SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

1178

FROM: TLMA - Transportation Dept.

SUBMITTAL DATE:
October 23, 2006

SUBJECT: Adopt Ordinance No. 673.2 approving changes and fee increases to the Transportation Uniform Mitigation Fee(TUMF) in unincorporated Coachella Valley.

RECOMMENDED MOTION: Adopt the proposed Ordinance No. 673.2

BACKGROUND: On June 27, 1989 item 3.12a&b, the Board of Supervisors adopted Ordinance No. 673, establishing the TUMF, which levied and collected fees from new residential and non-residential development in the Coachella Valley of Riverside County. The purpose of the TUMF is to finance the construction of regional road improvements and transportation programs. Once collected, TUMF fees are transmitted to the TUMF Program Administrator(Coachella Valley Association of Governments, CVAG) for allocation and expenditure.

On July 31, 2006, the CVAG Executive Committee approved an increase to the TUMF fee schedule to be effective January 1, 2007. This marks the second phase of recent changes to CVAG's TUMF program. Last summer the CVAG General Assembly agreed to modify CVAG's boundaries as well as the boundary of the collection area for the TUMF fee adopted by the Board of Supervisors on May 2, 2006 as item 16.4 and amended ordinance 673.1.

The "Transportation Uniform Mitigation Fee 2006 Fee Schedule Update Nexus Study Report(Study Report)" evaluates population and employment growth, future transportation needs and the availability of traditional transportation funding sources to substantiate the increased TUMF fee levels and program revenue collection targets. The study was commissioned by CVAG and the increased fees will assist in providing funding to designated facilities and infrastructure to accommodate future traffic volumes and growth. Ordinance 673.1 is being amended to reflect the revised projections of traffic impacts to

George A. Johnson
Director of Transportation

REVIEWED BY EXECUTIVE OFFICE
DATE 8/22/06 Environmental Concurrence

COUNTY COUNSEL
OCT 23 2006
BY

Dep't Recomm.: ☐ Consent ☒ Poli-
Per Exec. Ofc.: ☐ Consent ☒ Po-

Prev. Agn. Ref.: 5/2/06 16.4 | **District:** 4 | **Agenda Number:** 16.2

Form 11p (Rev 06/2003)

the year 2030, revised construction cost estimates, and the addition of several new facilities to be funded by TUMF.

Additionally, as a member agency and participant in the TUMF, the County will need to incorporate the revised fee structure (below) in order to begin collecting the revised fees by January 1, 2007(a date selected by the CVAG Executive Committee). The revised fees will go into effect 60 days after action by the Board of Supervisors.

TUMF fees will increase from the current fee structure by the following amounts:

Average Daily Trips	Current Fee Per Average Daily Trip	Proposed Fee Per Average Daily Trip	Difference	% Increase
Sales Producing Commercial	$26	$74	$48	185%
Other Non-residential Development	$66	$148	$82	124%
Residential Development	$83	$192	$109	131%

Attachment A further details the resulting TUMF fee per land use unit when applying the new rate structure. In a phased approach, the CVAG Executive Committee approved an increase to the TUMF fee schedule in an amount less than the maximum fee allowed by the "Transportation Uniform Mitigation Fee 2006 Fee Schedule Update Nexus Study Report." The next proposed increase is projected to go into effect in 2009 to the rate as indicated in the Study Report.

This is the first time since the inception of the TUMF program, July 1, 1989, the Fee Per Average Daily Trip has increased. Facilities to be funded by the fee have since increased significantly, and this update will also add several new facilities to be funded by TUMF. The Coachella Valley is expected to continue to grow resulting in the need to update the TUMF program and improve mobility on regionally significant arterial roadways.

ATTACHMENT A

TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)
FORMULA FOR FEES

Code	TUMF Land Use	Daily Trip Generation Rate	Unit Code	Fee Per Average Daily Trip $	TUMF Fee Per Land-Use Unit $
		I - TERMINAL			
1411	Commercial Airport	104.73	K	148	15,500.04
1411	General Aviation Airport	1.97	K	148	291.56
		II - INDUSTRIAL			
1310	Industrial/Automotive Repair (compute both, use the highest)	6.97 or 51.80	A D	148 148	1,031.56 7,666.40
1315	Wind Turbines/Antennas	6.97	N	148	1,031.56
1340	Mini-Warehousing	2.50	A	148	370.00
		III - RESIDENTIAL			
1110	Single Family Detached	9.57	B	192	1,837.44
1120	Multi-Family (Also Time-Share Units, Condos	6.72	B	192	1,290.24
1130	Mobile Home Park	4.99	B	192	958.08
1252	Congregate Care Facility (compute both, use the highest)	2.15	B or G	192	412.80
		IV - LODGING			
1233	Lodging (Ancillary Uses - 50% of individual rate)	7.27	C	148	1,075.96

TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)
FORMULA FOR FEES

Code	TUMF Land Use	Daily Trip Generation Rate	Unit Code	Fee Per Average Daily Trip $	TUMF Fee Per Land-Use Unit $
	V - RECREATIONAL				
1232.0	Indoor Recreational Facility	37.64	A	148	5,570.72
1232.1	Bowling Center (compute both, use the highest)	33.00 or 333.30	O D	148 148	4,884.00 49,328.40
1232.2	Outdoor Recreational Facility	90.38	D	148	13,376.24
1232.3	Race Track/Stadium	38.17	D	148	5,649.16
1810.0	Golf Course	5.04	D	148	745.92
1232.4	Live Theater	0.10	E	148	14.80
1232.5	Movie Theater	1.76	E	148	260.48
1232.6	Recreation Courts	38.70	M	148	5,727.60
	VI - MEDICAL				
1244	Hospitals	17.57	A	148	2,600.36
1252	Nursing Home ** (See Conditional Waiver of TUMF)	2.37	G	148	350.76
	VII - OFFICE				
1210	Office Building	35.05	A	148	5,187.40

TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)
FORMULA FOR FEES

Code	TUMF Land Use	Daily Trip Generation Rate	Unit Code	Fee Per Average Daily Trip $	TUMF Fee Per Land-Use Unit $
	VIII - RETAIL/SERVICES				
1200.00	Retail/Services (per 1,000 square feet)				
1200.01	0 to 75	76.81	A	74	5,683.94
1200.02	75.001 to 76	76.43	A	74	5,655.82
1200.03	76.001 to 78	75.68	A	74	5,600.32
1200.04	78.001 to 80	74.97	A	74	5,547.78
1200.05	80.001 to 82	74.28	A	74	5,496.72
1200.06	82.001 to 84	73.61	A	74	5,447.14
1200.07	84.001 to 86	72.96	A	74	5,399.04
1200.08	86.001 to 88	72.33	A	74	5,352.42
1200.09	88.001 to 90	71.73	A	74	5,308.02
1200.10	90.001 to 92	71.14	A	74	5,264.36
1200.11	92.001 to 94	70.56	A	74	5,221.44
1200.12	94.001 to 96	70.00	A	74	5,180.00
1200.13	96.001 to 98	69.46	A	74	5,140.04
1200.14	98.001 to 100	68.93	A	74	5,100.82
1200.15	100.001 to 120	64.34	A	74	4,761.16
1200.16	120.001 to 130	62.42	A	74	4,619.08
1200.17	130.001 to 140	60.68	A	74	4,490.32
1200.18	140.001 to 150	59.10	A	74	4,373.40
1200.19	150.001 to 160	57.66	A	74	4,266.84
1200.20	160.001 to 170	56.34	A	74	4,169.16
1200.21	170.001 to 180	55.12	A	74	4,078.88
1200.22	180.001 to 190	53.98	A	74	3,994.52
1200.23	190.001 to 200	52.93	A	74	3,916.82
1200.24	200.001 to 210	52.04	A	74	3,850.96
1200.25	210.001 to 220	50.66	A	74	3,748.84
1200.26	220.001 to 240	48.24	A	74	3,569.76
1200.27	240.001 to 260	46.20	A	74	3,418.80
1200.28	260.001 to 280	44.45	A	74	3,289.30
1200.29	280.001 to 300	42.94	A	74	3,177.56
1200.30	over 300	42.94	A	74	3,177.56

TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)
FORMULA FOR FEES

Code	TUMF Land Use	Daily Trip Generation Rate	Unit Code	Fee Per Average Daily Trip $	TUMF Fee Per Land-Use Unit $
	IX - MISCELLANEOUS RETAIL SERVICES				
1225.0	Outdoor Materials/ Garden Center	96.21	D	74	7,119.54
1223.0	New/Used Car Sales (compute both, use the highest)	33.34	A	74	2,467.16
		or			
		210.50	D	74	15,577.00
1223.1	Rental Car Center	5.73	P	74	424.02
1222.0	Service Stations	168.56	H	74	12,473.44
1223.2	Convenience Market	845.60	A	74	62,574.40
1226.0	Coin-Operated Car Wash	16.60	I	148	2,456.80
1226.1	Full Service Car Wash	273.00	D	148	40,404.00
1261.0	Day-Care Center ** (see Conditional Waiver of TUMF)	4.48	F	148	663.04
1267.0	Private Schools ** (see Conditional Waiver of TUMF)	1.50	F	148	222.00
	X - STAND ALONE RESTAURANT (On own site with own parking lot)				
1281	Low Turnover Restaurant/Night Club	89.95	A	74	6,656.30
1282	High Turnover Restaurant	127.15	A	74	9,409.10
1283	Fast Food Restaurant	606.06	A	74	44,848.44
	XI - FINANCIAL				
1290	Financial Institutions	201.49	A	148	29,820.52

ORDINANCE NO. 673.2

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AMENDING ORDINANCE 673.1 AUTHORIZING PARTICIPATION IN AND AN UPDATE TO THE RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE PROGRAM WITHIN THE COACHELLA VALLEY, RIVERSIDE COUNTY

The Board of Supervisors of the County of Riverside ordains as follows:

Section 1. Section 2 of Ordinance 673.1 is amended in its entirety to read as follows:

"Section 2. FINDINGS.

"(a) The County is a Member Agency of the Coachella Valley Association of Governments ("CVAG"), a joint powers agency consisting of public agencies situated in the Coachella Valley (collectively, Member Agencies").

"(b) Acting in concert, the Member Agencies developed a plan whereby the shortfall in funds needed to enlarge the capacity of the Regional System of Highways and Arterials within CVAG's jurisdiction (the "Regional System") could be made up in part by a Transportation Uniform Mitigation Fee ("TUMF") imposed on future residential, commercial and industrial development within the jurisdiction.

"(c) CVAG, with the assistance of its Member Agencies, have commissioned the preparation of various studies ("Fee Studies") which evaluated population and employment growth, future transportation needs and the availability of traditional transportation funding sources to establish updated TUMF levels and program revenue collection targets.

