage facilities, and medians that add complexity and costs.



**Table 4 Summary of TUMF Projects and Total Costs**

| Type of Projects                              | TUMF Project Cost      |              |
|---|------------------------|--------------|
|   | \$ Amount              | %            |
| <b>Buildable Projects</b>                     | <b>\$2,506,140,000</b> | <b>89.2%</b> |
| -- Capacity Improvement Projects              | \$2,143,490,000        | 76.3%        |
| -- Widening or Updating Cross-Sections        | \$69,910,000           | 2.5%         |
| -- Other Operational Improvements             | \$292,570,000          | 10.4%        |
| -- Resurface or Reconstruction Only           | \$170,000              | 0.01%        |
| <b>ATP Regional Projects</b>                  | <b>\$157,700,000</b>   | <b>5.6%</b>  |
| -- Regional Bicycle Projects                  | \$149,700,000          | 5.3%         |
| -- Regional Pedestrian Improvements           | \$8,000,000            | 0.3%         |
| <b>Other Regional Transportation Projects</b> | <b>\$146,100,000</b>   | <b>5.2%</b>  |
| -- CV Link                                    | \$99,400,000           | 3.5%         |
| -- Valley-wide Signal Synchronization         | \$46,700,000           | 1.7%         |
| <b>Regional Traffic System Costs</b>          | <b>\$2,809,940,000</b> | <b>100%</b>  |

The bulk of the TUMF project costs, or approximately 76.3 percent, are identified as “Capacity Improvement Projects.” These projects are so-named because they expand the capacity of the regional transportation network by adding lanes or entirely new arterials and connections, allowing the network to better accommodate growth. The projects referred to as “Widening or Updating of Cross-Sections” and “Other Operational Improvements”, which combine for about 13 percent of costs, provide a variety of benefits to both new and existing commuters, but do not expand the network capacity in a measurable way. ATP and other regional projects such as CV Link and valley-wide signal synchronization, combine for slightly less than 11 percent of total costs.

## 4. TUMF COST ALLOCATION

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This Chapter describes how the cost of TUMF eligible projects (described in **Chapter 3**) are allocated to new development. Under the Mitigation Fee Act, development impact fees cannot include the cost of infrastructure improvements needed to address “existing deficiencies”. In other words, the cost of new capital facilities and improvements needed solely to address the needs of existing users must be excluded from the TUMF calculation.

### **Application of Transportation Demand Model**

As noted in **Chapter 2**, the nexus calculations provided in this Report utilize RIVTAM projections to allocate the cost of the TUMF eligible projects between new and existing development. The RIVTAM model is a mathematical representation of travel demand in the CVAG region between Base Year 2008 and Future Year 2040, updated by Fehr & Peers as part of this study effort. The model uses socioeconomic data, such as number of jobs and households to estimate the expected travel in, between, and through CVAG. Existing 2015 origin-destination (O-D) trip table and daily volumes were developed using the interpolation between the Base Year 2008 Model and Future Year 2040 Model.

The traffic growth in CVAG was estimated using the change in origin-destination (O-D) trip tables between existing 2015 Model and Future Year 2040 Model. In order to capture the trips only associated with the Coachella Valley region, the external-to-external trips (meaning trips starting from and ending at areas outside of the Coachella Valley) were excluded from traffic growth. For external-to-internal or internal-to-external trips (meaning trips having one end in CVAG and the other end outside of CVAG), only half of those trips were included in the traffic growth calculation.

For the purpose of the TUMF, the number of trip ends was used to calculate the fee which is consistent with the 2005 TUMF study. Any internal-to-internal trip (meaning trips traveling inside CVAG) is considered as two trip ends and any external-to-internal or internal-to-external trip is considered to have one trip end in Coachella Valley.

The results from the traffic demand model are applied differently depending on the type of TUMF project under consideration. Specifically, this nexus analysis employs different cost allocation methodologies depending on whether the project is primarily designed to increase the overall travel capacity within the CVAG region versus those that are primarily designed for other purposes, such as safety or bicycle / pedestrian access. The cost allocation methodology for each category of TUMF improvement is described separately below.

### **TUMF Capacity Improvement Projects**

As described in **Chapter 3**, the TPPS identified a number of projects as “capacity improvements.” These projects are so-named because they expand the capacity of the regional transportation network by adding lanes to existing facilities or adding entirely new arterials and connections, allowing the network to accommodate growth. For these projects the RIVTAM model was used to estimate the portion of costs attributable to growth. Specifically, the existing 2015 daily volumes were compared to capacity to develop the existing volume/capacity (v/c)

ratio to determine whether the project is experiencing an existing deficiency based on level of service (LOS) criteria. Consistent with the 2005 TUMF study, LOS D or worse is considered to be unacceptable LOS for arterial roadway network.

Any project's roadway segment with a v/c ratio exceeding 0.62 (LOS D or worse) were considered to operate with existing deficiency, and a fair share calculation was then performed to estimate the portion of costs attributable to growth for the project. The fair share percentage was calculated by subtracting the existing volumes from future demand and then divided by the future demand, and the percentage was applied to the project's total cost to estimate the portion of costs attributable to growth. For projects with roadway segments operating at LOS C or better (or v/c ratio of 0.62 or less), it is assumed 100 percent of the project's cost is attributable to growth.

**Table 5** shows the list of TUMF projects experiencing a v/c ratio above 0.62 and how the cost of these projects has been allocated between new and existing development. Overall, out of the 190 TUMF projects (excluding ATP) 13 are estimated to operate with an existing deficiency. As shown in **Table 5**, out of the \$121.7 million in total cost estimated for these projects, approximately \$54.4 million is allocated to the TUMF. The remaining \$67 million, or about 55 percent, is attributable to existing deficiencies.

**Table 5 TUMF Capacity Improvements with Existing Deficiencies**

| Street Name    | Segment # | Segment Description  | Cost Considered in TUMF<br><i>a</i> | Existing Year 20151 |      | Future Year 2040 w/ TPPS <sup>1</sup> |      | Fair Share Factor<br>$d = \frac{(c - b)}{c}$ | Cost Contributed to Future Growth<br>$e = a * d$ |
|----------------|-----------|--|-------------------------------------|---------------------|------|---------------------------------------|------|--|--|
|                |           |  |                                     | ADT<br><i>b</i>     | V/C  | ADT<br><i>c</i>                       | V/C  |  |  |
| AVE 48         | 48H       | Grade Separation at Hwy 111/SPRR                                     | \$22,011,480                        | 21,120              | 0.85 | 49,420                                | 0.48 | 0.57   | \$12,604,712                                     |
| AVE 50         | 50A       | Future Ave 50 SR-86S IC  | \$55,222,500                        | 20,260              | 0.82 | 37,930                                | 0.35 | 0.47   | \$25,725,852                                     |
| AVE 50         | 50I2      | Cabazon Rd to SR-86S (Incl. Br. at Whitewater Chnl)                  | \$3,356,880                         | 20,150              | 0.72 | 38,870                                | 0.37 | 0.48   | \$1,616,691                                      |
| Dillon Rd.     | DLN13     | S side of Whitewater Br. to Hwy 111                                  | \$4,062,858                         | 19,440              | 0.71 | 46,870                                | 0.43 | 0.59   | \$2,377,730                                      |
| Hwy. 74        | Hwy.74A   | Highway 111 to El Paseo  | \$450,240                           | 38,960              | 0.63 | 39,080                                | 0.34 | 0.00   | \$1,383  |
| Hwy. 111       | Hwy.111F  | Cook St to Eldorado Dr   | \$3,537,600                         | 47,240              | 0.72 | 67,580                                | 0.58 | 0.30   | \$1,064,735                                      |
| Hwy. 111       | Hwy.111G  | Eldorado Dr to Miles Ave   | \$4,924,800                         | 53,240              | 0.81 | 73,300                                | 0.64 | 0.27   | \$1,347,769                                      |
| Hwy. 111       | Hwy.111H  | Miles Ave to Washington St (incl. Br. Over Deep Cyn Chnl)            | \$7,573,400                         | 46,430              | 0.70 | 62,300                                | 0.43 | 0.25   | \$1,929,211                                      |
| Indian Cyn Dr. | INC�8     | Garnet Ave to 20th Ave   | \$165,000                           | 20,370              | 0.68 | 37,920                                | 0.56 | 0.46   | \$0  |
| Indian Cyn Dr. | INC�9     | 20th Ave to 19th Ave   | \$1,722,800                         | 24,960              | 0.85 | 45,050                                | 0.31 | 0.45   | \$768,281  |
| Indian Cyn Dr. | INC�10    | 19th Ave to Dillon Rd  | \$7,379,840                         | 21,780              | 0.78 | 39,410                                | 0.26 | 0.45   | \$3,301,360                                      |
| Indian Cyn Dr. | INC�13    | Pierson Blvd to Mission Lakes Blvd (Incl. Future Br. at Mission Cr.) | \$6,945,600                         | 16,460              | 0.62 | 27,730                                | 0.40 | 0.41   | \$2,822,824                                      |
| Palm Dr.       | PD1       | I-10 IC to Varner Rd   | \$4,024,416                         | 28,340              | 0.85 | 35,290                                | 0.24 | 0.20   | \$792,567  |
| <b>Total</b>   |           |  | \$121,377,414                       |                     |      |                                       |      |  | \$54,353,115                                     |

[1] Data provided by Fehr & Peers based on updated RIVTAM.

As noted, the bulk of the capacity improvement projects, in terms of both number and costs, currently operate with a v/c ratio below 0.62. Consequently, these projects are assumed to be entirely attributable to new development.

## **TUMF Operational, Safety, and ATP Projects**

In addition to "capacity improvement projects", other regional projects are included in the TUMF calculation because they improve the regional network for both existing and new users. While these projects provide a variety of benefits to both new and existing commuters, they do not expand the network capacity in a measurable way. The TUMF projects that fall into this category include operational improvements such as reconfiguring intersections, adding turn lanes at intersections, adding traffic signals, and ATP projects (e.g. bike / pedestrian facility and transit station improvements, and CV Link).

Since these improvements and facilities associated with the project categories above are designed to serve and benefit both existing and new development, the costs are allocated in proportion to growth. Specifically, 25 percent of the cost of these projects are allocated to growth reflecting the estimated share of new trip ends to total trip ends in 2040 (see **Table 3** in **Chapter 2**).

## **Summary of TUMF Cost Allocation**

**Table 6** summarizes the allocation of TUMF eligible project costs between new and existing development based on the methodology described above. As shown, overall, about 80 percent of the TUMF eligible project costs are allocated to new development. This amount includes 97 percent of the cost of "Capacity Improvement Projects" since the majority of these projects are not currently needed given level of service standards assumed for this analysis (i.e. v/c ratios of 0.62 or less).

**Table 6 Allocation of TUMF Eligible Project Costs to New Development**

| Type of Projects                                    | Project Costs          | Proportion of Costs Allocated to Growth | Total Costs Allocated to Growth |
|---|------------------------|---|---------------------------------|
| <b>Buildable Projects</b>                           | <b>\$2,505,970,000</b> |   | <b>\$2,169,010,747</b>          |
| -- Capacity Improvement Projects <sup>1</sup>       | \$2,143,490,000        | 96.9%                                   | \$2,076,630,000                 |
| -- Widening or Updating Cross-Sections <sup>2</sup> | \$69,910,000           | 25.5%                                   | \$17,817,088                    |
| -- Other Operational Improvements <sup>2</sup>      | \$292,570,000          | 25.5%                                   | \$74,563,659                    |
| <b>ATP Regional Projects</b>                        | <b>\$157,700,000</b>   |   | <b>\$40,191,028</b>             |
| -- Regional Bicycle Projects <sup>2</sup>           | \$149,700,000          | 25.5%                                   | \$38,152,168                    |
| -- Regional Pedestrian Improvements <sup>2</sup>    | \$8,000,000            | 25.5%                                   | \$2,038,860                     |
| <b>Other Regional Transportation Projects</b>       | <b>\$146,100,000</b>   |   | <b>\$37,234,681</b>             |
| -- CV Link <sup>2</sup>                             | \$99,400,000           | 25.5%                                   | \$25,332,836                    |
| -- Valley-wide Signal Synchronization <sup>2</sup>  | \$46,700,000           | 25.5%                                   | \$11,901,845.28                 |
| <b>Total</b>  | <b>\$2,809,770,000</b> | <b>80%</b>                              | <b>\$2,246,436,456</b>          |

[1] Cost allocation based on RIVTAM analysis. For projects with no existing deficiencies, 100 percent of costs are allocated to growth.