"(d) The Fee Studies, as periodically updated, make it possible to determine a reasonable relationship between the cumulative regional impacts of new land development projects in the Coachella Valley on the Regional System and the need to mitigate these transportation impacts using funds levied through the TUMF program.

"(e) The Fee Studies, as periodically updated establish the purposes of the TUMF, which may be summarized as a uniform development impact fee to help fund construction of the Regional System needed to accommodate growth in the Coachella Valley to the year 2030.

"(f) The Fee Studies, as periodically updated, establish that the TUMF proceeds will be used to help pay for the engineering, construction, and acquisition of the Regional System improvements identified therein. Such improvements are necessary for the safety, health and welfare of the residential and non-residential users of the development projects on which the TUMF will be levied.

"(g) The Fee Studies, as periodically updated, establish a reasonable and rational relationship between the use of the TUMF proceeds and the type of development projects on which the TUMF is imposed.

"(h) The TUMF program revenues to be generated by new development will not exceed the total fair share of these costs.

"(i) The projects and methodology identified in the Fee Studies, as periodically updated, for the collection of fees is consistent with the goals, policies, objectives, and implementation measures of the County's General Plan."

Section 2. Section 3. DEFINITIONS is amended to include the following:

"(i) 'Fee Study' means the studies prepared by CVAG and adopted by the County, which supports the fee established by this chapter, and includes all the underlying reports and documents referenced therein.

"(j) 'TUMF' means the Transportation Uniform Mitigation Fee established by this ordinance."

Section 3. Section 5, subdivision (a) is amended to read as follows:

"(a) There is hereby established a Transportation Uniform Mitigation Fee, the proceeds of which shall be placed in the trust fund established by CVAG and used to construct the transportation improvements and provide the additional capacity needed by

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the year 2030 to accommodate the traffic generated by the development of land in the County and in the entire Coachella Valley."

Section 4. Section 5, subdivision (b) is amended to read as follows:

"(b) The amount of the mitigation fee shall be based on the trip generation rate and as recommended by CVAG. It is anticipated that the Executive Committee of CVAG shall annually review and, if necessary, amend the amount of the recommended mitigation fee to insure that it is a fair and equitable method of distributing the costs of the improvements necessary to accommodate traffic volumes generated by future growth. The Transportation Uniform Mitigation Fee shall be determined as follows:

$74 per average daily trip for sales tax producing commercial;

$148 per average daily trip for all other non-residential development; and

$192 per average daily trip for all residential development."

Section 5. Section 10 is amended in its entirety to read as follows:

"Section 10. LIST OF PROJECTS ON THE REGIONAL SYSTEM.

"Transportation projects are those which when completed will together mitigate the traffic impacts of future growth in the year 2030 throughout the Coachella Valley. CVAG commissions fee studies that are updated periodically, the most recent of which is entitled "Transportation Uniform Fee 2006 Fee Schedule Update Nexus Study Report," attached hereto and incorporated herein by this reference as Exhibit A and as subsequently updated, outlines the facilities to be funded along with increases to estimated construction costs for designated facilities. The listing of projects to be funded by TUMF shall be annually reviewed and may be amended from to time to time by CVAG.

"CVAG shall annually establish priorities for the Regional System projects based on the criteria set forth in the 'Transportation Project Prioritization Study (TPPS) 2005 Update Final Report,' attached hereto and incorporated herein by this reference as Exhibit B, and as subsequently updated. The TPPS is used by the Coachella Valley Association of Governments as a basis to prioritize arterial road segments and to make decisions in improvement funding, and updated by CVAG on a regular basis.

"The Transportation Uniform Mitigation Fee shall be solely used toward funding the engineering, construction, and purchasing of right-of-way for, these Regional System projects and any other purpose consistent with this ordinance. The fee may not be used for system maintenance."

Section 6. This amendment shall become effective 60 days after adoption or January 1, 2007, whichever is later.

BOARD OF SUPERVISORS OF THE COUNTY
OF RIVERSIDE, STATE OF CALIFORNIA

By: _____
Chairman

ATTEST:

CLERK OF THE BOARD:

By: _____
Deputy

(SEAL)

APPROVED AS TO FORM:

COUNTY COUNSEL

By: _____
Deputy County Counsel

PJW:ay
10/19/06
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EXHIBIT A

TRANSPORTATION UNIFORM MITIGATION FEE
2006 FEE SCHEDULE UPDATE

NEXUS STUDY REPORT

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:

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San Bernardino, California 92408
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June 27, 2006

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1.0 INTRODUCTION

In July 1989, the agencies of the Coachella Valley adopted a landmark Transportation Uniform Mitigation Fee (TUMF) program to collect a uniform development impact fee to help fund construction of the regional system of roads, streets, and highways (excluding state or federal highways) needed to accommodate growth in the region. During its 15+ years of existence, the TUMF has helped to fund numerous improvement projects including arterial street construction, street widening, intersection capacity enhancements, and freeway interchange improvements.

Throughout its existence the TUMF structure and policies have remained essentially unchanged. However, many roadway improvements associated with the original TUMF have been completed and plans for future development within the Coachella Valley have evolved substantially. Furthermore, the reauthorization of Measure A in Riverside County commits a significant future stream of funding to transportation improvements in the Coachella Valley. Combined with other public sources of funds, the funding mix for roadway projects in the Coachella Valley has changed substantially since the TUMF was originally adopted.

To reflect the accomplishments of the original TUMF program and the continuing changes in regional growth, transportation needs and available funding, CVAG has recently completed an update of the Transportation Project Prioritization Study and the Regional Arterial Cost Estimate. The Transportation Project Prioritization Study (TPPS) and Regional Arterial Cost Estimate (RACE) each represent fundamental elements of CVAG's Transportation Uniform Mitigation Fee (TUMF) program. The TPPS identifies the arterial roadway improvements necessary to mitigate the transportation impacts of new development on the Coachella Valley and prioritizes the implementation of these improvements. The RACE determines the cost associated with implementing the roadway system improvements identified in the TPPS and therefore provides a core variable in the formula for calculating the fee level for the TUMF program.

Changes in the TPPS and RACE documents that provide the underlying basis for the TUMF program have necessitated the review and 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 consideration of a new horizon year of 2030 (based on the latest available socio-economic forecasts from the Southern California Association of Governments) and the related traffic growth attributable to new development in the Coachella Valley, and verification of the percentage of improvement costs to be funded by other funding sources and developer dedications.

This Nexus Study Report presents the evaluation of population and employment growth, future transportation needs and the availability of traditional transportation funding sources to establish updated TUMF fee levels and program revenue collection targets. This study report is intended to satisfy the requirements of California Government Code Chapter 5 Section 66000-66008 Fees for Development Projects (also known as

California Assembly Bill 1600 (AB 1600) or the Mitigation Fee Act) which governs imposing development impact fees in California.

Companion documents referenced in this report include the Transportation Project Prioritization Study (Katz, Okitsu and Associates, 2006), the Regional Arterial Cost Estimation (Katz, Okitsu and Associates, 2006) and the CVAG TUMF Boundary Determination (Parsons Brinckerhoff, 2005). These documents that are directly related to the 2006 Fee Schedule Update are available from CVAG.

The following sub-sections provide some background information on CVAG's TUMF program including the results of the recent boundary determination and the provisions of state legislation relating to mitigation fee programs. The remaining sections of the TUMF 2006 Fee Schedule Update Nexus Study Report present the findings of the nexus study data analysis and the revised TUMF fee schedule.

1.1. TUMF Boundary Determination

In cooperation with the Western Riverside Council of Governments (WRCOG), CVAG has participated in efforts to determine an appropriate boundary between the two regions. The resultant changes in the CVAG jurisdictional boundary necessitates consideration of expanding the TUMF collection area boundary to match the new jurisdictional boundary and therefore a nexus must be established between development in this area and transportation improvements in the Coachella Valley.

The CVAG TUMF Boundary Determination (Parsons Brinckerhoff, 2005) established a roughly defined area within which there exists a "reasonable relationship" between new development and traffic conditions on TUMF roadways. In short, this area includes the CVAG core, as well as outlying areas along the I-10 east, SR74 south, SR86 south, and SR111 south corridors. The roughly defined area was identified in three analysis stages. The conclusions for each analysis stage are summarized below:

- *Distribution of Trips:*

  The analysis of trip distribution based on the 1997 and 2020 origin-destination trip tables of the Coachella Valley Transportation Study Model (CVATS) model determined that areas outside the CVAG core have a relatively small contribution (<1% of all trips) to traffic in the CVATS modeling area. It also found that areas within the CVAG core were the primary contributor to trips within the core. Thus, the analysis of trip distribution found a clear nexus between areas within the CVAG core and traffic conditions on the TUMF roadways, most of which are located in the core area. It did not, however, establish a clear nexus between new development in outlying areas and traffic conditions on the TUMF roadways.

- *Average Trip Length/Use of Arterial Streets:*

  The analysis of trip length and use of arterial streets supplemented the analysis of trip distribution. Based on uniform distance buffers around city borders, as well as

selected route specific time points, a "reasonable relationship" was established between certain outlying areas and traffic conditions on TUMF roadways. Four time points located roughly at the edge of where a "reasonable relationship" could be established were identified. These four time point locations are as follows:

- Time point on the I-10 east corridor: I-10 Frontage Road ramps (near Cactus City and the Rest Area)
- Time point on the SR74 south corridor: Ribbonwood (located along SR74 near the SR371 junction)
- Time point on the SR 86 south corridor: Oasis (located on the west shore of the Salton Sea)
- Time point on the SR111 south corridor: Desert Beach (located on the east shore of the Salton Sea)

- *Limitations to Development:*

  Largely undeveloped areas exist between the time point locations identified in the average trip length analysis stage. These areas are of limited relevance to the TUMF program since development within them is either legally prohibited, exempt from TUMF payment, or restricted by the terrain. For this reason, a more detailed analysis of these areas was not pursued.

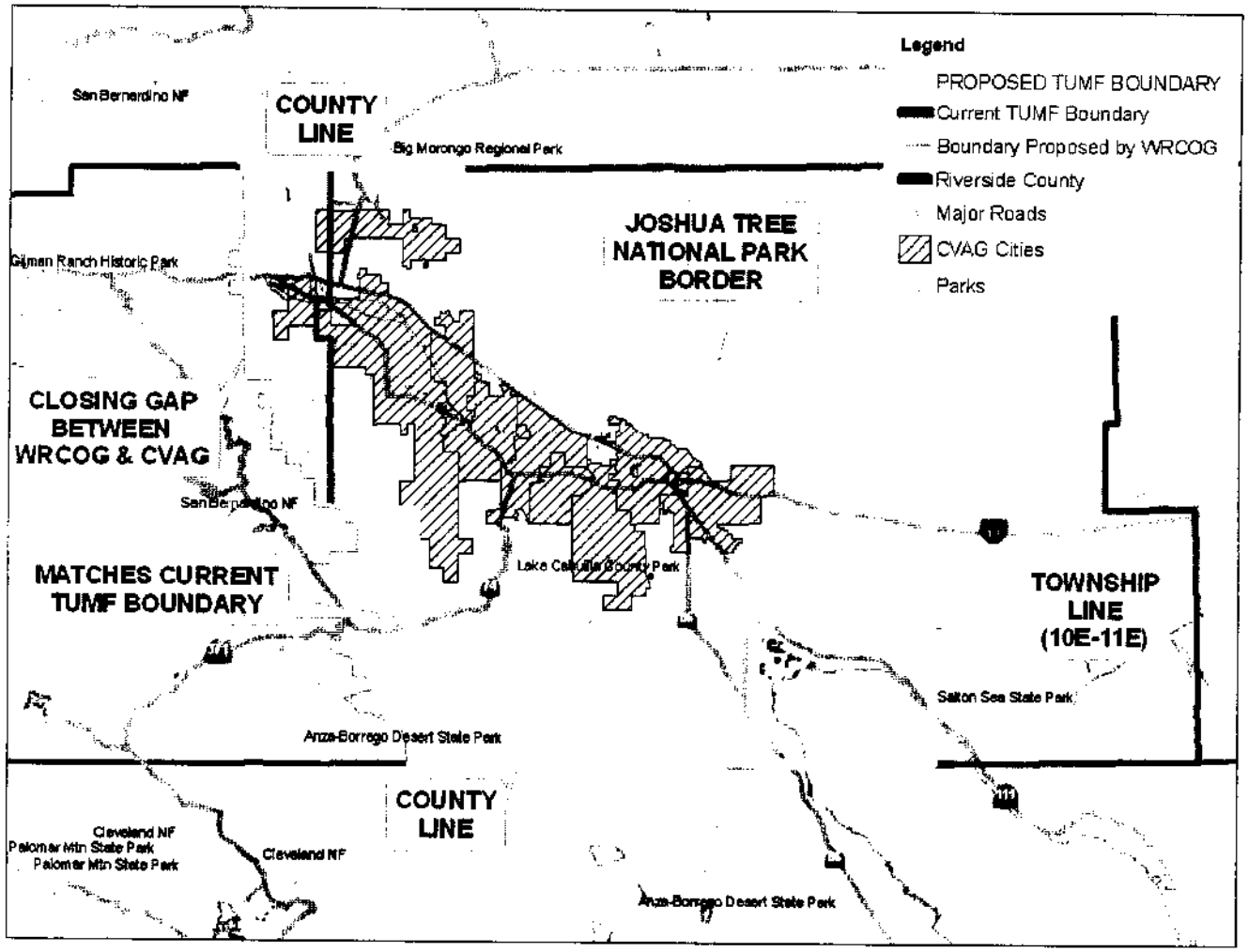
In order to assure accurate and timely implementation of the TUMF program, it is desirable that the TUMF boundary be easily identified and understood by developers, as well as by jurisdictions responsible for fee collection. Formal boundary lines were defined based on the results of the analysis in relation to easily administered features. 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. Roads, established rivers, lakes, parcels, township lines, county lines, city borders, as well as national or state park borders are examples of easily identified devices.

The rough boundary established in the nexus analysis was proximate 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.

These features define the updated CVAG TUMF boundary which is depicted in **Figure 1-1**. It should be noted that the jurisdictional border between WRCOG and CVAG is subject to further negotiation and that the location shown is based on CVAG's currently preferred option.

Figure 1-1 CVAG TUMF Boundary



It should also be noted that the portion of the boundary coincident with the Joshua Tree National Park border is defined as "the Joshua Tree National Park border", rather than as a specific physical location. This section of the boundary is defined as such so that it would shift to match any future revisions to the Joshua Tree National Park borders.

1.2. Measure A and the CVAG TUMF Program

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 approved by voters of Riverside County in November, 1988. Measure A was due to expire in 2009, but on Election Day 2002 a thirty year extension of the one-half percent sales tax for transportation was approved by 69.2 percent of Riverside County voters.

Funds are allocated to the Western County, Coachella Valley, and Palo Verde Valley areas proportionate to the Measure A funds generated within those areas. The Coachella Valley area and the City of Blythe, located within the Palo Verde Valley area, are part of CVAG.

The Coachella Valley area is defined by Measure A as located in the central part of Riverside County and including the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage. It also includes the unincorporated areas, and the tribal lands of the Agua Caliente Band of Cahuilla Indians, the Cabazon Band of Mission Indians, and the Torres Martinez Desert Cahuilla Indians.

The Palo Verde Valley area is defined by Measure A as located in the far eastern part of Riverside County and as being geographically separated from the Western and Coachella Valley areas. It contains the City of Blythe and unincorporated portions of Riverside County.

Measure A requires a TUMF program be administered for the Coachella Valley area, but not for the Palo Verde Valley area. Measure A defines TUMF as a fee that is charged on new development by local governments to assist with the building and improvement of regional arterials.

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.

Although Measure A has been reauthorized with expiration now extended to 2039, the evaluation for the TUMF Nexus Study uses a horizon year of 2030. The use of a 2030 horizon year for the TUMF Nexus Study is primarily linked to the availability of socio-economic and travel demand forecast data needed to support the analysis. As described in **Section 2.1**, the most recent forecast information available for the Coachella Valley was published by the Southern California Association of Governments (SCAG) as part of the 2004 Regional Transportation Plan (RTP) update using a horizon year of 2030. To reflect the available data and for consistency with other regional transportation planning initiatives, the 2030 horizon year was also used as the basis for the TUMF nexus determination. Where future Measure A revenues are described in **Section 5.1.1**, the revenue estimates have been developed for the period through 2030 to remain consistent with other elements of the TUMF analysis. Measure A revenues to be generated in the period from 2030 to 2039 were not included as part of the TUMF nexus determination for this program update.

1.3. Mitigation Fee Act and Other Legal Requirements

The Mitigation Fee Act, also known as California Assembly Bill 1600 (AB 1600) or California Government Code Sections 66000 et seq., governs imposing development impact fees in California. The Mitigation Fee Act requires that all local agencies in California, including cities, counties, and special districts follow some basic principles when instituting impact fees as a condition of new development. These principles are as follows:

1. Identify the purpose of the fee. (Government Code Section 66001(a)(1))
2. Identify the use to which the fee is to be put. (Government Code Section 66001(a)(2))
3. Determine that there is a reasonable relationship between the fee's use and the type of development on which the fee is to be imposed. (Government Code Section 66001(a)(3))
4. Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is to be imposed. (Government Code Section 66001(a)(4))
5. Discuss how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is to be imposed. (Government Code Section 66001(b))

These principles closely emulate two landmark US Supreme Court rulings that each provide guidance on the application of impact fees. The first case, Nollan v. California Coastal Commission (1987) 107 S.Ct. 3141, established that local governments are not prohibited from imposing impact fees or dedications as conditions of project approval provided the local government establishes the existence of a "nexus" or link between the exaction and the state interest being advanced by that exaction. The Nollan ruling clarifies that once the adverse impacts of development have been quantified, the

local government must then document the relationship between the project and the need for the conditions that mitigate those impacts. The ruling further clarifies that an exaction may be imposed on a development even if the development project itself will not benefit provided the exaction is necessitated by the project's impacts on identifiable public resources.

The second case, Dolan v. City of Tigard (1994) 114S.Ct. 2309, held that in addition to the Nollan standard of an essential nexus, there must be a "rough proportionality" between proposed exactions and the project impacts that the exactions are intended to allay. As part of the Dolan ruling, the US Supreme Court advised that "a term such as 'rough proportionality' best encapsulates what we hold to be the requirements of the Fifth Amendment. No precise mathematical calculation is required, but the city (or other local government) must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development."

The combined effect of both rulings is the requirement that public exactions must be carefully documented and supported. This requirement is reiterated by the provisions of the State of California Mitigation Fee Act and subsequent rulings in the California Supreme Court (Ehrlich v. City of Culver City (1996) 12 C4th 854) and the California Court of Appeals (Loyola Marymount University v. Los Angeles Unified School District 45 (1996) Cal.App.4th 1256).

This Nexus Study report is intended to satisfy the requirements of the State of California Mitigation Fee Act. Specifically, this Nexus Study report will outline the purpose and use of the TUMF, the relationship between new development and impacts on the transportation system, the estimated cost to complete necessary improvements to the arterial street system within the Coachella Valley, and the 'rough proportionality' or 'fair-share' fee for differing development types.

2.0 FUTURE GROWTH AND THE NEED FOR TUMF

2.1. Future Growth Trends

The most recently available demographic projections for the Coachella Valley were developed by the Southern California Association of Governments (SCAG) to support the preparation of the 2004 Regional Transportation Plan (RTP) titled Destination 2030. Adopted by the SCAG Regional Council on April 2004, Destination 2030 is "a multi-modal Plan representing (SCAG's) vision for a better transportation system, integrated with the best possible growth pattern for the Region over the Plan horizon of 2030."[1]

The SCAG demographic projections are typically used by sub-regional agencies in Southern California as a basis for developing their own demographic forecasts. Based on the SCAG regional growth forecasts, the population of Coachella Valley is projected to increase by 366,509 in the period between 2000 and 2030, a compounded rate of approximately 2.6% annually. During the same period, employment in Coachella Valley is anticipated to grow by 128,274 or 2.4% annually. Table 2-1 summarizes the SCAG 2004 RTP socio-economic data for the Coachella Valley.

Table 2-1 Socio-Economic Data for CVAG TUMF Study Area (2000-2030)

	2000	2030	Change	% Change	% Annual
Population	320,081	686,590	366,509	115%	2.6%
Households	117,539	260,373	142,834	122%	2.7%
Employment	127,322	255,596	128,274	101%	2.4%

Source:
SCAG 2004 RTP, Destination 2030, Year 2000 and Year 2030 Plan data

2.2. Future Highway Traffic

To support the evaluation of the cumulative regional impacts of new development on the transportation system in Western Riverside County, existing (2000) and future (2030) traffic data were derived from the SCAG 2004 RTP Model. The SCAG years 2000 and 2030 trip tables and network files were obtained for the purpose of evaluating future traffic growth (and trip distribution) in the Coachella Valley. To quantify traffic growth impacts, traffic measures of effectiveness were calculated for each of the two scenarios. The CVAG TUMF study area was extracted from the greater regional SCAG model network for the purpose of calculating measures for Coachella Valley only. Measures for the CVAG TUMF study area included total vehicle daily miles of travel (VMT) and total VMT experiencing unacceptable level of service (LOS D or worse).

[1] Southern California Association of Governments, Destination 2030 – Executive Summary, April 2004

These results were tabulated in **Table 2-2**. Plots of the Network Extents and evaluation results are presented in **Appendix A.**

Total arterial VMT and LOS D Threshold VMT were calculated to include all arterial roadways included in the SCAG model. These roadways in the SCAG model encompass the projects included in the TPPS. Regional values for each threshold were also calculated for a total of all facilities including arterial roadways and freeways.