[2] Cost allocation based on new trips from 2015 - 2040 divided by total trips in 2040, as shown in Table 3.

## 5. OTHER FUNDING FOR TUMF PROJECTS

It is a common practice in calculation of a development impact fee to deduct any obligated or projected revenue from other funding sources from the total cost of planned capital facilities and improvements. Accordingly, this section identifies and quantifies the separate external revenue or funding sources (other than the TUMF itself) and deducts these amounts from the TUMF calculation.

CVAG has programming authority for Measure A, State and Federal formula funds. Riverside County Transportation Commission (RCTC) is the regional transportation planning agency responsible for administration of funds throughout Riverside County. Due to the diverse needs of sub-regions throughout the County, programming decisions within Coachella Valley are typically delegated to CVAG. Competitive grant funding and programming is typically managed directly by RCTC or State and Federal sponsoring agencies.

### Obligated Funds

TUMF project costs should exclude funding that has already been secured or is obligated from other external sources. As of November, 2016, CVAG has approximately \$232 million allocated to TPPS projects from available sources. Programming decisions are made periodically and obligation values are updated as needed. A list of current projects and funding commitments is summarized in **Table 7**.

**Table 7 Summary of Obligated Funds Available to Off-set TUMF Costs**

| Type of Projects                              | Project Cost           |       | Obligated Funding <sup>1</sup> |
|---|------------------------|-------|--------------------------------|
|   | \$ Amount              | %     |                                |
| <b>Buildable Projects</b>                     | <b>\$2,505,970,000</b> | 89.2% | <b>\$145,886,000</b>           |
| -- Capacity Improvement Projects              | \$2,143,490,000        | 76.3% | \$102,956,000                  |
| -- Widening or Updating Cross-Sections        | \$69,910,000           | 2.5%  | \$1,972,000                    |
| -- Other Operational Improvements             | \$292,570,000          | 10.4% | \$40,958,000                   |
| <b>ATP Regional Projects</b>                  | <b>\$157,700,000</b>   | 5.6%  | <b>\$8,300,000</b>             |
| -- Regional Bicycle Projects                  | \$149,700,000          | 5.3%  | \$8,300,000                    |
| -- Regional Pedestrian Improvements           | \$8,000,000            | 0.3%  | \$0                            |
| <b>Other Regional Transportation Projects</b> | <b>\$146,100,000</b>   | 5.2%  | <b>\$77,767,625</b>            |
| -- CV Link                                    | \$99,400,000           | 3.5%  | \$75,000,000                   |
| -- Valley-wide Signal Synchronization         | \$46,700,000           | 1.7%  | \$2,767,625                    |
| <b>Regional Traffic System Costs</b>          | <b>\$2,809,770,000</b> | 100%  | <b>\$231,953,625</b>           |

[1] Only includes portion of obligated funding applicable to TUMF related costs.

Although a significant portion of obligated funds are under CVAG's control, competitive funding from State and/or federal sources, such as Active Transportation Program (ATP) funding, is determined by others. ATP projects in the CVAG region, including major infrastructure projects such as CV Link, have received approximately \$75 million in grants and funding allocations from CMAQ and various other sources. The values are deducted from the TPPS and ATP gross network.

## **Other External Funding**

As part of the TUMF study effort, CVAG staff identified and estimated the level of non-TUMF external funding assumptions inherent in each jurisdiction's ability to move specific TPPS projects forward. These external funding assumptions have been removed from the TUMF obligation. Specifically, CVAG staff have worked with member jurisdictions to identify and estimate the additional, external (i.e. non-TUMF) funding assumptions associated with the all TPPS projects rated above 7.5 points. The total external funding estimate from all the jurisdictions was \$328,032,689. Consequently, this amount has been removed from the TUMF calculation.

## **Developer Funded Improvements**

Section 6 (d) (2) of the CVAG TUMF model ordinance indicates that CVAG will "establish an estimate of the value of customary developer dedications to the extent they have been included in the total cost of the regional system." Dedications are right of way and/or completed roadway segments that are required to be completed by developers as part of their development approvals. In previous TUMF Nexus Studies, the estimated value of developer dedications has been used to offset or reduce the TUMF collection target.

This reduction of the TUMF collection target provides an appropriate program 'credit' to developers for completing actual improvements to the arterial system. While the value of developer contributions is difficult to quantify, they are real and should be accounted for in the TUMF. As part of the initial TUMF calculation in 1988 it was estimated that such dedications represented 25 percent of the value of total TPPS (regional system) costs. This estimate was affirmed in 2005. It is recommended that we retain the 25 percent estimate for the value of developer dedications for the 2018 Nexus Study, excluding CV Link.

## **State and Federal Transportation Funding**

CVAG receives transportation funding from a variety of State and federal sources, much of which is allocated by formula or agreement through RCTC. This includes funding through the State Transportation Improvement Program (STIP), Congestion Mitigation and Air Quality funding (CMAQ), the federal Surface Transportation Program (STP), and other sources. While the funding levels from State and Federal sources can vary significantly from year to year, for the purposes of the TUMF analysis, CVAG projects that the region will receive about \$172 million from these sources over the next 25 years, or an average of about \$6.86 million per year.<sup>7</sup>

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<sup>7</sup> Based on the last call for projects in 2013 for federal grant funds STP, CVAG received \$21,458,175, or about 33 percent of the total pot for Riverside County. For CMAQ funds, CVAG is averaging about

## Local Match

The CVAG share of regional road system project costs has been set by the Executive Committee at 75 percent of qualified project costs, has been applied after any external funding comes off the top. Local jurisdictions are required to provide the remaining 25 percent of project costs, as well as 100 percent of unqualified project costs. For the purposes of the TUMF, CVAG has indicated that projects on the TPPS will be funded with 75 percent regional funds with a 25 percent local match requirement. Accordingly, this analysis assumes that the TUMF costs are reduced by 25 percent to account for this local match.

## Measure A

In accordance with RCTC Ordinance No.02-001, Riverside County Transportation Commission Transportation Expenditure Plan and Retail Transaction and Use Tax (Measure A), 50 percent of the sales tax revenue generated by Measure A within the Coachella Valley is allocated to CVAG for use on the Regional Arterial System. This sales tax was approved through 2038. CVAG uses this revenue to complete projects included in the TPPS. CVAG intends to continue to utilize this revenue for projects included in the TPPS

For the purpose of determining the share of Measure A revenues that will likely be available for completing future TPPS projects, an average of actual revenues between 2007 and 2016 (adjusted for inflation) and projected growth in trips through 2040 was used. In addition, it is assumed that 80 percent of the Measure A revenue would be used to off-set TUMF costs, with the remaining available to cover future project costs not covered by TUMF (e.g., the amount allocated to "existing deficiencies"). This methodology yields average annual Measure A revenues available to off-set TUMF costs of about \$22.8 million per year or \$461 million over 25 years, as shown in **Table 8**.

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\$6 million per year. These two sources would combine for about \$171,458,175 over a 25-year period (\$21,458,175 + \$6 million times 25 years).



**Table 8 Estimated Measure A Revenues Available To Off-set TUMF Costs**

| Type of Projection                                    | Average Annual Amount | Total Projected Through 2040 |
|---|-----------------------|------------------------------|
| Based on 2007-16 Growth Rate In Measure A \$s         | \$20,308,586          | \$487,406,064                |
| Based on 2010-16 Growth Rate in Measure A \$s         | \$26,270,481          | \$630,491,536                |
| Based on SCAG Trip Growth (2017 - 2040)               | <u>\$21,934,342</u>   | \$526,424,215                |
| <b>Average of All Projections</b>                     | \$22,837,803          | \$548,107,272                |
| <b>25 Year Total</b>                                  |                       | \$570,945,075                |
| <b>Allocation to TUMF Eligible Projects @ 80% [1]</b> |                       | <b>\$456,475,736</b>         |

[1] Equals to proportion of total TUMF costs allocated to growth, as shown in **Table 6**.

## Summary of Other Funding Sources

**Table 9** summarizes the assumptions above to estimate the total revenue that is likely to be available to off-set TUMF project costs over the next 25 years. As shown, the total TUMF Costs of \$2.176 billion (i.e., the TPPS costs attributable to growth) are reduced by an additional \$1.934 billion to account for other funding sources, leaving a net TUMF cost of about \$242.7 million.

**Table 9 Net TUMF Costs After Funding from Other Sources**

| <u>Category</u>                   | <u>Source</u>          | <u>Formula</u>               | <u>Amount<br/>(rounded)</u> |
|-----------------------------------|------------------------|------------------------------|-----------------------------|
| <b>TUMF Cost Allocation</b>       | <b>See Table 6</b>     | <b>= a</b>                   | <b>\$2,246,436,000</b>      |
| Obligated Funding                 | See <b>Table 7</b>     | = b                          | \$231,953,625               |
| External Funding                  | CVAG Jurisdiction data | = c                          | \$328,000,000               |
| CV Link Costs Allocated to Growth | See <b>Table 6</b>     | = d                          | \$25,332,836                |
| Developer Funded Improvements     | CVAG Estimate          | e = 25% * (a - d)            | \$555,276,000               |
| State and Federal Funding         | CVAG Estimate          | = f                          | \$171,458,000               |
| <b>Subtotal</b>                   |                        | <b>g = a - b - c - e - f</b> | <b>\$959,748,000</b>        |
| 25% Local Match                   | CVAG Policy            | h = g * 25%                  | \$239,937,000               |
| Measure A Funding to TUMF         | See <b>Table 8</b>     | = i                          | \$456,476,000               |
| <b>Net TUMF Costs</b>             |                        | <b>j = g - h - i</b>         | <b>\$263,335,000</b>        |

## 6. NEXUS FINDINGS AND FEE CALCULATION

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This chapter summarizes the nexus findings presents in the previous chapters and calculates and presents the final TUMF calculations.

### Overview of Nexus Findings

A “nexus” or relationship between new development in the CVAG region and transportation improvements and their costs must be established before incorporating transportation improvement costs into a transportation impact fee calculation. To determine the appropriate costs to include in the new transportation fee calculation, it is necessary to conduct a series of steps:

- **Identify Total Costs of Transportation Improvements.** The identification of the required transportation improvement projects and their associated costs is the first step (see **Chapter 3**).
- **Remove Existing Deficiencies.** Next, it is necessary to evaluate whether there is an existing deficiency at any of the project locations, and if so, the magnitude of that deficiency. Existing deficiencies are accounted for by reducing the project cost that is included in the Fee Program with funding required from other sources (see **Chapter 4**).
- **Determine Proportionate Allocation to New Development.** Once existing deficiencies are identified, it is necessary to determine the proportion of the remaining project cost that is attributable to new development in Cupertino, and therefore can be the subject of a fee program (see **Chapter 4**).
- **Account for Known Funding.** To the extent there is dedicated funding for any of the transportation improvements, this portion of costs should not be included in the transportation fee calculation. For this TIF calculation, funding from external sources has been excluded (see **Chapter 5**).

The technical calculations described above and further detailed in subsequent sections establish the following nexus findings, consistent with the requirements of the Mitigation Fee Act.

#### **Purpose**

The TUMF will help maintain adequate levels of transportation service in the CVAG region. It is levied on all new development throughout the Coachella Valley to mitigate the cumulative regional impacts on the transportation system.

#### **Use of Fee**

Fee revenue will be used to fund regional transportation improvements, including roadway, intersection, interchange, and traffic signal improvements, ATP facilities and other regional serving projects. The list of eligible transportation projects and costs are summarized in Chapter 3 and further detailed in the **Appendix B** and the TPPS.

**Relationship**

New development in the CVAG region will increase demands for, and travel on, the region’s transportation network. Transportation fee revenue will be used to fund additional transportation capacity necessary to accommodate this growth. New development will benefit from the increased transportation capacity.

**Need**

Each new development project will add to the incremental need for transportation capacity and improvements. The transportation improvements considered in this Study have been identified and are necessary to support the future transportation needs in the CVAG region.

**Proportionality**

The fee levels are tied to fair share cost allocations to new development based on the RIVTAM transportation model and adapted for this study purpose. Recognizing that some improvements within the Coachella Valley will be completed by developer dedications or using alternate funding sources, the TUMF program establishes the share of unfunded improvement costs in rough proportionality to the number of trips generated by new development and assigns the fair-share fee to new developments on this basis.

**The TUMF Calculation**

The data and analysis described above provide the core components of the TUMF calculation. The final step in the TUMF calculation is to estimate the fee per trip and by land use category (i.e. different types of residential and non-residential development). These calculations are described below.

**TUMF per Trip**

The TUMF rate per trip is calculated by dividing the net TUMF cost above by the projected growth in average daily trips (ADT) over from 2015 – 2040. Specifically, the fee per trip is calculated by dividing the aggregate fee program cost of \$263.3 million by the total number of trips generated by new development, or 1,074,520, as shown in **Table 10**. The results in a TUMF of \$245 per ADT.

**Table 10 Calculation of TUMF per Average Daily Trip (ADT)**

| Category                    | Source             | Formula        | Amount        |
|-----------------------------|--------------------|----------------|---------------|
| Net TUMF Cost               | See <b>Table 9</b> | = a            | \$263,335,000 |
| Growth in ADT (2015 - 2040) | See <b>Table 3</b> | = b            | 1,074,520     |
| <b>Avg. TUMF / ADT</b>      |                    | <b>= a / b</b> | <b>\$245</b>  |

## TUMF by Land Use

This average TUMF per trip amount will be used as the basis for calculating the actual TUMF obligation for particular types of development based on ADT generation factors for specific land use categories. **Table 11** provides the ADT rates for generalized land use categories based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition released in 2017). The actual land use categories and their specific application, including various discounts, will be included in the TUMF Handbook, as described in **Chapter 7**. In addition, CVAG may update these rates and land use categories over time as conditions change and new data becomes available.

**Table 11 Trip Rate Assumptions for illustrative Land Use Categories**

| Land Use Category             | ITE Daily Trip Rate / Unit |              | ITE Code | ITE Land Use Description       |
|-------------------------------|----------------------------|--------------|----------|--------------------------------|
| <b><u>Residential</u></b>     |                            |              |          |                                |
| Single Family Detached        | 9.44                       | dwelling     | 210      | Single-Family Detached Housing |
| Multi-Family                  | 7.32                       | dwelling     | 220      | Multifamily Housing Low Rise   |
| <b><u>Non-Residential</u></b> |                            |              |          |                                |
| Industrial                    | 4.96                       | 1000 sq. ft. | 110      | General Light Industrial       |
| Office                        | 9.74                       | 1000 sq. ft. | 710      | General Office Building        |
| Retail                        | 37.75                      | 1000 sq. ft. | 820      | Shopping Center                |

**Table 12** calculates the TUMF for each land use categories defined above based on the fee per trip. It should be noted that, the TUMF per trip rate for retail is reduced by 35 percent to account "linked" and pass-through trips, or trips that are part of multi-purpose commute (e.g., stopping at a retail store on the way to or from work). Typically, retail-based trips often involve multiple stops. To recognize this traffic pattern, an adjustment for pass-through trips, or percentage of new trip adjustment, takes into account vehicle trips using the adjacent roadway that enter a site as an intermediate stop on the way to another destination. For example, some drivers will stop for fuel on their way home from work. The pass-by adjustment reduces total number of vehicle trips to account for the sharing of the one trip for two destinations (fuel and then home).

**Table 12 Illustrative TUMF Calculation for Selected Land Use Categories**

| <b>Land Use Category</b>      | <b>Fee Per Unit<sup>1</sup></b> |
|-------------------------------|---------------------------------|
| <b><u>Residential</u></b>     |                                 |
| Single Family Detached        | \$2,310 per dwelling            |
| Multi-Family                  | \$1,790 per dwelling            |
| <b><u>Non-Residential</u></b> |                                 |
| Industrial                    | \$1,220 per 1,000 sq. ft.       |
| Office                        | \$2,390 per 1,000 sq. ft.       |
| Retail <sup>2</sup>           | \$6,010 per 1,000 sq. ft.       |

[1] Based on a TUMF of \$245 per ADT.

[2] Includes a discount of 35% percent to account for pass-through trips.

## 7. TUMF IMPLEMENTATION AND ADMINISTRATION

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This chapter summarizes the implementation and administrative issues and procedures associated with the TUMF program. Implementation and administrative elements of this Updated TUMF are specified in the CVAG TUMF Handbook as well as the CVAG TUMF model ordinance. This TUMF update incorporates a number of modifications requested by CVAG's member jurisdictions and other stakeholders. The key elements of these documents that are expected to be modified as part of this update are described below.

### **Elimination of Land Use Exemptions**

The 2012 TUMF policy handbook exempts a number of land use categories from paying the fee (examples include affordable housing, public buildings, and some religious structures). It is proposed that the new TUMF update will eliminate any TUMF land use exemptions except those required by State or federal law (for example, public schools are statutorily exempt from AB 1600 impact fees). In other words, all new development that increases trips in the CVAG region will be subject to the TUMF unless otherwise exempt due to State and / or federal law.

While the goal is to eliminate all exemptions, consistent with State or federal law, CVAG has also proposed a TUMF discount for Transit Oriented Residential Development projects. With the new Handbook, CVAG is also considering an exemption for Affordable housing (below 80% of the ACI).

Regional fee programs approach affordable housing fees in a variety of ways; charge a full fee, allow fee reductions of a stated percentage, and completely exempting fees. These are evenly implemented throughout programs in California. The Institute of Transportation Engineers Trip Generation Manual does not include affordable housing as a land use. Programs that charge a fee often simply define a reduction of 20% or 50% of the fee for affordable housing but don't provide a methodology on how it was arrived at other than it was a policy decision.

### **Simplification of Land Use Categories**

The current TUMF Manual defines over 35 separate land use categories, and numerous sub-categories, each with different fee rates based upon trip generation. Concerns have been raised by developers and CVAG member agencies that this structure is overly complicated and confusing. Consequently, CVAG has simplified the land use categories which eliminate factors that override the basic fee rate of a land use.

For example, under the current TUMF Program, the highest TUMF rates are for convenience markets and fast food restaurants. When convenience stores are located within shopping centers it can create confusion because under the current TUMF Manual, shopping centers are defined as having at least three business establishments which may be housed in one or more buildings; have a total building floor area of at least 10,000 square feet (sq. ft.), and that the largest establishment not contain more than 50 percent of the floor area.

Under the new TUMF Program, it proposed that the land use categories be simplified and consolidated. For example, convenience stores, restaurants and shopping centers are proposed

to be charged strictly as “retail” and charged one flat rate. Therefore, TUMF would apply to each new building based on square footage without any additional factors.

### **Application of Annual Inflation Adjustment**

It is common practice to include an annual adjustment factor so that the fee revenues keep pace with inflation. By way of example, the Coachella Valley Local Development Mitigation Fee is revised annually by means of an adjustment at the beginning of each fiscal year based on the average percentage change over the previous calendar year set forth in the Consumer Price Index (CPI) for the Los Angeles-Anaheim-Riverside Area. Accordingly, it is proposed that an inflation adjustment for TUMF be reviewed by CVAG’s Executive Committee on an annual basis. Such inflation adjustment shall be the same as the Coachella Valley Local Development Mitigation Fee.





APPENDIX A:  
TPPS Projects Included in the TUMF

**Appendix A**  
**TPPS Projects Included and Excluded From TUMF**

| Street Name           | Segment Number | Segment Description  | Included in TUMF?<br>(Yes/No) |    |
|-----------------------|----------------|--|-------------------------------|----|
|                       |                |  | Yes                           | No |
| 20TH AVE              | 20A            | Worsley Rd to N Indian Canyon Dr                                       |                               | No |
| 20TH AVE              | 20B            | N Indian Canyon Dr to Little Morongo Rd (missing link)                 | Yes                           |    |
| 20TH AVE              | 20C            | Little Morongo Rd to Palm Dr (missing link)                            | Yes                           |    |
| 20TH AVE              | 20D            | Palm Dr to Mountain View Rd  | Yes                           |    |
| AVE 44                | 44A            | Ave 44 Br./Low Water Xing  | Yes                           |    |
| AVE 44                | 44B            | Monroe St to Low Water Xing  | Yes                           |    |
| AVE 44                | 44C            | Low Water Xing to Dillon Rd  | Yes                           |    |
| AVE 48                | 48B1           | Jefferson St to Madison St   |                               | No |
| AVE 48                | 48B            | Madison St to W side of All-Amer. Canal (Excl. Br. At All-Amer. Canal) |                               | No |
| AVE 48                | 48E            | Jackson St to Van Buren St   | Yes                           |    |
| AVE 48                | 48F            | Van Buren St to W of SR-86   | Yes                           |    |
| AVE 48                | 48H            | Grade Separation at Hwy 111/SPRR                                       | Yes                           |    |
| AVE 50                | 50A            | Future Ave 50 SR-86S IC  | Yes                           |    |
| AVE 50                | 50B1           | Washington St to E side of Br. at Evac. Chnl (Incl. Br. at Evac. Chnl) | Yes                           |    |
| AVE 50                | 50C            | Jefferson St to Madison St (Incl. Br. at All-Amer. Canal)              | Yes                           |    |
| AVE 50                | 50D            | Madison St to Monroe St  | Yes                           |    |
| AVE 50                | 50E            | Monroe St to Jackson St  | Yes                           |    |
| AVE 50                | 50F            | Jackson St to Van Buren St   | Yes                           |    |
| AVE 50                | 50G            | Van Buren St to Harrison St  | Yes                           |    |
| AVE 50                | 50I2           | Cabazon Rd to SR-86S (Incl. Br. at Whitewater Chnl)                    | Yes                           |    |
| AVE 50                | 50J            | Grade Separation Hwy 111/SPRR  | Yes                           |    |
| AVE 50                | 50K            | SR-86S to I-10 IC  | Yes                           |    |
| AVE 50                | 50L            | Br. at All-Amer. Canal (in 50K)  | Yes                           |    |
| AVE 50                | 50M            | Future Ave 50 I-10 IC  | Yes                           |    |
| AVE 52                | 52B            | Jefferson St to Madison St (Excl. Br. at All-Amer. Canal)              | Yes                           |    |
| AVE 52                | 52D            | Monroe St to Jackson St  | Yes                           |    |
| AVE 52                | 52E            | Jackson St to Calhoun St   | Yes                           |    |
| AVE 52                | 52F1           | Calhoun St to Van Buren St   | Yes                           |    |
| AVE 52                | 52F2           | Van Buren St to Frederick St   | Yes                           |    |
| AVE 52                | 52G            | Frederick St to Harrison St  | Yes                           |    |
| AVE 52                | 52H            | Intersection of Ave 52 and SR-86                                       |                               | No |
| AVE 52                | 52IA           | Harrison St to Shady Ln  | Yes                           |    |
| AVE 52                | 52IB           | Shady Ln to Hwy 111  | Yes                           |    |
| AVE 52                | 52K            | Future Ave 52 SR-86S IC  | Yes                           |    |
| AVE 52                | 52L            | Hwy 111 to SR-86S (Incl. Br. at Whitewater Chnl)                       | Yes                           |    |
| AVE 52                | 52M            | SR-86S to Pierce St  | Yes                           |    |
| AVE 54                | 54A            | Van Buren St to Harrison St  | Yes                           |    |
| AVE 54                | 54B            | Harrison St to Tyler St  | Yes                           |    |
| AVE 54                | 54C            | Tyler St to Hwy 111  | Yes                           |    |
| AVE 56 / AIRPORT BLVD | 56B            | Monroe St to Jackson St  |                               | No |
| AVE 56 / AIRPORT BLVD | 56C            | Jackson St to 0.25 miles W of Van Buren St                             |                               | No |
| AVE 56 / AIRPORT BLVD | 56D            | 0.25 mi. W of Van Buren St to Harrison St                              |                               | No |
| AVE 56 / AIRPORT BLVD | 56E            | Harrison St to Tyler St  |                               | No |
| AVE 56 / AIRPORT BLVD | 56F            | Tyler St to Polk St  |                               | No |
| AVE 56 / AIRPORT BLVD | 56G            | Polk St to Highway 111 (Grapefruit Blvd)                               | Yes                           |    |
| AVE 56 / AIRPORT BLVD | 56I            | SPRR to SR-86 (Incl. Br. at Whitewater Chnl)                           | Yes                           |    |