Table 2-2 Regional Highway System Measures of Performance for CVAG TUMF Study Area (2000-2030)

Measure of Performance (Daily)	2000	2030	Change	% Change	% Annual
VMT - TOTAL ALL FACILITIES	5,692,310	10,474,430	4,782,120	84%	2.1%
VMT – FREEWAY	2,287,250	4,184,330	1,897,080	83%	2.0%
TOTAL ARTERIAL VMT	**3,405,060**	**6,290,100**	**2,885,040**	85%	2.1%
VMT IF LOS D OR WORSE – TOTAL ALL FACILITIES	498,468	5,829,620	5,331,152	1070%	8.5%
VMT IF LOS D OR WORSE – FREEWAYS	0	2,940,430	2,940,430	n/a	n/a
TOTAL ARTERIAL VMT (IF D OR WORSE)	**498,468**	**2,889,190**	**2,390,722**	480%	6.0%
% OF ARTERIAL VMT WITH LOS D OR WORSE	**15%**	**46%**	**31%**		

NOTES:
Based on SCAG 2004 RTP, Destination 2030, Year 2000 and Year 2030 Baseline Network Scenarios.
VMT = vehicle miles of travel (the total combined distance that all vehicles travel on the system)
LOS = level of service (based on forecast volume to capacity ratios)

The following formulas were used to calculate the respective values:

VMT = Link Distance * Total Daily Volume
VMT LOS D or worse = VMT (on arterial links where Daily V/C exceeded 0.62 or freeway links where Daily V/C exceeded 0.71)

Notes: Arterial volume to capacity (v/c) ratio threshold for LOS D is based on the Transportation Research Board 2000 Edition of the Highway Capacity Manual (HCM 2000) LOS Maximum V/C Criteria for Multilane Highways with 45 mph Free Flow Speed (Exhibit 21-2, Chapter 21, Page 21-3).
Freeway v/c ratio threshold for LOS D is based on the HCM 2000 LOS Maximum V/C Criteria for Basic Freeway Segments with 65 mph Free Flow Speed (Exhibit 23-2, Chapter 23, Page 23-4)

The calculated values were compared to assess the total change between 2000 and 2030, and the average annual change between 2000 and 2030. As can be seen from the SCAG 2004 RTP Model outputs summarized in **Table 2-2**, the additional traffic generated by new development in the Coachella Valley will [illegible] congestion on the arterial roadway system to increase in the absence of additional highway infrastructure investments. Many facilities will experience a significant deterioration in LOS to unacceptable levels as a result of new development and the associated growth in traffic. According to the Highway Capacity Manual (Transportation Research Board, 2000), LOS C or D are required to "ensure an acceptable operating service for facility users."

The need to mitigate the impact of new development is shown by the adverse impact that new development will have on arterial roadways in the Coachella Valley. As a result of the new development and associated growth in population and employment in the Coachella Valley, additional pressure will be placed on arterial roadways with the total vehicle miles traveled (VMT) estimated to increase by 85% or 2.1% compounded annually.

As shown in **Table 2-2**, the VMT on arterial facilities experiencing LOS D or worse will increase by 480% or 6.0% compounded annually in the Coachella Valley in the period between 2000 and 2030. By 2030, almost one half of the total VMT on the regional arterial highway system is forecast to be traveling on facilities experiencing daily LOS D or worse without substantial improvements to the arterial street system. The combined influences of increased travel and worsened LOS that manifest themselves in congestion highlight the continuing need to complete the improvements recommended in the TPPS to mitigate the cumulative regional impact of new development.

The SCAG 2004 RTP Model outputs summarized in **Table 2-2** clearly demonstrate that the additional trips generated by future new development in the Coachella Valley will lead to increasing levels of traffic congestion, especially on the arterial roadways. The need to implement the TPPS to improve these roadways and relieve future congestion is therefore directly linked to the future development that generates the additional trips.

2.3. The TUMF Concept

All new development has some effect on the transportation infrastructure in a community, city or county due to an increase in the total number of trips. Increasing usage of the transportation facilities leads to more traffic, progressively increasing congestion and decreasing the level of service. In order to meet the increased travel demand and keep traffic flowing, improvements to transportation facilities become necessary to sustain pre-development traffic conditions.

The projected growth in Coachella Valley can be expected to increase congestion and degrade mobility if further investments are not made in the transportation infrastructure. This challenge is especially critical for arterial roadways that carry a significant number of the trips between cities, since traditional sources of transportation improvement funding (such as the gasoline tax and local general funds) will not be nearly sufficient to fund the improvements needed to serve new development. Developer dedications generally provide only a portion of the improvements with improvements confined to the area immediately adjacent to the respective development, and the broad-based county-level funding sources (i.e., Measure A) designates only partial revenues for arterial roadway improvements.

The TUMF program establishes a uniform development impact fee to generate the revenues necessary to fully fund the implementation of the TPPS resulting in construction of the regional system of roads, streets, and highways (excluding state or federal

highways) needed to accommodate growth in the region. 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.

A sizable percentage of trip-making for any given local community extends beyond the bounds of the individual community as residents pursue employment, education, shopping and entertainment opportunities elsewhere. As new development occurs within a particular local community, this migration of trips of all purposes by new residents contributes to the need for transportation improvements within their community **and** in the other communities of Coachella Valley. The idea behind the TUMF program is to have new development throughout the Coachella Valley contribute equally to paying the cost of improving the transportation facilities that serve these trips within **and** between communities. For this reason, the TUMF revenues are used to improve transportation facilities that primarily serve trips within **and** between communities in Coachella Valley (primarily arterial roadways).

Much, but not all, of the new trip-making in a given area is generated by residential development (i.e. when people move into new homes, they create new trips on the transportation system as they travel to work, school, shopping or entertainment). Some of the new trips are generated simply by activities associated with new businesses (i.e. new businesses will create new trips through the delivery of goods and services, etc.). With the exception of commute trips by local residents coming to and from work, and the trips of local residents coming to and from new businesses to get goods and services, the travel demands of new businesses are not directly attributable to residential development. The TUMF program considers the relative impacts of different sources of new trip generation by assessing both residential and non-residential development for their related transportation impacts.

In summary, the TUMF concept includes the following:

- A uniform fee is levied on new development throughout the Coachella Valley to mitigate the cumulative regional impacts of trips generated by new development.

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

3.0 TPPS AND RACE

The Transportation Project Prioritization Study (TPPS) and Regional Arterial Cost Estimate (RACE) each represent fundamental elements of CVAG's Transportation Uniform Mitigation Fee (TUMF) program. The TPPS identifies the arterial roadway improvements necessary to sustain mobility within the Coachella Valley. The TPPS describes the set of arterial roadway improvements to be funded by the TUMF program and other regionally available funding sources (including Measure A and State Transportation Improvement Program (STIP) funds), and prioritizes the implementation of these improvements. The RACE determines the cost associated with implementing the roadway system improvements identified in the TPPS and therefore provides a core variable in the formula for calculating the fee level for the TUMF program.

The TPPS and RACE are stand alone documents updated by CVAG on a regular basis. Their most recent update was conducted as a separate study in parallel to this TUMF Boundary Determination and Fee Schedule Nexus Study. The most recent revision of the TPPS and RACE, the 2005 update, was used as the basis for this Fee Schedule Nexus Study.

In addition to identifying regional arterial projects to be funded, the TPPS ranks these projects based on a project score. **Figure 3-1** illustrates the location and score of each project included in the TPPS. **Table 3-1** lists the cost estimate for each project as developed in the RACE process. All projects included in the TPPS and RACE total $2,602,939,252.

Due to the essential nature of the TPPS and RACE in establishing the TUMF nexus and associated program fee levels, it was necessary to review the assumptions and calculations of these related studies in the context of TUMF. A few main conclusions were formed in relation to the cost estimation methodology and projects included in the TPPS and RACE, as described in the sub-sections below.

3.1. Cost Estimation Methodology

The review of the RACE cost estimation methodology yielded two primary conclusions:

- The RACE cost assumptions were reviewed and found to be within industry standards for the development of planning level cost estimates for a system total.
- Construction and right-of-way costs have been escalating at a rapid rate in recent years. In order to maintain accurate estimates and representative fee levels, it is recommended that the RACE and resultant TUMF fee schedule be updated annually to keep pace.

Figure 3-1 Projects in the 2005 TPPS Update (page 1 of 6)

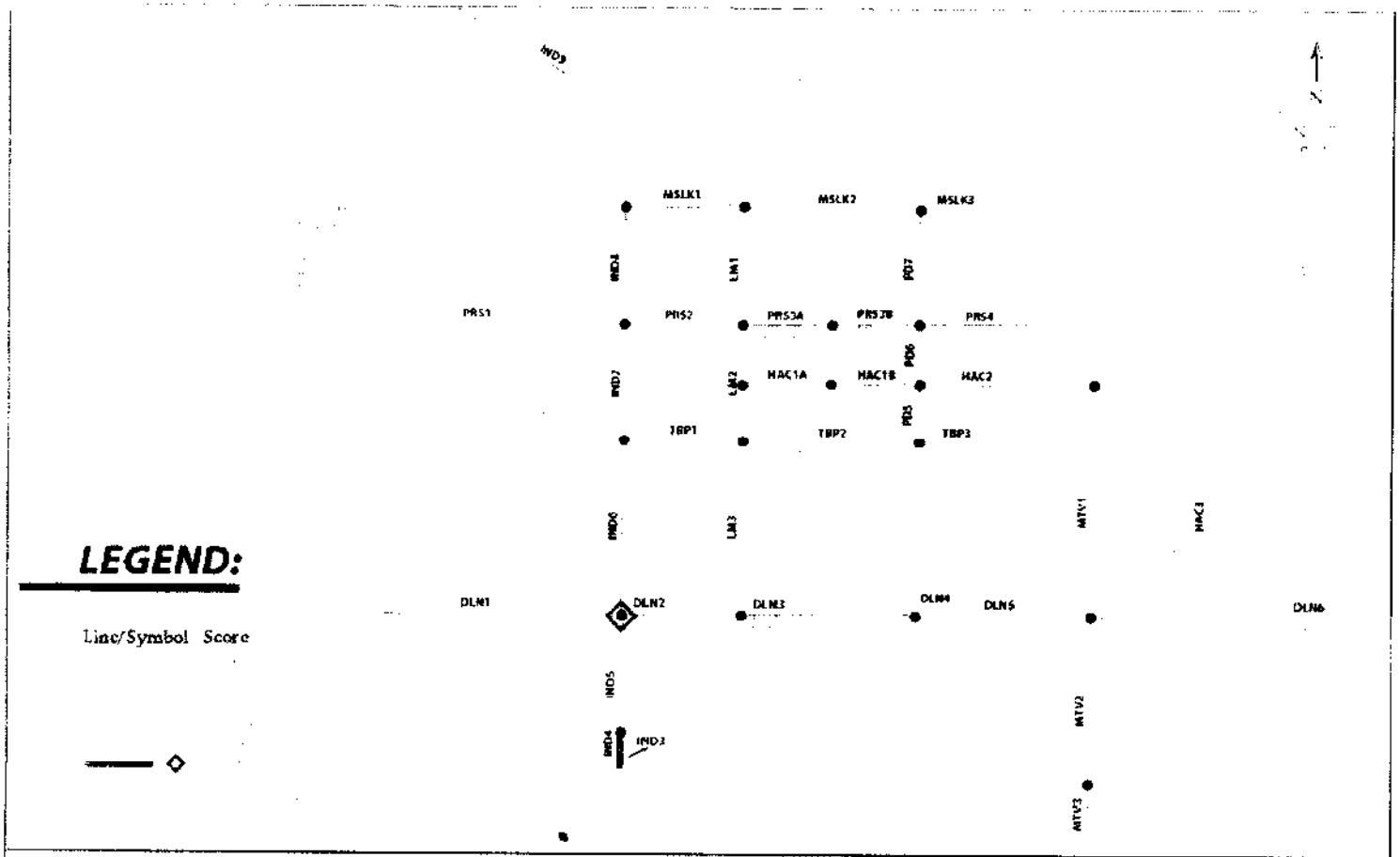


Figure S-1

Studied Segments and Total Scores

S-24

Figure 3-1 Projects in the 2005 TPPS Update (page 2 of 6)

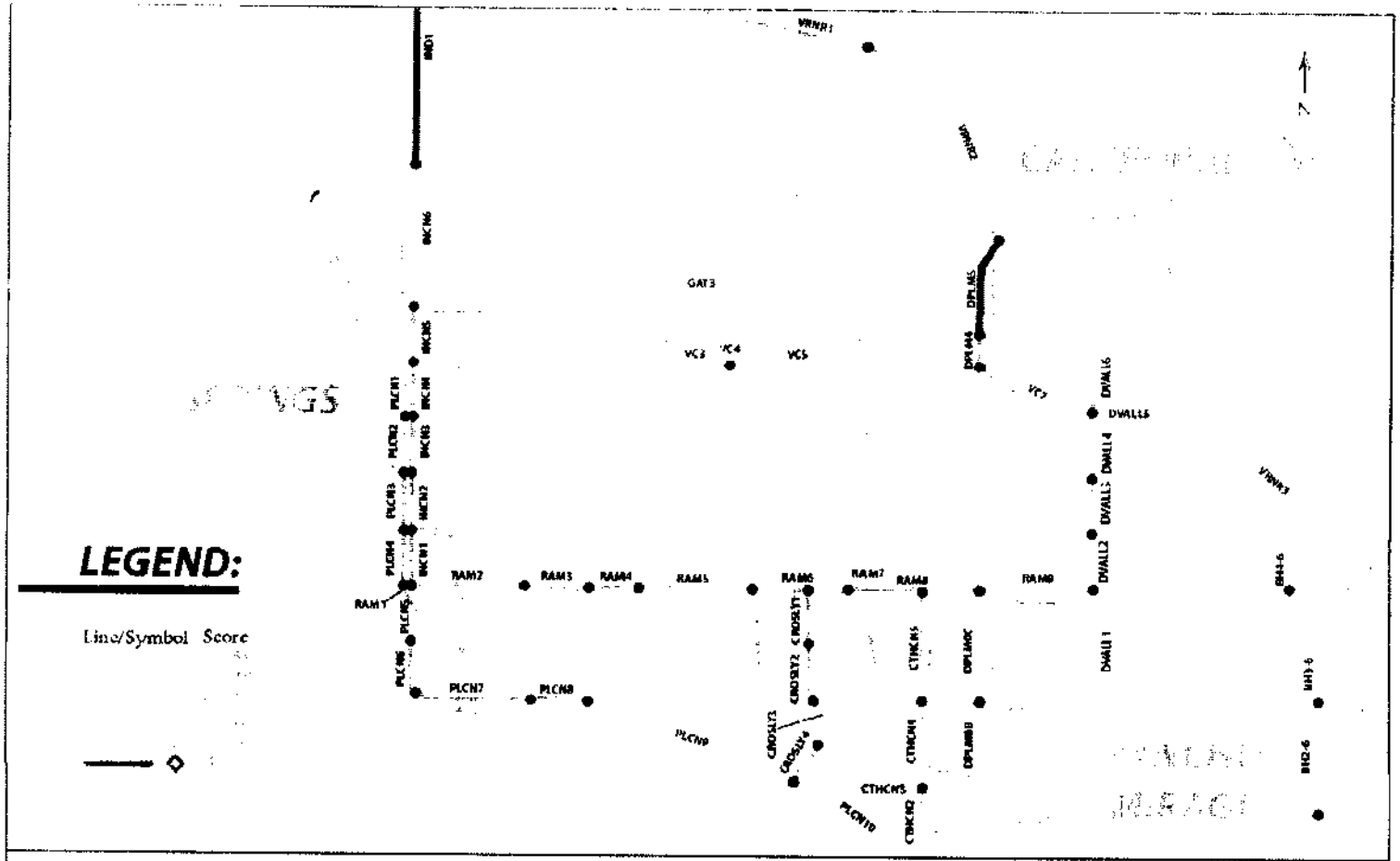


Figure S-2

Studied Segments and Total Scores

S-25

Figure 3-1 Projects in the 2005 TPPS Update (page 3 of 6)

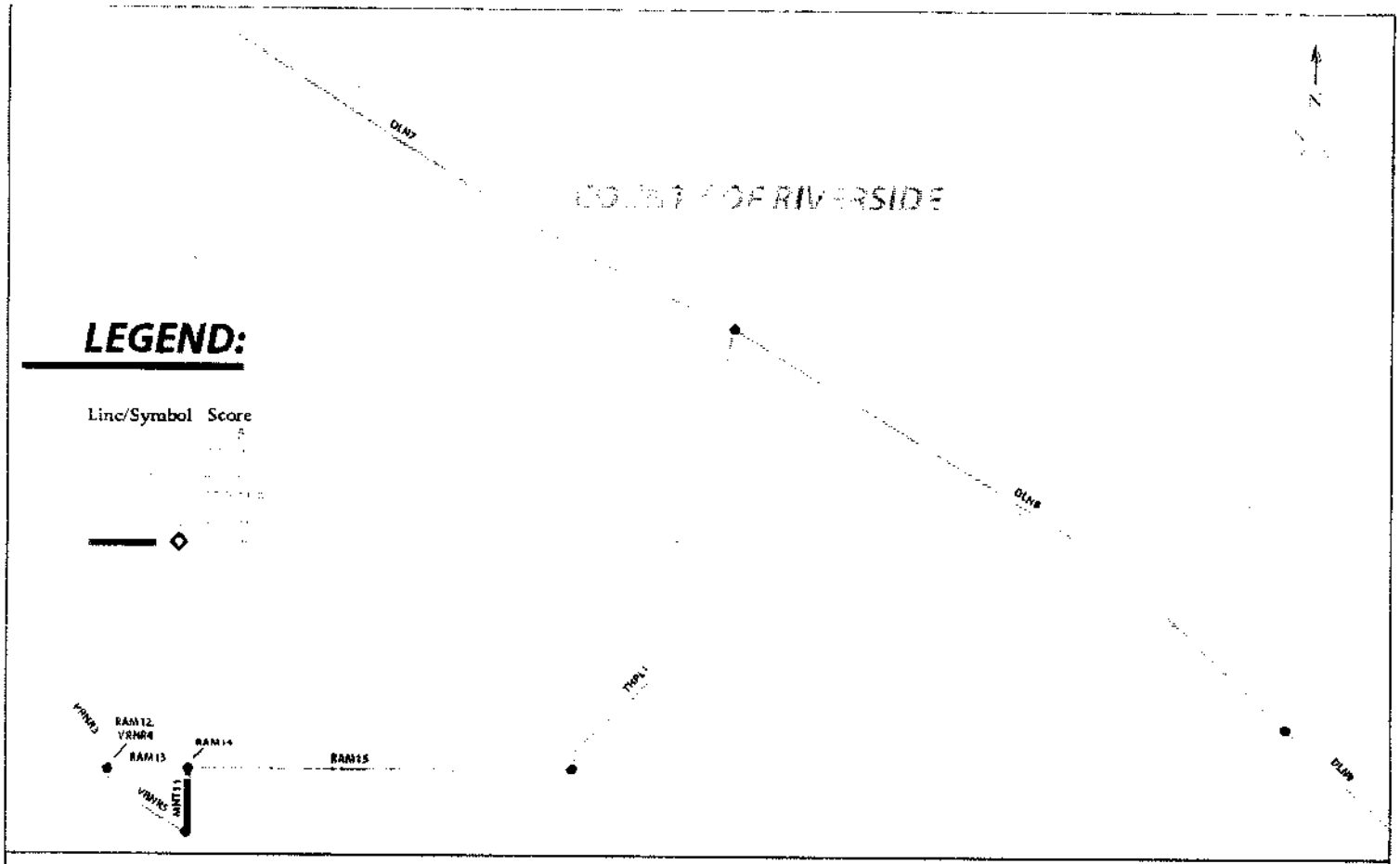


Figure S-3

Studied Segments and Total Scores

S-26

Figure 3-1 Projects in the 2005 TPPS Update (page 4 of 6)