**Appendix A**  
**TPPS Projects Included and Excluded From TUMF**

| Street Name                        | Segment Number | Segment Description   | Included in TUMF?<br>(Yes/No) |    |
|------------------------------------|----------------|---|-------------------------------|----|
|                                    |                |   | Yes                           | No |
| 58TH AVE                           | 58A            | Jefferson St to Madison St  |                               | No |
| 58TH AVE                           | 58B            | Madison St to Monroe St   |                               | No |
| 58TH AVE                           | 58C            | Monroe St to Jackson St   |                               | No |
| 58TH AVE                           | 58D            | Jackson St to Van Buren St  | Yes                           |    |
| 58TH AVE                           | 58E            | Van Buren St to Harrison St   | Yes                           |    |
| 66TH AVE                           | 66A            | Future 66th Ave SR-86 IC  | Yes                           |    |
| 66TH AVE                           | 66B            | 66th Ave Br./Low Water Xing   | Yes                           |    |
| 66TH AVE                           | 66C            | Grade Separation at Hwy 111/SPRR (Bridge)   | Yes                           |    |
| BOB HOPE DR                        | BH1-6          | Frank Sinatra Dr to Gerald Ford Dr  |                               | No |
| BOB HOPE DR                        | BH2-6          | Gerald Ford to Dinah Shore Dr   |                               | No |
| BOB HOPE DR                        | BH3-6          | Dinah Shore Dr to Ramon Rd (southbound only)  |                               | No |
| CATHEDRAL CYN DR                   | CTHCN1         | Terrace Rd to E Palm Canyon Dr  |                               | No |
| CATHEDRAL CYN DR                   | CTHCN2         | E Palm Canyon Dr to N side of Whitewater Br. (Incl. Cath Cyn Br.)                   | Yes                           |    |
| CATHEDRAL CYN DR                   | CTHCN4         | N side of Whitewater Br. to Dinah Shore Dr  |                               | No |
| CATHEDRAL CYN DR                   | CTHCN5         | Dinah Shore Dr to Ramon Rd  |                               | No |
| COOK ST (formerly CHASE SCHOOL RD) | CHSC1          | I-10 IC to Ramon Rd   | Yes                           |    |
| COOK ST                            | CK4            | Frank Sinatra Dr to Country Club Dr   | Yes                           |    |
| COOK ST                            | CK5            | Country Club Dr to N side of Whitewater Br.   | Yes                           |    |
| COOK ST                            | CK6            | S side of Whitewater Br. to Fred Waring Dr  | Yes                           |    |
| COOK ST                            | CK7            | Br. at Whitewater Chnl  |                               | No |
| COUNTRY CLUB DR                    | CC4            | Monterey Ave to Portola Ave   |                               | No |
| COUNTRY CLUB DR                    | CC5            | Portola Ave to Cook St  | Yes                           |    |
| COUNTRY CLUB DR                    | CC6            | Cook St to Eldorado Dr  |                               | No |
| COUNTRY CLUB DR                    | CC7            | Eldorado Dr to Oasis Club Dr  |                               | No |
| COUNTRY CLUB DR                    | CC8            | Oasis Club Dr to Washington St  | Yes                           |    |
| CROSSLEY RD / GOLF CLUB DR         | CROSLY1        | Ramon Rd to Mesquite Ave/Dinah Shore Dr   | Yes                           |    |
| CROSSLEY RD / GOLF CLUB DR         | CROSLY2        | Dinah Shore Dr/Mesquite Ave to 34th Ave   | Yes                           |    |
| CROSSLEY RD / GOLF CLUB DR         | CROSLY3A       | Br. at Palm Cyn Chnl  |                               | No |
| DA VALL DR                         | DVALL1         | Dinah Shore to Ramon Rd   |                               | No |
| DA VALL DR                         | DVALL2         | Ramon Rd to McCallum Way  |                               | No |
| DA VALL DR                         | DVALL3         | McCallum Way to 30th Ave  |                               | No |
| DA VALL DR                         | DVALL4         | 30th Ave to I-10 IC (Incl. Br. over RR)   |                               | No |
| DA VALL DR                         | DVALL5         | Future Da Vall I-10 IC  | Yes                           |    |
| DA VALL DR                         | DVALL6         | I-10 IC to Varner Rd (Incl. Br. at Long Cyn Chnl)                                   | Yes                           |    |
| DATE PALM DR                       | DPLM0A         | Hwy 111 (E Palm Cyn Dr) to Gerald Ford Dr (Incl. at Cath. Cyn Br., excludes WW Br.) |                               | No |
| DATE PALM DR                       | DPLM0B         | Gerald Ford Dr to Dinah Shore Dr  |                               | No |
| DATE PALM DR                       | DPLM0C         | Dinah Shore Dr to Ramon Rd  |                               | No |
| DATE PALM DR                       | DPLM1          | Ramon Rd to McCallum Way  |                               | No |
| DATE PALM DR                       | DPLM2          | McCallum Way to 30th Ave  |                               | No |
| DATE PALM DR                       | DPLM3          | 30th Ave to Vista Chino   |                               | No |
| DILLON RD                          | DLN1           | SR-62 to N Indian Canyon Dr   | Yes                           |    |
| DILLON RD                          | DLN2           | Intersection of Dillon Rd & N Indian Canyon Dr                                      | Yes                           |    |
| DILLON RD                          | DLN3           | N Indian Canyon Dr to Palm Dr (Incl. Future Br. at Mission Cr.)                     | Yes                           |    |
| DILLON RD                          | DLN4           | Intersection of Dillon Rd & Palm Dr   | Yes                           |    |
| DILLON RD                          | DLN5           | Palm Dr to Mountain View Rd   | Yes                           |    |

**Appendix A**  
**TPPS Projects Included and Excluded From TUMF**

| Street Name                     | Segment Number | Segment Description  | Included in TUMF?<br>(Yes/No) |    |
|---------------------------------|----------------|--|-------------------------------|----|
|                                 |                |  | Yes                           | No |
| DILLON RD                       | DLN6           | Mountain View Rd to Bennett Rd                                   | Yes                           |    |
| DILLON RD                       | DLN7           | Bennett Rd to Thousand Palms Cyn Rd (Incl. Br. At Wide Cyn Chnl) |                               | No |
| DILLON RD                       | DLN8           | Thousand Palms Cyn Rd to Sunny Rock Rd                           |                               | No |
| DILLON RD                       | DLN9           | Sunny Rock Rd to Ave 44 (Incl. Br. over All-Amer. Canal)         |                               | No |
| DILLON RD                       | DLN10          | Ave 44 to I-10 IC  | Yes                           |    |
| DILLON RD                       | DLN11          | I-10 IC to N side of Whitewater Br.                              |                               | No |
| DILLON RD                       | DLN12          | Br. at Whitewater Chnl   | Yes                           |    |
| DILLON RD                       | DLN13          | S side of Whitewater Br. to Hwy 111                              | Yes                           |    |
| DILLON RD                       | DLN14          | Dillon Rd I-10 IC  | Yes                           |    |
| DILLON RD                       | DLN15          | Dillon Rd SR-86S IC  | Yes                           |    |
| DUNE PALMS RD                   | DUNEP1         | Br. at Whitewater Chnl   |                               | No |
| DUNE PALMS RD                   | DUNEP2         | Highway 111 to Blackhawk Way (formerly Westward Ho)              |                               | No |
| E PALM CYN DR                   | PLCN7          | Palm Cyn Dr to Sunrise Way                                       |                               | No |
| E PALM CYN DR                   | PLCN8          | Sunrise Way to Farrell Dr  | Yes                           |    |
| E PALM CYN DR                   | PLCN9          | Farrell Dr to Gene Autry Trl (Incl. Br. at Palm Cyn Wash)        | Yes                           |    |
| E PALM CYN DR                   | PLCN11A        | Cathedral Canyon Dr to Date Palm Dr                              | Yes                           |    |
| E PALM CYN DR                   | PLCN11B        | Date Palm Dr to E Cath. City limits                              | Yes                           |    |
| FRANK SINATRA DR                | FS6            | Monterey Ave to Portola Ave                                      | Yes                           |    |
| FRANK SINATRA DR                | FS7            | Portola Ave to Cook St   |                               | No |
| FRANK SINATRA DR                | FS8            | Cook St to Eldorado Dr   |                               | No |
| FRANK SINATRA DR                | FS9            | Eldorado Dr to Tamarisk Row Dr                                   |                               | No |
| FRED WARING DR                  | FW1            | Bridge at Whitewater River                                       |                               | No |
| GENE AUTRY TR                   | GAT1A          | Intersection of Gene Autry Trl and Mesquite Ave / Dinah Shore Dr |                               | No |
| GENE AUTRY TR                   | GAT2A          | E Palm Cyn to Eagle Way  | Yes                           |    |
| GENE AUTRY TR                   | GAT2B          | Bridge over Palm Canyon Wash                                     | Yes                           |    |
| GENE AUTRY TR                   | GAT2C          | N of Palm Canyon Wash Bridge to 0.18 mi south of Mesquite Ave    |                               | No |
| GENE AUTRY TR                   | GAT2D          | 0.18 mi S of Mesquite Ave to Mesquite Ave                        |                               | No |
| GENE AUTRY TR                   | GAT2E          | Mesquite Ave to Ramon Rd   | Yes                           |    |
| GENE AUTRY TR                   | GAT2F          | Ramon to Escena Way  |                               | No |
| GENE AUTRY TR                   | GAT2G          | Escena Way to Vista Chino  |                               | No |
| GENE AUTRY TR                   | GAT3           | Future Whitewater Rvr Br.  | Yes                           |    |
| GERALD FORD DR                  | GFD4           | Cook St to Frank Sinatra Dr                                      |                               | No |
| GERALD FORD DR                  | GFD5           | Intersection of Gerald Ford Dr and Bob Hope Dr                   | Yes                           |    |
| GOLF CENTER PKWY                | GPKWY1         | Golf Center Pkwy. I-10 IC  | Yes                           |    |
| GOLF CENTER PKWY                | GPKWY4         | Ave 45 to Hwy 111  | Yes                           |    |
| GRAPEFRUIT BLVD                 | GRPF1          | Ave 48/Dillon Rd to Ave 50                                       | Yes                           |    |
| GRAPEFRUIT BLVD                 | GRPF2          | Ave 50 to Ave 52   | Yes                           |    |
| GRAPEFRUIT BLVD                 | GRPF3          | Ave 52 to Ave 54   | Yes                           |    |
| GRAPEFRUIT BLVD                 | GRPF4          | Ave 54 to Ave 56   |                               | No |
| HACIENDA AVE (now RUBY DR & I   | HAC0A          | SR62 to N Indian Canyon Dr                                       | Yes                           |    |
| HACIENDA AVE (currently 13TH AV | HAC0B          | N Indian Canyon Dr to Little Morongo Rd                          | Yes                           |    |
| HACIENDA AVE                    | HAC1A          | Little Morongo Rd to Cholla Dr                                   | Yes                           |    |
| HACIENDA AVE                    | HAC1B          | Cholla Dr to Palm Dr   | Yes                           |    |
| HACIENDA AVE                    | HAC2           | Palm Dr to Mountain View Rd                                      |                               | No |