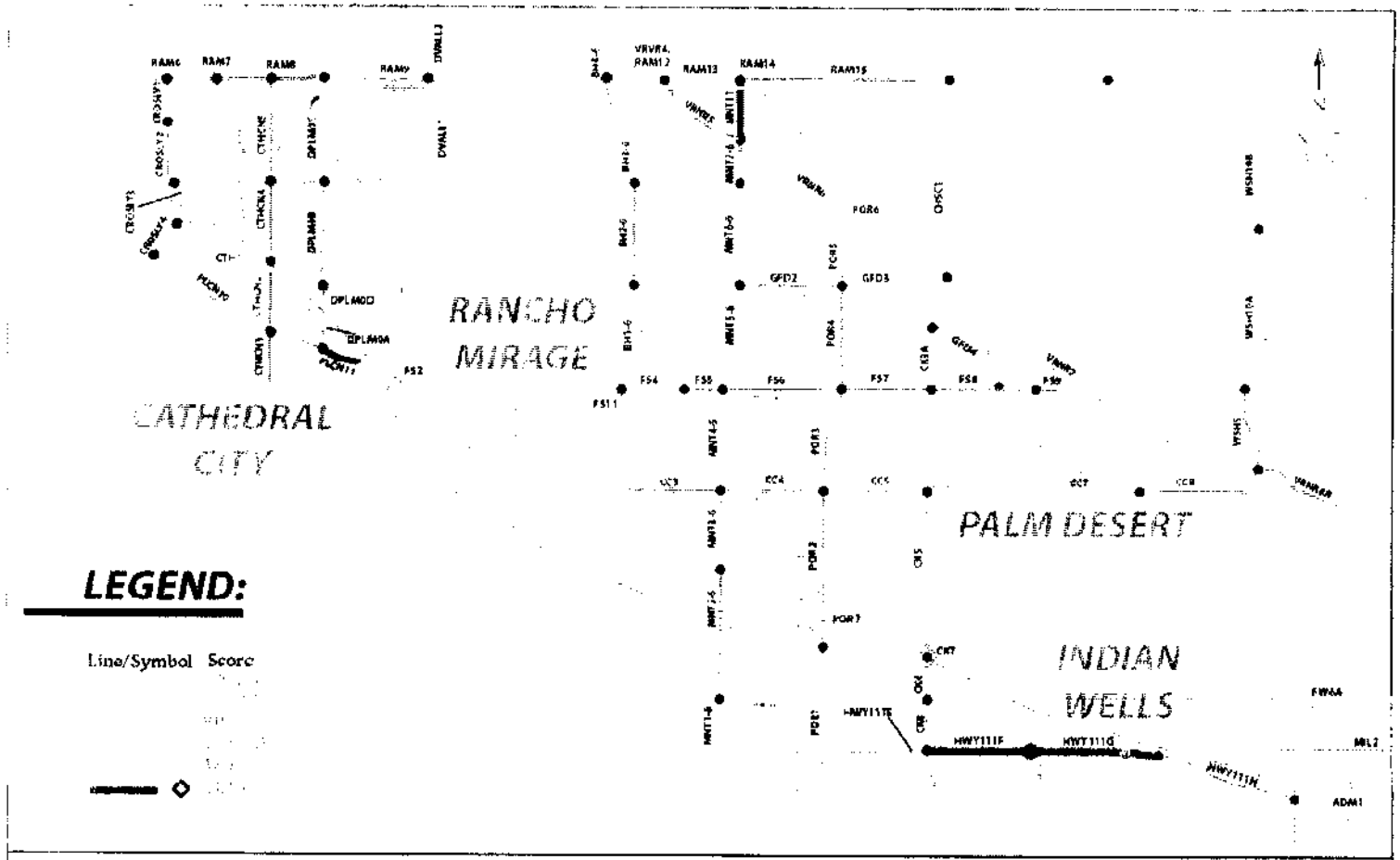


Figure S-4

Studied Segments and Total Scores

S-27

Figure 3-1 Projects in the 2005 TPPS Update (page 5 of 6)

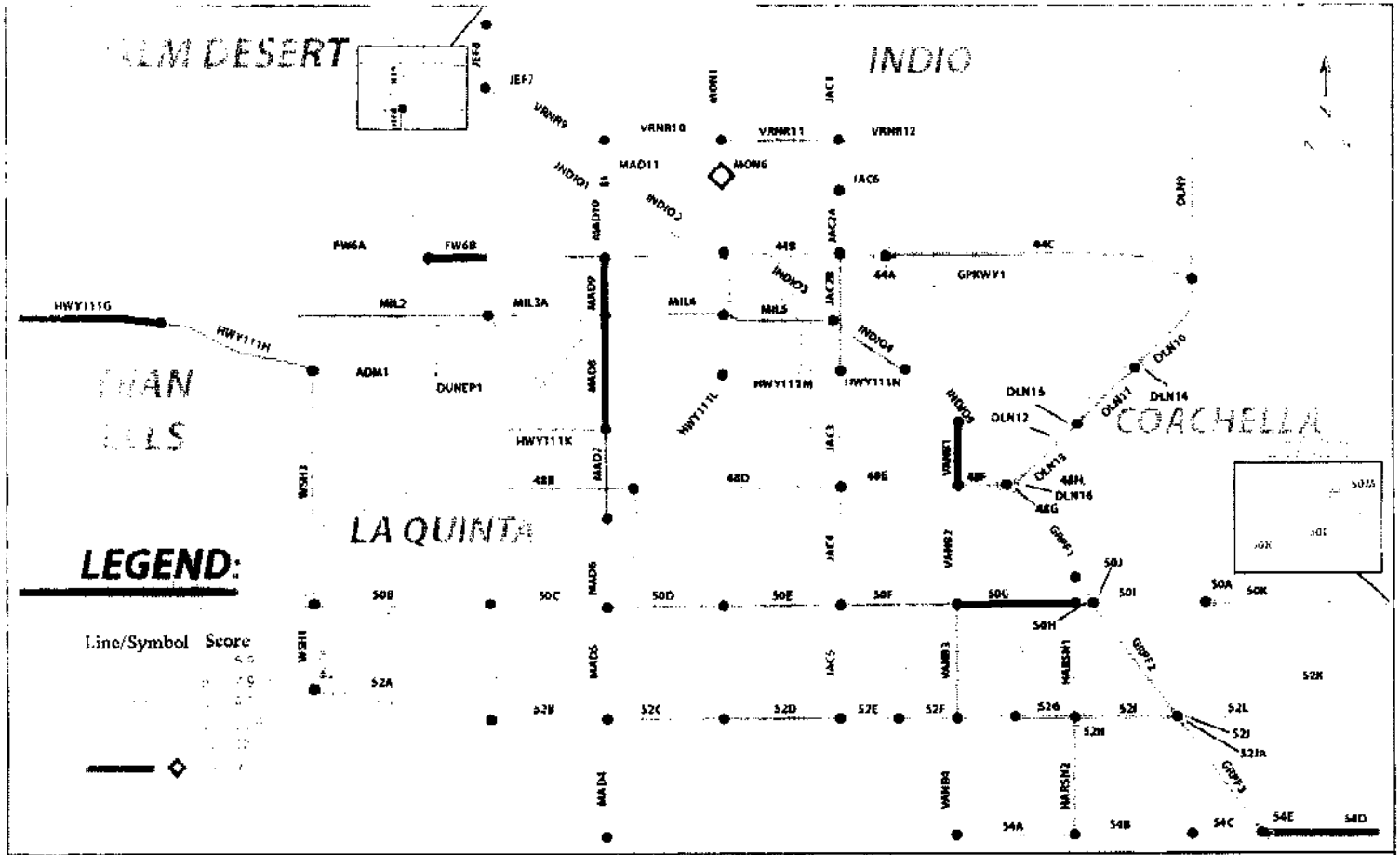


Figure S-5

Studied Segments and Total Scores

S-28

Figure 3-1 Projects in the 2005 TPPS Update (page 6 of 6)

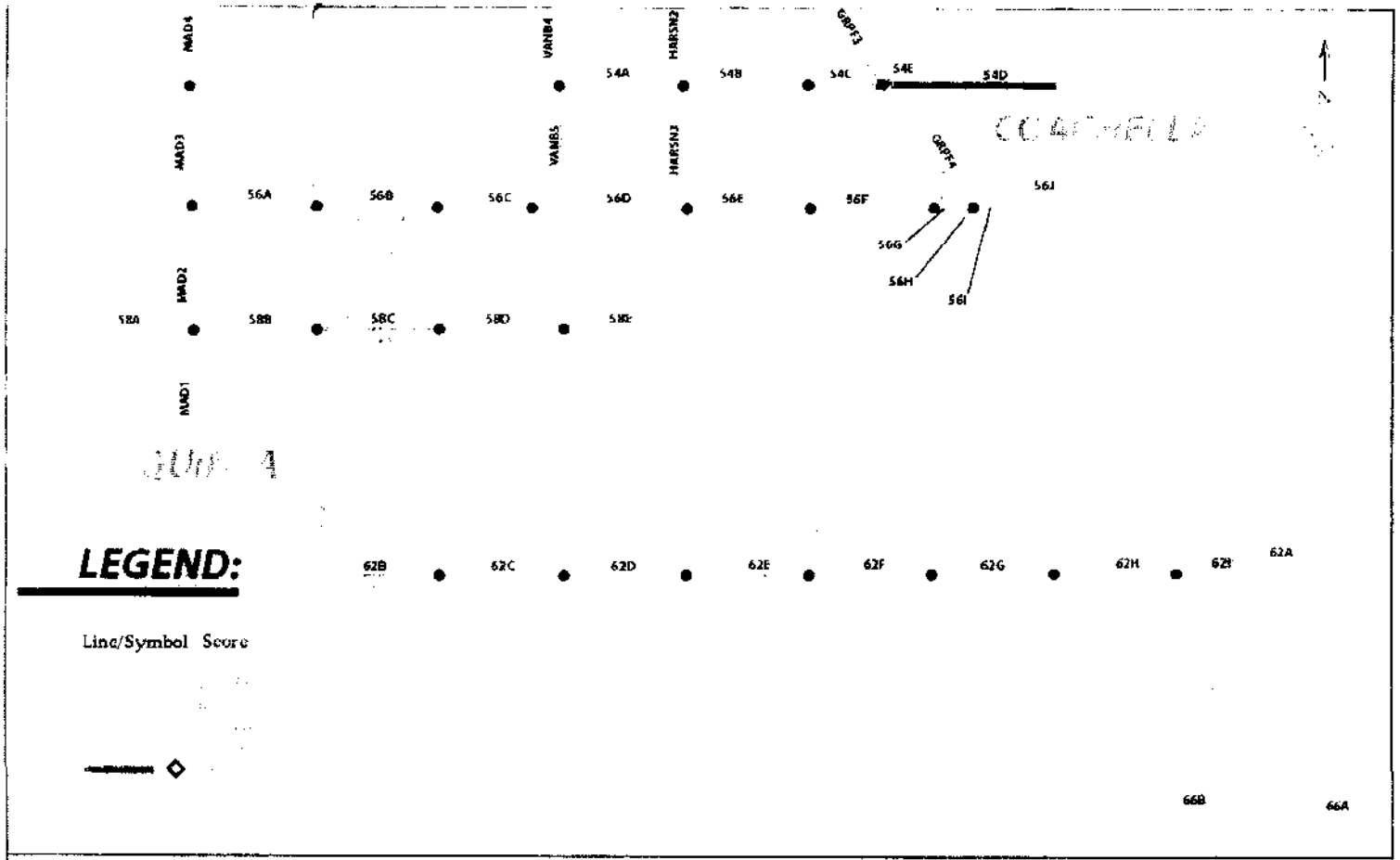


Figure S-6

Studied Segments and Total Scores

S-29

Table 3-1 Summary of 2005 RACE Update By Project (page 1 of 7)

CC=Cathedral City, COA=Coachella, DHS=Desert Hot Springs, IND=Indio, IW=Indian Wells, LQ=La Quinta
PD=Palm Desert, PS=Palm Springs, RM=Rancho Mirage, UNC=Unincorporated, CAL=Caltrans

STREET NAME	BUILDABLE PROJECT NUMBER	AGENCY	BACKBONE	BUILDABLE PROJECT DESCRIPTION	2005 PTS. TOTAL	TOTAL BUILDABLE PROJECT COST (2005 $)	TOTAL CUMULATIVE COST (2005 $)
AVE 54	B-304	COA	Backbone	Hwy 111 to Fillmore (Incl Br at Whitewater Chnl and Future SR-86S IC, missing link)	16.0	$44,642,100	$44,642,100
MONROE ST	B-304	IND	Backbone	Monroe St to I-10 IC	16.0	$14,880,500	$59,522,600
MADISON ST	B-048	IND UNC		Miles Ave to Fred Waring Dr (missing link)	16.0	$3,785,760	$63,308,360
MONTEREY AVE	B-139	UNC		I-10 to Ramon Rd	16.0	$3,625,440	$66,951,200
DATE PALM DR	B-010	CC		I-10 to Varner (Incl realign and Br at Long Cyn Chnl)	15.0	$8,173,660	$75,124,860
FRED WARING DR	B-089	LQ UNC		Dune Palms Rd to Jefferson St	15.0	$3,775,420	$78,900,300
E PALM CYN DR	B-240	CC		Date Palm to Palm Springs/Cathedral City Limits	15.0	$2,077,425	$80,977,725
INDIAN AVE	B-153	PS	Backbone	Old Palm Springs City Limit to RR Xing (Incl Br at Whitewater Rvr)	14.0	$202,107,450	$283,085,175
HIGHWAY 111	B-355	IW CAL	Backbone	Cook St to Eldorado Dr	14.0	$7,339,200	$290,424,375
HIGHWAY 111	B-356	IW CAL	Backbone	Eldorado Dr to Miles Ave	14.0	$8,882,100	$299,308,475
MADISON ST	B-047	IND		Hwy 111 to Miles Ave	14.0	$8,475,650	$307,782,125
VAN BUREN ST	B-207	IND UNC		Indio Blvd to Ave 48	14.0	$4,053,735	$311,835,860
GENE AUTRY TRAIL	B-002	PS	Backbone	Whitewater Rvr Br Xing	13.0	$264,981,920	$576,817,780
AVE 52	B-220	COA	Backbone	Hwy 111 to SR-86S (Incl Br)	13.0	$6,030,000	$582,847,780
AVE 62	B-308	CAL	Backbone	Ave 62 SR-86S IC	13.0	$36,468,000	$619,315,780
DA VALL RD	B-336	CC UNC	Backbone	Future Da Vall I-10 IC (IC & RR Br)	13.0	$42,686,200	$662,000,980
HIGHWAY 111	B-354	IW CAL	Backbone	Palm Desert/Indian Wells City Limits to Cook St	13.0	$1,082,400	$663,083,380
HIGHWAY 111	B-361	IND CAL	Backbone	Jackson St to Indio Blvd	13.0	$4,508,080	$667,591,460
PORTOLA AVE	B-373	PD	Backbone	Future Portola Ave I-10 IC	13.0	$40,680,000	$708,271,460
DATE PALM DR	B-009	CC		Vista Chino to I-10 (Excl I-10 IC or RR Br)	13.0	$1,390,000	$709,661,460
VISTA CHINO	B-054	CC		Date Palm Dr to Da Vall Rd (missing link)	13.0	$13,396,420	$723,057,880
PALM CYN DR	B-149	PS		Ramon Rd to E Palm Cyn Dr	13.0	$6,430,320	$729,488,200
MADISON ST	B-206	IND		Future Madison St I-10 IC (Incl Br over RR)	13.0	$44,110,080	$773,598,280
AVE 50	B-218	COA		Van Buren St to Hwy 111	13.0	$5,983,610	$779,581,890
AVE 54	B-223	COA		Tyler St to Hwy 111	13.0	$3,639,950	$783,201,840
AVE 62	B-318	UNC		Pierce St to SR86S	13.0	$4,569,000	$787,770,840
CROSSLEY RD / GOLF CLUB DR	B-330	PS		Ramon Rd to Mesquite Ave	13.0	$3,194,400	$790,965,240
CROSSLEY RD / GOLF CLUB DR	B-333	PS		Los Santos to E Palm Cyn	13.0	$2,154,240	$793,119,480
HARRISON ST	B-903	COA		Ave 54 to Ave 58	13.0	$6,647,520	$799,767,000

Table 3-1 Summary of 2005 RACE Update By Project (page 2 of 7)

CC=Cathedral City, COA=Coachella, DHS=Desert Hot Springs, IND=Indio, IW=Indian Wells, LQ=La Quinta
PD=Palm Desert, PS=Palm Springs, RM=Rancho Mirage, UNC=Unincorporated, CAL=Caltrans

STREET NAME	BUILDABLE PROJECT NUMBER	AGENCY	BACKBONE	BUILDABLE PROJECT DESCRIPTION	2005 PTE TOTAL	TOTAL BUILDABLE PROJECT COST (2005 $)	TOTAL CUMULATIVE COST (2005 $)
PALM CYN DR	B-140	PS		Alejo Rd to Ramon Rd	12.5	$6,040,870	$905,807,970
HIGHWAY 111	B-360	IND CAL	Backbone	Monroe St to Jackson St	12.0	$8,041,440	$913,849,410
RAMON RD	B-057	PS		Sunrise Way to E Main Rd	12.0	$7,856,374	$921,705,784
AVE 48	B-102	COA IND		Jackson St to Van Buren St	12.0	$5,648,127	$927,354,211
COOK ST	B-139	PD		Country Club to Whitewater Brg	12.0	$13,684,176	$941,038,387
INDIAN CYN DR	B-144	PS		Ramon Rd to Alejo Rd	12.0	$7,464,030	$948,502,417
INDIAN CYN DR	B-145	PS		Alejo Rd to Racquet Club Rd	12.0	$3,401,069	$951,903,486
VARNER RD	B-181	CC UNC		Mountain View Rd to Date Palm Dr	12.0	$15,786,144	$967,689,630
AVE 54	B-222	COA		Harrison St to Tyler St	12.0	$5,024,000	$972,713,630
AVE 52	B-315	UNC		Fillmore St to Pierce St	12.0	$6,804,227	$979,517,857
GRAPEFRUIT BLVD	B-347	COA		Ave 48/Dillon Rd to Ave 50	12.0	$7,328,000	$986,845,857
MONTEREY AVE	B-367	PD RM		Clancy Lane to Country Club Dr	12.0	$3,591,000	$990,436,857
MONTEREY AVE	B-369	PD RM		Frank Sinatra Dr to Gerald Ford Dr	12.0	$5,390,585	$995,827,442
MONTEREY AVE	B-370	PD RM		Gerald Ford Dr to Dinah Shore Dr	12.0	$7,421,210	$1,003,248,652
MONTEREY AVE	B-371	PD		Dinah Shore Dr to I-10 (Incl. I-10 IC and RR Br.)	12.0	$1,626,300	$1,004,874,952
RAMON RD	B-059	CC PS	Backbone	Gene Autry Trail to Whitewater Rvr (Incl. Br. at Whitewater Rvr)	11.5	$9,831,286	$914,505,260
RAMON RD	B-058	PS		Palm Cyn Dr to Sunrise Way (Incl. Barrisio Storm Chnl Xing)	11.5	$10,271,908	$924,777,168
INDIAN AVE	B-154	PS UNC		20th Ave to 19th Ave (Incl. Intersection of Indian Ave & 20th Ave)	11.5	$2,065,500	$926,841,668
AVE 56 / AIRPORT BLVD	B-123	COA UNC	Backbone	Ave 58 SR-86S IC	11.0	$35,172,000	$962,013,668
AVE 66	B-317	CAL	Backbone	Ave 66 SR-86S IC	11.0	$36,900,000	$998,913,668
CROSSLEY RD / GOLF CLUB DR	B-332	PS	Backbone	Ave 34 to Los Santos (Incl. Br. at Palm Cyn Chnl)	11.0	$7,536,964	$1,006,450,642
GOLF CENTER PKWY	B-346	IND	Backbone	Golf Center Pkwy I-10 IC	11.0	$14,917,500	$1,021,368,142
HIGHWAY 111	B-359	IND CAL	Backbone	Madison St to Monroe St	11.0	$9,579,670	$1,031,947,812
MADISON ST	B-044	IND LQ		Ave 52 to Ave 50	11.0	$4,584,800	$1,036,532,612
VISTA CHINO	B-053	CC		E Bank of Whitewater Br to Landau Blvd	11.0	$7,200,200	$1,043,732,812
RAMON RD	B-058	PS		El Cielo Rd to Gene Autry Trail	11.0	$8,053,206	$1,051,786,018
AVE 48	B-100	IND		Hjorth St to Monroe St	11.0	$8,807,054	$1,060,399,072
AVE 48	B-101	IND		Monroe St to Jackson St	11.0	$8,807,054	$1,069,000,126
AVE 52	B-109	COA IND UNC		Jackson St to Calhoun St	11.0	$3,129,780	$1,072,139,906
AVE 52	B-110	COA UNC		Calhoun St to Fredrick St	11.0	$5,531,540	$1,077,661,446
E PALM CYN DR	B-161	PS		Sunrise Way to Farrel Dr	11.0	$448,800	$1,078,110,246
LITTLE MORONGO RD	B-161	DHS		Pierson Blvd to Two Bunch Palms Tr	11.0	$6,670,120	$1,083,780,366
DILLON RD	B-169	PS UNC		SR-62 to Indian Ave (Incl. Intersection of Dillon Rd & Indian Ave)	11.0	$12,522,300	$1,096,302,666
TWO BUNCH PALMS TR	B-196	UNC		Indian Ave to Little Morongo Rd (missing link)	11.0	$9,942,240	$1,106,244,906
CHASE SCHOOL RD	B-212	UNC		I-10 to Ramon Rd (missing link)	11.0	$1,934,400	$1,108,179,306
VARNER RD / AVE 42	B-226	IND		Madison St to Monroe St	11.0	$8,041,440	$1,116,220,746
DATE PALM DR	B-238	CC		Dinah Shore Dr to Ramon Rd	11.0	$8,590,296	$1,124,811,042
MONROE ST	B-241	IND		Ave 40 to I-10 IC	11.0	$9,721,050	$1,134,532,092
AVE 62	B-310	UNC		Jackson St to Van Buren St	11.0	$8,105,406	$1,142,637,498

Table 3-1 Summary of 2005 RACE Update By Project (page 3 of 7)