**Appendix A**  
**TPPS Projects Included and Excluded From TUMF**

| Street Name       | Segment Number | Segment Description  | Included in TUMF?<br>(Yes/No) |    |
|-------------------|----------------|--|-------------------------------|----|
|                   |                |  | Yes                           | No |
| HACIENDA AVE      | HAC3           | Mountain View Rd to Dillon Rd (Long Cyn Rd)                          |                               | No |
| HARRISON ST       | HARSN1         | Grapefruit Blvd to Ave 52  | Yes                           |    |
| HARRISON ST       | HARSN2         | Ave 52 to Ave 54   |                               | No |
| HARRISON ST       | HARSN3         | Ave 54 to Ave 56 (Airport Blvd)                                      | Yes                           |    |
| HIGHWAY 74        | HWY74A         | Highway 111 to El Paseo  | Yes                           |    |
| HIGHWAY 74        | HWY74B         | El Paseo to Mesa View Dr   |                               | No |
| HIGHWAY 74        | HWY74C         | Mesa View Dr to S Palm Desert City Limits                            |                               | No |
| HIGHWAY 111       | HWY111F        | Cook St to Eldorado Dr   | Yes                           |    |
| HIGHWAY 111       | HWY111G        | Eldorado Dr to Miles Ave   | Yes                           |    |
| HIGHWAY 111       | HWY111H        | Miles Ave to Washington St (incl. Br. Over Deep Cyn Chnl)            | Yes                           |    |
| INDIAN CYN DR     | INCN1          | Ramon Rd to Tahquitz Cyn Way   | Yes                           |    |
| INDIAN CYN DR     | INCN2          | Tahquitz Cyn Way to Alejo Rd   | Yes                           |    |
| INDIAN CYN DR     | INCN3          | Alejo Rd to Tachevah Dr  | Yes                           |    |
| INDIAN CYN DR     | INCN4          | Tachevah Dr to Vista Chino   | Yes                           |    |
| INDIAN CYN DR     | INCN5          | Vista Chino to Racquet Club Rd                                       | Yes                           |    |
| INDIAN CYN DR     | INCN6          | Racquet Club Rd to Sunrise Pkwy                                      |                               | No |
| INDIAN CYN DR     | INCN7          | Sunrise Pkwy to Garnet Avenue  | Yes                           |    |
| INDIAN CYN DR     | INCN8          | Garnet Ave to 20th Ave   | Yes                           |    |
| INDIAN CYN DR     | INCN9          | 20th Ave to 19th Ave   | Yes                           |    |
| INDIAN CYN DR     | INCN10         | 19th Ave to Dillon Rd  | Yes                           |    |
| INDIAN CYN DR     | INCN11         | Dillon Rd to 14th Ave  | Yes                           |    |
| INDIAN CYN DR     | INCN12         | 14th Ave to Pierson Blvd   | Yes                           |    |
| INDIAN CYN DR     | INCN13         | Pierson Blvd to Mission Lakes Blvd (Incl. Future Br. at Mission Cr.) | Yes                           |    |
| INDIAN CYN DR     | INCN14         | Mission Lakes Blvd to SR-62  |                               | No |
| INDIO BLVD        | INDIO0         | I-10 Interchange to Jefferson St (includes 2 railroad bridges)       | Yes                           |    |
| INDIO BLVD        | INDIO1         | Jefferson St to Madison St (over All-Amer. Canal)                    | Yes                           |    |
| JACKSON ST        | JAC2A1         | I-10 IC to 43rd Ave  | Yes                           |    |
| JACKSON ST        | JAC2A2         | 43rd Ave to Ave 44   | Yes                           |    |
| JACKSON ST        | JAC4           | Ave 48 to Ave 50   | Yes                           |    |
| JACKSON ST        | JAC5           | Ave 50 to Ave 52   | Yes                           |    |
| JACKSON ST        | JAC6           | Jackson St I-10 IC   | Yes                           |    |
| JEFFERSON ST      | JEF1A          | Intersection of Jefferson St and Dunbar Dr                           |                               | No |
| JEFFERSON ST      | JEF2A          | 58th Ave to 62th Ave   | Yes                           |    |
| JEFFERSON ST      | JEF9A1         | 40th Ave to 0.27 mi S of Ave 39                                      | Yes                           |    |
| JEFFERSON ST      | JEF9B          | Ave 39 to Ave 38   |                               | No |
| KEY LARGO AVE     | KL1            | Dinah Shore Dr. to Varner Rd (Incl. flyover at I-10 and RR)          | Yes                           |    |
| LANDAU BLVD       | LAN1           | Vista Chino to Verona Rd   | Yes                           |    |
| LANDAU BLVD       | LAN2           | Verona Rd to I-10 IC (Incl. Br. over RR, missing link)               | Yes                           |    |
| LANDAU BLVD       | LAN3           | Future Landau Blvd I-10 IC (missing link)                            | Yes                           |    |
| LANDAU BLVD       | LAN4           | I-10 IC to Varner Rd (missing link)                                  | Yes                           |    |
| LITTLE MORONGO RD | LM1            | Mission Lakes Blvd to Pierson Blvd                                   |                               | No |
| LITTLE MORONGO RD | LM2            | Pierson Blvd to Two Bunch Palms Trl                                  | Yes                           |    |
| LITTLE MORONGO RD | LM3            | Two Bunch Palms Trl to Dillon Rd (Incl. Future Br. at Mission Cr.)   | Yes                           |    |
| LITTLE MORONGO RD | LM4            | Dillon Rd to 20th Ave  | Yes                           |    |
| MADISON ST        | MAD5           | Ave 52 to Ave 50   | Yes                           |    |

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| Street Name        | Segment Number | Segment Description  | Included in TUMF?<br>(Yes/No) |    |
|--------------------|----------------|--|-------------------------------|----|
|                    |                |  | Yes                           | No |
| MADISON ST         | MAD7A          | 0.25 mi N of Ave 49 to Ave 48  | Yes                           |    |
| MADISON ST         | MAD7B          | Ave 48 to Hwy 111  | Yes                           |    |
| MADISON ST         | MAD9           | Miles Ave to Fred Waring Dr (Incl. Br. over WW Chnl and All-Amer. Canal, missing link) | Yes                           |    |
| MISSION LAKES BLVD | MSLK0          | SR 62 to Indian Canyon Dr  | Yes                           |    |
| MISSION LAKES BLVD | MSLK1          | N Indian Canyon Dr to Little Morongo Rd  |                               | No |
| MISSION LAKES BLVD | MSLK2          | Little Morongo Rd to Palm Dr   |                               | No |
| MISSION LAKES BLVD | MSLK3          | Palm Dr to Eastern Terminus at Verbena Dr  |                               | No |
| MONROE ST          | MON1           | 0.25 mi N of Ave 42 to Ave 42  | Yes                           |    |
| MONROE ST          | MON6           | Monroe St I-10 IC  | Yes                           |    |
| MONROE ST          | MON7           | Ave 54 to 58th Ave   |                               | No |
| MONROE ST          | MON8A          | 58th Ave to Ave 60   |                               | No |
| MONROE ST          | MON8B          | Ave 60 to 62nd Ave   |                               | No |
| MONROE ST          | MON9           | I-10 Interchange to 900 ft N of Oleander   | Yes                           |    |
| MONTEREY AVE       | MNT1-6         | Highway 111 to Fred Waring Dr  | Yes                           |    |
| MONTEREY AVE       | MNT2-6         | Fred Waring Dr to Clancy Lane (Incl. Br. at Whitewater River)                          | Yes                           |    |
| MONTEREY AVE       | MNT3-6         | Clancy Lane to Country Club Dr   | Yes                           |    |
| MOUNTAIN VIEW RD   | MTV0           | Pierson Blvd at E Terminus of Desert View Ave to Hacienda Ave                          |                               | No |
| MOUNTAIN VIEW RD   | MTV1A          | Hacienda Ave to Brunner Ln   | Yes                           |    |
| MOUNTAIN VIEW RD   | MTV1B          | Brunner Ln to Dillon Rd  | Yes                           |    |
| MOUNTAIN VIEW RD   | MTV2           | Dillon Rd to 20th Ave  |                               | No |
| MOUNTAIN VIEW RD   | MTV3           | 20th Ave to Varner Rd  |                               | No |
| N PALM CYN DR      | PLCN1          | Vista Chino to Tachevah Dr   |                               | No |
| N PALM CYN DR      | PLCN2          | Tachevah Dr to Alejo Rd  |                               | No |
| N PALM CYN DR      | PLCN3          | Alejo Rd to Tahquitz Cyn Rd  | Yes                           |    |
| N PALM CYN DR      | PLCN4          | Tahquitz Cyn Rd to Ramon Rd  | Yes                           |    |
| N PALM CYN DR      | PLCN5          | Ramon Rd to Mesquite Ave (Incl. Br at Tahquitz Crk.)                                   | Yes                           |    |
| N PALM CYN DR      | PLCN6          | Mesquite Ave to E Palm Cyn Dr  | Yes                           |    |
| PALM DR            | PD1            | I-10 IC to Varner Rd   | Yes                           |    |
| PALM DR            | PD2            | Varner Rd to 20th Ave  |                               | No |
| PALM DR            | PD3            | 20th Ave to Dillon Rd  | Yes                           |    |
| PALM DR            | PD4            | Dillon Rd to Two Bunch Palms Trl   | Yes                           |    |
| PALM DR            | PD5            | Two Bunch Palms Trl to Hacienda Ave  |                               | No |
| PALM DR            | PD6            | Hacienda Ave to Pierson Blvd   |                               | No |
| PALM DR            | PD7            | Pierson Blvd to Mission Lakes Blvd   | Yes                           |    |
| PIERSON BLVD       | PRS1           | SR-62 to N Indian Canyon Dr  |                               | No |
| PIERSON BLVD       | PRS2           | N Indian Canyon Dr to Little Morongo Rd (Incl. Br. at Mission Cr.)                     |                               | No |
| PIERSON BLVD       | PRS3A          | Little Morongo Rd to Cholla Dr   |                               | No |
| PIERSON BLVD       | PRS3B          | Cholla Dr to Palm Dr   |                               | No |
| PIERSON BLVD       | PRS4A          | Palm Dr to Miracle Hill Rd   |                               | No |
| PIERSON BLVD       | PRS4B          | Miracle Hill Rd to Eastern Terminus of Desert View Av.                                 |                               | No |
| POLK ST            | PLK1           | Polk St from Ave 52 to Ave 48  | Yes                           |    |
| PORTOLA AVE        | POR1           | Hwy 111 to Magnesia Falls Dr   | Yes                           |    |
| PORTOLA AVE        | POR2           | Magnesia Falls Dr to Country Club Dr (Excl. Br. at Whitewater Chnl)                    |                               | No |
| PORTOLA AVE        | POR3           | Country Club Dr to Frank Sinatra Dr  | Yes                           |    |
| PORTOLA AVE        | POR4A          | Frank Sinatra Dr to Julie Ln   | Yes                           |    |

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**TPPS Projects Included and Excluded From TUMF**

| Street Name                   | Segment Number | Segment Description   | Included in TUMF?<br>(Yes/No) |    |
|-------------------------------|----------------|---|-------------------------------|----|
|                               |                |   | Yes                           | No |
| PORTOLA AVE                   | POR5B          | Dinah Shore Dr to I-10 IC (Incl. Br. over RR)               | Yes                           |    |
| PORTOLA AVE                   | POR6           | Future Portola Ave I-10 IC                                  | Yes                           |    |
| RAMON RD                      | RAM1           | S Palm Cyn Dr to S Indian Cyn Dr                            | Yes                           |    |
| RAMON RD                      | RAM2           | S Indian Cyn to Sunrise Way (Incl. Baristo Storm Chnl Xing) | Yes                           |    |
| RAMON RD                      | RAM3           | Sunrise Way to Farrell Dr                                   | Yes                           |    |
| RAMON RD                      | RAM3A          | Intersection of Ramon Rd and Sunrise Way                    | Yes                           |    |
| RAMON RD                      | RAM4           | Farrell Dr to El Cielo Rd                                   | Yes                           |    |
| RAMON RD                      | RAM4A          | Intersection of Ramon Rd and Farrell Drive                  | Yes                           |    |
| RAMON RD                      | RAM5           | El Cielo Rd to Gene Autry Trl                               | Yes                           |    |
| RAMON RD                      | RAM5A          | Intersection of Ramon Rd and Crossley Rd                    | Yes                           |    |
| RAMON RD                      | RAM7           | Br. at Whitewater Rvr                                       | Yes                           |    |
| RAMON RD                      | RAM15          | Monterey Ave to Thousand Palms Cyn Rd                       |                               | No |
| S VALLEY PKWY / AVE 60        | SV1            | Monroe St to Jackson St                                     | Yes                           |    |
| S VALLEY PKWY / AVE 60        | SV2            | Jackson St to Van Buren St                                  | Yes                           |    |
| S VALLEY PKWY / AVE 60        | SV3            | Van Buren St to Harrison St                                 | Yes                           |    |
| S VALLEY PKWY                 | SV4            | Harrison St to Tyler St (missing link)                      | Yes                           |    |
| S VALLEY PKWY                 | SV5            | Tyler St to Polk St (missing link)                          | Yes                           |    |
| S VALLEY PKWY / 62ND AVE      | SV6            | Polk St to Fillmore St                                      |                               | No |
| S VALLEY PKWY / 62ND AVE      | SV7            | Fillmore St to Pierce St (Incl. Br. at Whitewater Chnl)     |                               | No |
| S VALLEY PKWY / 62ND AVE      | SV8            | Pierce St to SR-86  | Yes                           |    |
| S VALLEY PKWY / 62ND AVE      | SV9            | Future Ave 62 SR-86 IC                                      | Yes                           |    |
| THOUSAND PALMS CYN RD         | THPL1          | Ramon Rd to Dillon Rd                                       | Yes                           |    |
| TWO BUNCH PALMS TR / 14TH AVE | TBP1           | N Indian Canyon Dr to Little Morongo Rd                     | Yes                           |    |
| TWO BUNCH PALMS TR            | TBP2           | Little Morongo Rd to Palm Dr                                | Yes                           |    |
| TWO BUNCH PALMS TR            | TBP3           | Palm Dr to Miracle Hill Rd                                  | Yes                           |    |
| TYLER ST                      | TYL1           | Ave 50 to I-10 frontage road                                | Yes                           |    |
| VAN BUREN ST                  | VANB2          | Ave 48 to Ave 50  | Yes                           |    |
| VAN BUREN ST                  | VANB3          | Ave 50 to Ave 52  | Yes                           |    |
| VAN BUREN ST                  | VANB4          | Ave 52 to Ave 54  |                               | No |
| VAN BUREN ST                  | VANB5          | Ave 54 to Ave 56/Airport Blvd                               | Yes                           |    |
| VARNER RD                     | VRNR0          | 20th Ave to Palm Dr   | Yes                           |    |
| VARNER RD                     | VRNR1          | Palm Dr to Mountain View Rd                                 | Yes                           |    |
| VARNER RD                     | VRNR2          | Mountain View Rd to Date Palm Dr                            | Yes                           |    |
| VARNER RD                     | VRNR3          | Date Palm Dr to Ramon Rd                                    | Yes                           |    |
| VARNER RD                     | VRNR6          | Monterey Ave to Cook St                                     |                               | No |
| VARNER RD                     | VRNR7B         | Ave 38 to Washington St                                     | Yes                           |    |
| VARNER RD / AVE 42            | VRNR9          | Jefferson St to Madison St (Incl. Br. over All-Amer. Canal) | Yes                           |    |
| VARNER RD / AVE 42            | VRNR10A        | Madison St to Clinton St                                    |                               | No |
| VARNER RD / AVE 42            | VRNR10B        | Clinton St to Monroe St                                     | Yes                           |    |
| VARNER RD / AVE 42            | VRNR11         | Monroe St to Gore St  | Yes                           |    |
| VISTA CHINO                   | VC1            | N Palm Canyon Drive to Sunrise Way                          | Yes                           |    |
| VISTA CHINO                   | VC1A           | Intersection of Vista Chino and N Palm Canyon Dr            | Yes                           |    |
| VISTA CHINO                   | VC2            | Sunrise Way to Gene Autry Trl                               | Yes                           |    |
| VISTA CHINO                   | VC2AA          | Intersection of Vista Chino and Sunrise Way                 | Yes                           |    |
| VISTA CHINO                   | VC2AB          | Intersection of Vista Chino and Farrell Drive               | Yes                           |    |
| VISTA CHINO                   | VC2A           | Intersection of Vista Chino and Gene Autry Trl              | Yes                           |    |
| VISTA CHINO                   | VC3            | Gene Autry Trl to W side of Whitewater Rvr                  | Yes                           |    |

**Appendix A**  
**TPPS Projects Included and Excluded From TUMF**

| Street Name   | Segment Number | Segment Description                      | Included in TUMF?<br>(Yes/No) |           |
|---------------|----------------|--|-------------------------------|-----------|
|               |                |  | Yes                           | No        |
| VISTA CHINO   | VC4            | Future Whitewater Rvr Br.                | Yes                           |           |
| VISTA CHINO   | VC5            | E side of Whitewater Rvr to Landau Blvd  |                               | No        |
| VISTA CHINO   | VC7            | Date Palm Dr to Da Vall Dr               | Yes                           |           |
| WASHINGTON ST | WSH9           | I-10 IC to Ave 38                        | Yes                           |           |
| WASHINGTON ST | WSH10A         | Ave 38 to Coyote Song Way                |                               | No        |
| WASHINGTON ST | WSH10B         | Coyote Song Way to Ramon Rd              |                               | No        |
| WORSLEY RD    | WORS1          | 20th Ave to Dillon Rd                    |                               | No        |
| WORSLEY RD    | WORS2          | Dillon Rd to 1 mile S of Pierson Blvd    |                               | No        |
| WORSLEY RD    | WORS3          | 1 mile S of Pierson Blvd to Pierson Blvd |                               | No        |
| WORSLEY RD    | WORS4          | Pierson Blvd to N Indian Canyon Dr       | Yes                           |           |
| <b>Total</b>  |                |  | <b>188</b>                    | <b>94</b> |



**APPENDIX B:**  
**Detailed TUMF Project Cost Estimates**



**Appendix B**  
**List of Costs for Projects Considered in TUMF**

| Street Name                        | Segment Number | Segment Description  | Project Costs |
|------------------------------------|----------------|--|---------------|
| 20TH AVE                           | 20B            | N Indian Canyon Dr to Little Morongo Rd (missing link)                 | \$11,208,000  |
| 20TH AVE                           | 20C            | Little Morongo Rd to Palm Dr (missing link)                            | \$15,974,400  |
| 20TH AVE                           | 20D            | Palm Dr to Mountain View Rd  | \$7,036,800   |
| AVE 44                             | 44A            | Ave 44 Br./Low Water Xing  | \$14,313,000  |
| AVE 44                             | 44B            | Monroe St to Low Water Xing  | \$7,411,950   |
| AVE 44                             | 44C            | Low Water Xing to Dillon Rd  | \$12,083,250  |
| AVE 48                             | 48E            | Jackson St to Van Buren St   | \$5,315,970   |
| AVE 48                             | 48F            | Van Buren St to W of SR-86   | \$2,275,088   |
| AVE 48                             | 48H            | Grade Separation at Hwy 111/SPRR                                       | \$22,011,480  |
| AVE 50                             | 50A            | Future Ave 50 SR-86S IC  | \$55,222,500  |
| AVE 50                             | 50B1           | Washington St to E side of Br. at Evac. Chnl (Incl. Br. at Evac. Chnl) | \$8,799,480   |
| AVE 50                             | 50C            | Jefferson St to Madison St (Incl. Br. at All-Amer. Canal)              | \$7,131,405   |
| AVE 50                             | 50D            | Madison St to Monroe St  | \$4,977,480   |
| AVE 50                             | 50E            | Monroe St to Jackson St  | \$2,304,030   |
| AVE 50                             | 50F            | Jackson St to Van Buren St   | \$12,084,000  |
| AVE 50                             | 50G            | Van Buren St to Harrison St  | \$14,301,582  |
| AVE 50                             | 50I2           | Cabazon Rd to SR-86S (Incl. Br. at Whitewater Chnl)                    | \$3,356,880   |
| AVE 50                             | 50J            | Grade Separation Hwy 111/SPRR  | \$21,687,600  |
| AVE 50                             | 50K            | SR-86S to I-10 IC  | \$45,177,600  |
| AVE 50                             | 50L            | Br. at All-Amer. Canal (in 50K)  | \$3,952,320   |
| AVE 50                             | 50M            | Future Ave 50 I-10 IC  | \$62,687,500  |
| AVE 52                             | 52B            | Jefferson St to Madison St (Excl. Br. at All-Amer. Canal)              | \$2,075,940   |
| AVE 52                             | 52D            | Monroe St to Jackson St  | \$4,195,800   |
| AVE 52                             | 52E            | Jackson St to Calhoun St   | \$2,660,400   |
| AVE 52                             | 52F1           | Calhoun St to Van Buren St   | \$2,699,400   |
| AVE 52                             | 52F2           | Van Buren St to Frederick St   | \$4,689,300   |
| AVE 52                             | 52G            | Frederick St to Harrison St  | \$6,190,104   |
| AVE 52                             | 52IA           | Harrison St to Shady Ln  | \$13,286,328  |
| AVE 52                             | 52IB           | Shady Ln to Hwy 111  | \$1,629,900   |
| AVE 52                             | 52K            | Future Ave 52 SR-86S IC  | \$53,782,500  |
| AVE 52                             | 52L            | Hwy 111 to SR-86S (Incl. Br. at Whitewater Chnl)                       | \$22,536,194  |
| AVE 52                             | 52M            | SR-86S to Pierce St  | \$20,556,880  |
| AVE 54                             | 54A            | Van Buren St to Harrison St  | \$4,794,900   |
| AVE 54                             | 54B            | Harrison St to Tyler St  | \$4,560,300   |
| AVE 54                             | 54C            | Tyler St to Hwy 111  | \$6,380,750   |
| AVE 56 / AIRPORT BLVD              | 56G            | Polk St to Highway 111 (Grapefruit Blvd)                               | \$1,155,714   |
| AVE 56 / AIRPORT BLVD              | 56I            | SPRR to SR-86 (Incl. Br. at Whitewater Chnl)                           | \$13,329,000  |
| 58TH AVE                           | 58D            | Jackson St to Van Buren St   | \$4,583,040   |
| 58TH AVE                           | 58E            | Van Buren St to Harrison St  | \$4,583,040   |
| 66TH AVE                           | 66A            | Future 66th Ave SR-86 IC   | \$46,934,500  |
| 66TH AVE                           | 66B            | 66th Ave Br./Low Water Xing  | \$2,826,960   |
| 66TH AVE                           | 66C            | Grade Separation at Hwy 111/SPRR (Bridge)                              | \$48,044,000  |
| CATHEDRAL CYN DR                   | CTHCN2         | E Palm Canyon Dr to N side of Whitewater Br. (Incl. Cath Cyn Br.)      | \$4,815,850   |
| COOK ST (formerly CHASE SCHOOL RD) | CHSC1          | I-10 IC to Ramon Rd  | \$25,501,600  |
| COOK ST                            | CK4            | Frank Sinatra Dr to Country Club Dr                                    | \$3,997,488   |
| COOK ST                            | CK5            | Country Club Dr to N side of Whitewater Br.                            | \$6,228,320   |

**Appendix B**  
**List of Costs for Projects Considered in TUMF**

| Street Name                                | Segment Number | Segment Description   | Project Costs |
|--|----------------|---|---------------|
| COOK ST                                    | CK6            | S side of Whitewater Br. to Fred Waring Dr                      | \$1,212,030   |
| COUNTRY CLUB DR                            | CC5            | Portola Ave to Cook St  | \$3,714,480   |
| COUNTRY CLUB DR                            | CC8            | Oasis Club Dr to Washington St                                  | \$3,812,300   |
| CROSSLEY RD / GOLF CLUB DR                 | CROSLY1        | Ramon Rd to Mesquite Ave/Dinah Shore Dr                         | \$2,283,600   |
| CROSSLEY RD / GOLF CLUB DR                 | CROSLY2        | Dinah Shore Dr/Mesquite Ave to 34th Ave                         | \$2,928,100   |
| DA VALL DR                                 | DVALL5         | Future Da Vall I-10 IC  | \$71,647,500  |
| DA VALL DR                                 | DVALL6         | I-10 IC to Varner Rd (Incl. Br. at Long Cyn Chnl)               | \$24,753,600  |
| DILLON RD                                  | DLN1           | SR-62 to N Indian Canyon Dr                                     | \$29,522,800  |
| DILLON RD                                  | DLN2           | Intersection of Dillon Rd & N Indian Canyon Dr                  | \$956,500     |
| DILLON RD                                  | DLN3           | N Indian Canyon Dr to Palm Dr (Incl. Future Br. at Mission Cr.) | \$12,887,680  |
| DILLON RD                                  | DLN4           | Intersection of Dillon Rd & Palm Dr                             | \$956,500     |
| DILLON RD                                  | DLN5           | Palm Dr to Mountain View Rd                                     | \$5,353,920   |
| DILLON RD                                  | DLN6           | Mountain View Rd to Bennett Rd                                  | \$11,495,760  |
| DILLON RD                                  | DLN10          | Ave 44 to I-10 IC   | \$9,427,480   |
| DILLON RD                                  | DLN12          | Br. at Whitewater Chnl  | \$1,487,125   |
| DILLON RD                                  | DLN13          | S side of Whitewater Br. to Hwy 111                             | \$4,062,858   |
| DILLON RD                                  | DLN14          | Dillon Rd I-10 IC   | \$18,150,000  |
| DILLON RD                                  | DLN15          | Dillon Rd SR-86S IC   | \$15,360,000  |
| E PALM CYN DR                              | PLCN8          | Sunrise Way to Farrell Dr                                       | \$1,531,200   |
| E PALM CYN DR                              | PLCN9          | Farrell Dr to Gene Autry Trl (Incl. Br. at Palm Cyn Wash)       | \$7,725,600   |
| E PALM CYN DR                              | PLCN11A        | Cathedral Canyon Dr to Date Palm Dr                             | \$2,166,000   |
| E PALM CYN DR                              | PLCN11B        | Date Palm Dr to E Cath. City limits                             | \$2,483,800   |
| FRANK SINATRA DR                           | FS6            | Monterey Ave to Portola Ave                                     | \$4,750,434   |
| GENE AUTRY TR                              | GAT2A          | E Palm Cyn to Eagle Way   | \$631,450     |
| GENE AUTRY TR                              | GAT2B          | Bridge over Palm Canyon Wash                                    | \$6,655,700   |
| GENE AUTRY TR                              | GAT2E          | Mesquite Ave to Ramon Rd  | \$957,600     |
| GENE AUTRY TR                              | GAT3           | Future Whitewater Rvr Br.                                       | \$233,900,000 |
| GERALD FORD DR                             | GFD5           | Intersection of Gerald Ford Dr and Bob Hope Dr                  | \$1,099,332   |
| GOLF CENTER PKWY                           | GPKWY1         | Golf Center Pkwy. I-10 IC                                       | \$19,481,100  |
| GOLF CENTER PKWY                           | GPKWY4         | Ave 45 to Hwy 111   | \$2,725,800   |
| GRAPEFRUIT BLVD                            | GRPF1          | Ave 48/Dillon Rd to Ave 50                                      | \$4,978,000   |
| GRAPEFRUIT BLVD                            | GRPF2          | Ave 50 to Ave 52  | \$12,157,200  |
| GRAPEFRUIT BLVD                            | GRPF3          | Ave 52 to Ave 54  | \$12,772,500  |
| HACIENDA AVE (now RUBY DR and ESTRADA AVE) | HAC0A          | SR62 to N Indian Canyon Dr                                      | \$34,336,000  |
| HACIENDA AVE (now 13TH AVE)                | HAC0B          | N Indian Canyon Dr to Little Morongo Rd                         | \$12,503,040  |
| HACIENDA AVE                               | HAC1A          | Little Morongo Rd to Cholla Dr                                  | \$7,793,280   |
| HACIENDA AVE                               | HAC1B          | Cholla Dr to Palm Dr  | \$2,653,200   |
| HARRISON ST                                | HARSN1         | Grapefruit Blvd to Ave 52                                       | \$3,677,200   |
| HARRISON ST                                | HARSN3         | Ave 54 to Ave 56 (Airport Blvd)                                 | \$9,694,080   |
| HIGHWAY 74                                 | HWY74A         | Highway 111 to El Paseo   | \$450,240     |
| HIGHWAY 111                                | HWY111F        | Cook St to Eldorado Dr  | \$3,537,600   |
| HIGHWAY 111                                | HWY111G        | Eldorado Dr to Miles Ave  | \$4,924,800   |
| HIGHWAY 111                                | HWY111H        | Miles Ave to Washington St (incl. Br. Over Deep Cyn Chnl)       | \$7,573,400   |
| INDIAN CYN DR                              | INCN1          | Ramon Rd to Tahquitz Cyn Way                                    | \$5,847,600   |
| INDIAN CYN DR                              | INCN2          | Tahquitz Cyn Way to Alejo Rd                                    | \$2,123,550   |
| INDIAN CYN DR                              | INCN3          | Alejo Rd to Tachevah Dr   | \$2,383,200   |

**Appendix B**  
**List of Costs for Projects Considered in TUMF**

| Street Name        | Segment Number | Segment Description  | Project Costs |
|--------------------|----------------|--|---------------|
| INDIAN CYN DR      | INCN4          | Tachevah Dr to Vista Chino   | \$1,463,550   |
| INDIAN CYN DR      | INCN5          | Vista Chino to Racquet Club Rd   | \$1,440,900   |
| INDIAN CYN DR      | INCN7          | Sunrise Pkwy to Garnet Avenue  | \$204,099,790 |
| INDIAN CYN DR      | INCN9          | 20th Ave to 19th Ave   | \$1,722,800   |
| INDIAN CYN DR      | INCN10         | 19th Ave to Dillon Rd  | \$7,379,840   |
| INDIAN CYN DR      | INCN11         | Dillon Rd to 14th Ave  | \$5,510,000   |
| INDIAN CYN DR      | INCN12         | 14th Ave to Pierson Blvd   | \$4,903,440   |
| INDIAN CYN DR      | INCN13         | Pierson Blvd to Mission Lakes Blvd (Incl. Future Br. at Mission Cr.)                   | \$6,945,600   |
| INDIO BLVD         | INDIO0         | I-10 Interchange to Jefferson St (includes 2 railroad bridges)                         | \$21,888,720  |
| INDIO BLVD         | INDIO1         | Jefferson St to Madison St (over All-Amer. Canal)                                      | \$2,920,195   |
| JACKSON ST         | JAC2A1         | I-10 IC to 43rd Ave  | \$17,915,106  |
| JACKSON ST         | JAC2A2         | 43rd Ave to Ave 44   | \$10,967,500  |
| JACKSON ST         | JAC4           | Ave 48 to Ave 50   | \$5,615,280   |
| JACKSON ST         | JAC5           | Ave 50 to Ave 52   | \$2,047,650   |
| JACKSON ST         | JAC6           | Jackson St I-10 IC   | \$19,826,100  |
| JEFFERSON ST       | JEF2A          | 58th Ave to 62th Ave   | \$13,518,000  |
| JEFFERSON ST       | JEF9A1         | 40th Ave to 0.27 mi S of Ave 39  | \$1,011,840   |
| KEY LARGO AVE      | KL1            | Dinah Shore Dr. to Varner Rd (Incl. flyover at I-10 and RR)                            | \$23,868,000  |
| LANDAU BLVD        | LAN1           | Vista Chino to Verona Rd   | \$832,000     |
| LANDAU BLVD        | LAN2           | Verona Rd to I-10 IC (Incl. Br. over RR, missing link)                                 | \$19,280,000  |
| LANDAU BLVD        | LAN3           | Future Landau Blvd I-10 IC (missing link)  | \$71,647,500  |
| LANDAU BLVD        | LAN4           | I-10 IC to Varner Rd (missing link)  | \$22,614,400  |
| LITTLE MORONGO RD  | LM2            | Pierson Blvd to Two Bunch Palms Trl  | \$4,506,240   |
| LITTLE MORONGO RD  | LM3            | Two Bunch Palms Trl to Dillon Rd (Incl. Future Br. at Mission Cr.)                     | \$14,539,120  |
| LITTLE MORONGO RD  | LM4            | Dillon Rd to 20th Ave  | \$19,768,320  |
| MADISON ST         | MAD5           | Ave 52 to Ave 50   | \$6,608,460   |
| MADISON ST         | MAD7A          | 0.25 mi N of Ave 49 to Ave 48  | \$898,920     |
| MADISON ST         | MAD7B          | Ave 48 to Hwy 111  | \$1,450,140   |
| MADISON ST         | MAD9           | Miles Ave to Fred Waring Dr (Incl. Br. over WW Chnl and All-Amer. Canal, missing link) | \$18,607,200  |
| MISSION LAKES BLVD | MSLK0          | SR 62 to Indian Canyon Dr  | \$29,315,840  |
| MONROE ST          | MON1           | 0.25 mi N of Ave 42 to Ave 42  | \$1,754,280   |
| MONROE ST          | MON6           | Monroe St I-10 IC  | \$2,400,000   |
| MONROE ST          | MON9           | I-10 Interchange to 900 ft N of Oleander   | \$15,467,750  |
| MONTEREY AVE       | MNT1-6         | Highway 111 to Fred Waring Dr  | \$1,240,800   |
| MONTEREY AVE       | MNT2-6         | Fred Waring Dr to Clancy Lane (Incl. Br. at Whitewater River)                          | \$13,247,266  |
| MONTEREY AVE       | MNT3-6         | Clancy Lane to Country Club Dr   | \$3,557,376   |
| MOUNTAIN VIEW RD   | MTV1A          | Hacienda Ave to Brunner Ln   | \$4,016,160   |
| MOUNTAIN VIEW RD   | MTV1B          | Brunner Ln to Dillon Rd  | \$3,315,840   |
| N PALM CYN DR      | PLCN3          | Alejo Rd to Tahquitz Cyn Rd  | \$1,182,150   |
| N PALM CYN DR      | PLCN4          | Tahquitz Cyn Rd to Ramon Rd  | \$1,310,850   |
| N PALM CYN DR      | PLCN5          | Ramon Rd to Mesquite Ave (Incl. Br at Tahquitz Creek)                                  | \$6,437,440   |
| N PALM CYN DR      | PLCN6          | Mesquite Ave to E Palm Cyn Dr  | \$1,436,200   |
| PALM DR            | PD1            | I-10 IC to Varner Rd   | \$4,024,416   |
| PALM DR            | PD3            | 20th Ave to Dillon Rd  | \$7,736,256   |
| PALM DR            | PD4            | Dillon Rd to Two Bunch Palms Trl   | \$5,359,464   |

**Appendix B**  
**List of Costs for Projects Considered in TUMF**

| Street Name                   | Segment Number | Segment Description   | Project Costs |
|-------------------------------|----------------|---|---------------|
| PALM DR                       | PD7            | Pierson Blvd to Mission Lakes Blvd                          | \$4,241,952   |
| POLK ST                       | PLK1           | Polk St from Ave 52 to Ave 48                               | \$19,754,280  |
| PORTOLA AVE                   | POR1           | Hwy 111 to Magnesia Falls Dr                                | \$5,638,410   |
| PORTOLA AVE                   | POR3           | Country Club Dr to Frank Sinatra Dr                         | \$4,180,000   |
| PORTOLA AVE                   | POR4A          | Frank Sinatra Dr to Julie Ln                                | \$2,606,400   |
| PORTOLA AVE                   | POR5B          | Dinah Shore Dr to I-10 IC (Incl. Br. over RR)               | \$23,026,500  |
| PORTOLA AVE                   | POR6           | Future Portola Ave I-10 IC                                  | \$71,647,500  |
| RAMON RD                      | RAM1           | S Palm Cyn Dr to S Indian Cyn Dr                            | \$372,240     |
| RAMON RD                      | RAM2           | S Indian Cyn to Sunrise Way (Incl. Baristo Storm Chnl Xing) | \$4,279,950   |
| RAMON RD                      | RAM3           | Sunrise Way to Farrell Dr                                   | \$2,574,880   |
| RAMON RD                      | RAM3A          | Intersection of Ramon Rd and Sunrise Way                    | \$1,051,947   |
| RAMON RD                      | RAM4           | Farrell Dr to El Cielo Rd                                   | \$1,717,600   |
| RAMON RD                      | RAM4A          | Intersection of Ramon Rd and Farrell Drive                  | \$957,177     |
| RAMON RD                      | RAM5           | El Cielo Rd to Gene Autry Trl                               | \$8,367,900   |
| RAMON RD                      | RAM5A          | Intersection of Ramon Rd and Crossley Rd                    | \$1,051,947   |
| RAMON RD                      | RAM7           | Br. at Whitewater Rvr                                       | \$24,864,323  |
| S VALLEY PKWY / AVE 60        | SV1            | Monroe St to Jackson St                                     | \$4,494,240   |
| S VALLEY PKWY / AVE 60        | SV2            | Jackson St to Van Buren St                                  | \$4,741,440   |
| S VALLEY PKWY / AVE 60        | SV3            | Van Buren St to Harrison St                                 | \$5,269,440   |
| S VALLEY PKWY                 | SV4            | Harrison St to Tyler St (missing link)                      | \$9,583,600   |
| S VALLEY PKWY                 | SV5            | Tyler St to Polk St (missing link)                          | \$10,562,080  |
| S VALLEY PKWY / 62ND AVE      | SV8            | Pierce St to SR-86  | \$3,892,200   |
| S VALLEY PKWY / 62ND AVE      | SV9            | Future Ave 62 SR-86 IC                                      | \$46,550,500  |
| THOUSAND PALMS CYN RD         | THPL1          | Ramon Rd to Dillon Rd                                       | \$17,252,840  |
| TWO BUNCH PALMS TR / 14TH AVE | TBP1           | N Indian Canyon Dr to Little Morongo Rd                     | \$12,522,240  |
| TWO BUNCH PALMS TR            | TBP2           | Little Morongo Rd to Palm Dr                                | \$5,422,560   |
| TWO BUNCH PALMS TR            | TBP3           | Palm Dr to Miracle Hill Rd                                  | \$4,278,787   |
| TYLER ST                      | TYL1           | Ave 50 to I-10 frontage road                                | \$11,854,020  |
| VAN BUREN ST                  | VANB2          | Ave 48 to Ave 50  | \$3,519,200   |
| VAN BUREN ST                  | VANB3          | Ave 50 to Ave 52  | \$4,690,800   |
| VAN BUREN ST                  | VANB5          | Ave 54 to Ave 56/Airport Blvd                               | \$5,332,536   |
| VARNER RD                     | VRNR0          | 20th Ave to Palm Dr   | \$20,249,600  |
| VARNER RD                     | VRNR1          | Palm Dr to Mountain View Rd                                 | \$6,295,000   |
| VARNER RD                     | VRNR2          | Mountain View Rd to Date Palm Dr                            | \$12,505,200  |
| VARNER RD                     | VRNR3          | Date Palm Dr to Ramon Rd                                    | \$47,489,880  |
| VARNER RD                     | VRNR7B         | Ave 38 to Washington St                                     | \$11,293,450  |
| VARNER RD / AVE 42            | VRNR9          | Jefferson St to Madison St (Incl. Br. over All-Amer. Canal) | \$9,872,400   |
| VARNER RD / AVE 42            | VRNR10B        | Clinton St to Monroe St                                     | \$4,952,640   |
| VARNER RD / AVE 42            | VRNR11         | Monroe St to Gore St  | \$2,327,424   |
| VISTA CHINO                   | VC1            | N Palm Canyon Drive to Sunrise Way                          | \$5,288,420   |
| VISTA CHINO                   | VC1A           | Intersection of Vista Chino and N Palm Canyon Dr            | \$984,150     |
| VISTA CHINO                   | VC2            | Sunrise Way to Gene Autry Trl                               | \$5,668,080   |
| VISTA CHINO                   | VC2AA          | Intersection of Vista Chino and Sunrise Way                 | \$1,073,547   |
| VISTA CHINO                   | VC2AB          | Intersection of Vista Chino and Farrell Drive               | \$967,677     |
| VISTA CHINO                   | VC2A           | Intersection of Vista Chino and Gene Autry Trl              | \$1,014,039   |
| VISTA CHINO                   | VC3            | Gene Autry Trl to W side of Whitewater Rvr                  | \$1,185,600   |

**Appendix B**  
**List of Costs for Projects Considered in TUMF**

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| <b>Street Name</b> | <b>Segment Number</b> | <b>Segment Description</b>         | <b>Project Costs</b>   |
|--------------------|-----------------------|------------------------------------|------------------------|
| VISTA CHINO        | VC4                   | Future Whitewater Rvr Br.          | \$94,701,810           |
| VISTA CHINO        | VC7                   | Date Palm Dr to Da Vall Dr         | \$20,625,000           |
| WASHINGTON ST      | WSH9                  | I-10 IC to Ave 38                  | \$3,055,200            |
| WORSLEY RD         | WORS4                 | Pierson Blvd to N Indian Canyon Dr | <u>\$11,646,600</u>    |
|                    |                       | <b>Total</b>                       | <b>\$2,505,969,566</b> |

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**ATTACHMENT 2**  
**CVAG STAFF REPORT ON TUMF INFLATION ADJUSTMENT**  
**FOR CALENDAR YEAR 2025**

**ITEM 7H**

**Coachella Valley Association of Governments  
Executive Committee  
April 29, 2023**



**STAFF REPORT**

**Subject:** TUMF Inflation Adjustment for Calendar Year 2025

**Contact:** Peter Satin, Conservation Program Manager ([psatin@cvag.org](mailto:psatin@cvag.org))

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**Recommendation:** Adopt a 3.6-percent increase in Transportation Uniform Mitigation Fee (TUMF) rates to take effect January 1, 2025, and update the TUMF Handbook to reflect the revised fee upon its effective date

**Transportation Committee:** Concurred (Meeting of April 1)

**Background:** The Transportation Uniform Mitigation Fee (TUMF) was established in 1989 as a one-time impact fee charged on all new development occurring within the CVAG region. Monies collected through the TUMF program are applied to transportation-related capital facilities and infrastructure required to serve new growth within the Coachella Valley and are intended to compliment revenue generated through Riverside County's Measure A sales tax. To date, TUMF has provided less than the intended share of match toward Measure A funding.

The current TUMF rates were adopted in 2018 upon the completion of a revised Nexus Study, Transportation Project Prioritization Study, Regional Arterial Cost Estimate, and Active Transportation Plan. Prior to their adoption, the fee had remained unchanged at \$192/trip for over a decade. The 2018 Nexus Study originally proposed a revised fee of \$751/trip; however, this fee was reduced to the current \$245/trip after re-evaluating which regional transportation projects would likely be built in the near-term. This rate equates to \$2,313 for a single-family dwelling, as compared to the \$10,104 currently charged by Western Riverside Council of Governments for similar development.

The 2018 TUMF Handbook allows for the consideration of an annual inflation adjustment:

*The inflation factor shall be the same one utilized by the Coachella Valley Local Development Mitigation Fee, based on the Riverside-San Bernardino-Ontario Consumer Price Index (CPI). Such CPI will be reviewed annually by the Executive Committee which will determine whether or not to apply the inflation factor.*

The Local Development Mitigation Fee (LDMF) inflation factor is calculated on the CPI for All Urban Consumers (CPI-U), All items, as the over-the-year percent change, measured as of December in the calendar year which ends in the previous fiscal year. The Riverside-San Bernardino-Ontario CPI is measured every other month, and does not include data for the month of December. To approximate a data point for an unrecorded month, the Bureau of Labor Statistics (BLS) recommends taking the square root of the product of the indexes for the preceding and subsequent months, in this case November and January. This approximated December data point can then be used to calculate the over-the-year percent change.



Applying regular increases due to inflation is a preferred approach to infrequent increases to catch up over time. An inflation factor of 7.4-percent was applied across each of CVAG's TUMF categories by the Executive Committee at its April 2023 meeting. In accordance with California's Mitigation Fee Act, and to allow member jurisdictions time to update their local TUMF ordinances as needed, implementation of the inflation factor did not go into effect until January 1, 2024.

The CPI-U, All items for the Riverside-San Bernardino-Ontario metropolitan area rose by 3.58-percent for calendar year 2023. BLS notes that some entities choose to calculate "core" inflation on the CPI-U, less food and energy (the latter of which includes motor fuel), as these items tend to be more volatile in their pricing. Removing these volatile items from the regional CPI results in an inflation factor of 4.72-percent, largely due to reductions in the price of fuel and other energy sources. CVAG staff recommend applying the CPI-U, All items inflation factor of 3.58-percent to the current fee assessments, as described in the below table.

| <i>TUMF Category</i>                             | <i>Current Rate</i> | <i>Proposed Rate</i> | <i>Difference</i> |
|--|---------------------|----------------------|-------------------|
| <u><i>Residential (per dwelling unit)</i></u>    |                     |                      |                   |
| <i>Single family detached</i>                    | \$2,740             | <b>\$2,840</b>       | \$100             |
| <i>Multi-family attached</i>                     | \$1,580             | <b>\$1,635</b>       | \$55              |
| <i>Nursing/congregate care</i>                   | \$585               | <b>\$605</b>         | \$20              |
| <i>Transit oriented single family</i>            | \$2,330             | <b>\$2,415</b>       | \$85              |
| <i>Transit oriented multi-family</i>             | \$1,345             | <b>\$1,395</b>       | \$50              |
| <u><i>Non-Residential (per 1,000 sq. ft)</i></u> |                     |                      |                   |
| <i>Retail</i>                                    | \$7,130             | <b>\$7,385</b>       | \$255             |
| <i>Office</i>                                    | \$2,835             | <b>\$2,935</b>       | \$100             |
| <i>Industrial</i>                                | \$1,440             | <b>\$1,490</b>       | \$50              |
| <i>Fuel - gas (per dispensing unit)</i>          | \$10,220            | <b>\$10,585</b>      | \$365             |
| <i>Fuel - electric (per dispensing unit)</i>     | \$105               | <b>\$110</b>         | \$5               |
| <i>Hotel (per room)</i>                          | \$4,165             | <b>\$4,315</b>       | \$150             |
| <i>Golf course (per acre)</i>                    | \$1,090             | <b>\$1,130</b>       | \$40              |

The revised rates would be implemented January 1, 2025 so that member jurisdictions will have sufficient time to amend local ordinances. The rates listed in the TUMF Handbook will also be updated at that time to reflect the adjustment.

This information was provided to the Desert Valleys Builders Association (DVBA) for comment on March 8, 2024. They have submitted a letter (attached) indicating support for a "periodic, systematic, and standard increase."

**Fiscal Analysis:** Based on TUMF revenues generated in fiscal year 2022-2023, adjusting current TUMF rates based on the CPI-U, All items inflation rate of 3.56-percent would result in additional revenue of \$275,774.

Revising the TUMF Handbook will have no fiscal impact.

**Attachments:** DVBA comment letter dated March 21, 2023



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March 21, 2024

**Coachella Valley Association of Governments**

Tom Kirk, Executive Director  
c/o Peter Satin, Conservation Program Manager  
74-199 El Paseo, Suite 100  
Palm Desert, CA 92260


Re: Annual TUMF Report TUMF

Dear Mr. Kirk:

Thank you for providing the Desert Valleys Builders Association the opportunity to review the Coachella Valley Association of Government's "Annual Inflation Adjustment to the TUMF Fee." The DVBA supports our local agencies' periodic, systematic, and standard increase of costs based on recognized traditional methods such as Bureau of Labor Statistics Consumer Price Index.

The Desert Valleys Builders Association is satisfied that CVAG has met its obligations in its noticing and adherence to the Mitigation Fee Act in calculating a reasonable fee increase.

Respectfully,



Gretchen Gutierrez  
Chief Executive Officer

34360 Gateway Drive • Palm Desert • CA 92211  
(760) 776-7001 office • (760) 776-7002 fax  
[www.TheDVBA.org](http://www.TheDVBA.org)

**ATTACHMENT 3**  
**CVAG REVISED TUMF FEE SCHEDULE**  
**EFFECTIVE JANUARY 1, 2025**



May 1, 2024

**REVISED FEE SCHEDULE FOR THE TRANSPORTATION UNIFORM MITIGATION FEE  
EFFECTIVE JANUARY 1, 2025**

The Transportation Uniform Mitigation Fee (TUMF) is a development impact fee designed to offset the effects of population growth on transportation infrastructure within the Coachella Valley. It is charged on any construction that will result in an increase in vehicular trips.

The TUMF is collected by the permitting jurisdiction in accordance with an adopted local ordinance, which further allows for an annual adjustment for inflation based on the Consumer Price Index for the Riverside-San Bernardino-Ontario metropolitan area. This inflation factor has been applied to the current fee schedule and results in the revised rates that will be assessed on new development starting January 1, 2025.

| <b><i>TUMF Category</i></b>    | <b><i>Assessment Unit</i></b> | <b><i>Rate as of January 1, 2025</i></b> |
|--------------------------------|-------------------------------|--|
| <i>Single family detached</i>  | Dwelling unit                 | \$2,840                                  |
| <i>Multi-family attached</i>   | Dwelling unit                 | \$1,635                                  |
| <i>Nursing/congregate care</i> | Dwelling unit                 | \$605                                    |
| <i>Retail</i>                  | 1,000 sq. ft.                 | \$7,385                                  |
| <i>Office</i>                  | 1,000 sq. ft.                 | \$2,935                                  |
| <i>Industrial</i>              | 1,000 sq. ft.                 | \$1,490                                  |
| <i>Fuel - gas</i>              | Dispensing unit               | \$10,585                                 |
| <i>Fuel - electric</i>         | Dispensing unit               | \$110                                    |
| <i>Hotel</i>                   | Room                          | \$4,315                                  |
| <i>Golf course</i>             | Acre                          | \$1,130                                  |

For any question regarding the application of TUMF, please contact the Coachella Valley Association of Governments at (760) 346-1127 or by emailing [cvag@cvag.org](mailto:cvag@cvag.org).