CC=Cathedral City, COA=Coachella, DHS=Desert Hot Springs, IND=Indio, IW=Indian Wells, LQ=La Quinta
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STREET NAME	BUILDABLE PROJECT NUMBER	AGENCY	BACKBONE	BUILDABLE PROJECT DESCRIPTION	2005 PTS. TOTAL	TOTAL BUILDABLE PROJECT COST (2005 $)	TOTAL CUMULATIVE COST (2005 $)
AVE 62	B-[illegible]	UNC		Van Buren St to Harrison St (SR-86)	11.0	$8,041,440	$1,150,676,938
AVE 62	B-3[illegible]	UNC		Tyler St to Polk St	11.0	$7,998,796	$1,158,677,734
DA VALL RD	B-337	CC UNC		Ave 30 to I-10 (missing link)	11.0	$4,789,540	$1,163,467,274
MONTEREY AVE	B-366	PD		Highway 111 to Fred Waring Dr	11.0	$2,164,800	$1,165,632,074
RAMON RD	B-167	UNC		I-10 to Monterey Ave (Incl Intersection of Ramon Rd & Varner Rd)	10.7	$4,584,777	$1,170,216,851
RAMON RD	B-168	UNC		Monterey Ave to Thousand Palms Cyn Rd (Incl Intersection of Ramon Rd & Monterey Ave)	10.5	$22,726,599	$1,192,943,450
VISTA CHINO	B-052	PS	Backbone	Gene Autry Trail to Whitewater Rvr (Incl Br. at Whitewater Rvr)	10.0	$65,461,000	$1,258,404,450
JACKSON ST	B-363	IND	Backbone	Jackson St I-10 to	10.0	$15,082,200	$1,273,486,650
WASHINGTON ST	B-026	LQ		Ave 50 to Ave 48	10.0	$0	$1,273,486,650
WASHINGTON ST	B-027	LQ		Ave 48 to Hwy 111	10.0	$0	$1,273,486,650
MADISON ST	B-043	LQ		Ave 54 to Ave 52 (missing link)	10.0	$7,006,560	$1,280,493,210
MADISON ST	B-045	IND		Ave 50 to Ave 48 (missing link)	10.0	$8,006,800	$1,288,499,810
RAMON RD	B-061	CC		Date Palm Dr to Da Vall Rd	10.0	$8,027,250	$1,296,527,060
COUNTRY CLUB DR	B-079	PD		Monterey Ave to Portola Ave	10.0	$7,559,378	$1,304,086,438
COUNTRY CLUB DR	B-080	PD		Portola Ave to Cook St	10.0	$7,706,160	$1,311,792,598
COUNTRY CLUB DR	B-082	PD		Eldorado Dr to Oasis Club Dr	10.0	$8,470,660	$1,320,263,258
AVE 52	B-111	COA		Fredrick St to Harrison St (Incl Intersection of Ave 52 and SR-86)	10.0	$2,426,822	$1,322,689,678
AVE 58 / AIRPORT BLVD	B-118	COA UNC		0.25 mi W of Van Buren St to Harrison St	10.0	$9,009,079	$1,331,698,957
COOK ST	B-140	PD		Whitewater Br. to Fred Waring Dr	10.0	$2,933,595	$1,334,632,552
INDIAN CYN DR	B-146	PS		Racquet Club Rd to Old Palm Springs City Limits	10.0	$8,946,700	$1,343,479,252
E PALM CYN DR	B-152	PS		Farrell Dr to Gene Autry Trail	10.0	$8,946,800	$1,352,425,852
VARNER RD	B-185	UNC		Chase School Rd to Washington St	10.0	$3,336,210	$1,355,762,062
MILES AVE	B-202	IND		Jefferson St to Whitewater Rvr	10.0	$5,476,880	$1,361,238,742
JEFFERSON ST	B-205	IND		Ave 40 to Ave 38	10.0	$4,149,865	$1,365,388,627
AVE 54	B-221	COA		Van Buren St to Harrison St	10.0	$4,581,920	$1,369,950,547
VARNER RD / AVE 42	B-225	IND		Jefferson St to Madison St	10.0	$5,185,440	$1,375,135,987
DATE PALM DR	B-237	CC		Gerald Ford Dr to Dinah Shore Dr	10.0	$7,484,300	$1,382,600,287
E PALM CYN DR	B-239	CC UNC		Palm Springs/Cathedral City Limits to Cathedral Cyn Dr (Incl Widening & at W Cathedral Cyn Chnl)	10.0	$7,335,990	$1,389,936,277
JACKSON ST	B-248	IND		Ave 48 to Ave 48	10.0	$7,307,090	$1,397,243,369
PORTOLA AVE	B-255	PD		Hwy 111 to Magnesia Falls Dr	10.0	$902,089	$1,398,145,456
AVE 50	B-262	COA		SR-86S to I-10 (missing link)	10.0	$23,214,998	$1,421,360,454
AVE 62	B-314	UNC		Polk St to Fillmore St	10.0	$6,610,542	$1,427,970,998
BOB HOPE DR	B-322	UNC		Ramon Rd to I-10 (missing link)	10.0	$1,728,900	$1,429,699,898
GERALD FORD DR	B-345	PD		Cook St to Frank Sinatra Dr	10.0	$0	$1,429,699,898
HARRISON ST	B-351	COA		Grapefruit Blvd to Ave 52	10.0	$5,860,800	$1,435,560,698
MONTEREY AVE	B-368	PD RM UNC		Country Club Dr to Frank Sinatra Dr	10.0	$5,075,280	$1,440,635,978

Table 3-1 Summary of 2005 RACE Update By Project (page 4 of 7)

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STREET NAME	BUILDABLE PROJECT NUMBER	AGENCY	BACKBONE	BUILDABLE PROJECT DESCRIPTION	2005 PTS. TOTAL	TOTAL BUILDABLE PROJECT COST (2005 $)	TOTAL CUMULATIVE COST (2005 $)
AVE 48	B-103	COA IND UNC		Van Buren St to W of Hwy 86 (Incl. Intersection of Ave 48 and Hwy 86)	9.5	$3,105,510	$1,443,741,436
HACIENDA AVE	B-193	DHS		Little Morongo Rd to Palm Dr	9.5	$10,387,080	$1,454,128,566
JACKSON ST	B-247	IND		I-10 IC to Ave 48	9.5	$12,198,495	$1,466,327,061
AVE 50	B-104	COA	Backbone	Future Ave 50 SR-86S IC	9.0	$36,900,000	$1,503,227,061
AVE 56 / AIRPORT BLVD	B-191	UNC	Backbone	Polk St to Hwy 111 (Incl. Grade Separation over Hwy 111 and SPRR)	9.0	$6,317,010	$1,509,544,071
AVE 52	B-267	COA	Backbone	Grade Separation at Hwy 111/SPRR	9.0	$4,852,800	$1,514,396,871
COOK ST	B-[illegible]	PD	Backbone	SR at Whitewater Chnl	9.0	$12,128,160	$1,526,525,031
DILLON RD	B-54	COA	Backbone	Dillon Rd to 10 IC	9.0	$14,850,000	$1,541,375,031
DILLON RD	B-[illegible]	COA	Backbone	Dillon Rd SR-86S IC	9.0	$14,865,000	$1,556,150,031
HIGHWAY 111	B-357	IW LQ CAL	Backbone	Miles Ave to Washington Ave	9.0	$10,093,600	$1,566,243,631
HIGHWAY 111	B-358	IND CAL	Backbone	Jefferson St to Madison St	9.0	$7,539,840	$1,573,783,471
MADISON ST	B-046	IND		0.25 mi N of Ave 49 to Hwy 111 (part missing link)	9.0	$4,923,400	$1,578,706,871
RAMON RD	B-060	CC		Landau Blvd to Date Palm Dr	9.0	$8,279,660	$1,586,986,531
FRANK SINATRA DR	B-072	RM		Bob Hope Dr to Monterey Ave (Incl. Intersection of Frank Sinatra & Bob Hope)	9.0	$1,155,594	$1,588,142,125
FRANK SINATRA DR	B-073	PD RM		Monterey Ave to Portola Ave	9.0	$8,229,096	$1,596,371,221
FRANK SINATRA DR	B-074	PD		Portola Ave to Cook St	9.0	$5,033,850	$1,601,405,071
COUNTRY CLUB DR	B-078	RM		Bob Hope Dr to Monterey Ave	9.0	$1,081,608	$1,602,486,679
AVE 52	B-107	IND UNC		Madison St to Monroe St	9.0	$5,755,540	$1,608,242,209
AVE 52	B-108	IND UNC		Monroe St to Jackson St	9.0	$8,908,270	$1,616,150,479
AVE 56 / AIRPORT BLVD	B-122	COA UNC		SPRR to E side of Br at Coachella Vly Storm Chnl	9.0	$1,644,010	$1,617,794,489
MOUNTAIN VIEW	B-164	UNC		Dillon Rd to 20th Ave	9.0	$8,886,230	$1,626,680,719
THOUSAND PALMS RD	B-166	UNC		Ramon Rd to Dillon Rd	9.0	$19,615,000	$1,646,295,719
DILLON RD	B-170	UNC		Indian Ave to Palm Dr (Incl. Intersection of Dillon Rd & Palm Dr)	9.0	$12,979,400	$1,658,275,119
DILLON RD	B-174	UNC		Thousand Palms Cyn Rd to Sunny Rock Rd	9.0	$25,072,500	$1,683,347,619
DILLON RD	B-175	UNC		Sunny Rock Rd to Ave 44	9.0	$29,475,000	$1,712,822,619
DILLON RD	B-179	UNC		Whitewater Br to Hwy 111	9.0	$4,409,460	$1,717,232,079
VARNER RD	B-180	CC UNC		Palm Dr to Mountain View Rd	9.0	$8,778,074	$1,726,010,153
VARNER RD	B-182	CC UNC		Date Palm Dr to Ramon Rd	9.0	$28,015,025	$1,754,025,178
VARNER RD	B-183	UNC		Ramon Rd to Monterey Ave	9.0	$4,230,621	$1,758,255,799
MISSION LAKES BLVD	B-191	DHS UNC		Indian Ave to Little Morongo Rd	9.0	$8,548,800	$1,766,804,599
HACIENDA AVE	B-194	DHS		Palm Dr to Mountain View Rd	9.0	$10,745,840	$1,777,550,439
MILES AVE	B-203	IND		Clinton St to Indio Blvd	9.0	$9,268,164	$1,786,818,603
AVE 50	B-215	IND		Madison St to Monroe St	9.0	$7,128,040	$1,793,946,643
AVE 50	B-217	COA IND		Jackson St to Van Buren St	9.0	$6,586,120	$1,800,534,883
JACKSON ST	B-249	COA IND		Ave 48 to Ave 50	9.0	$6,457,440	$1,806,992,103
PORTOLA AVE	B-257	PD		Country Club Dr to Frank Sinatra Dr	9.0	$12,858,952	$1,819,849,055
PORTOLA AVE	B-258	PD		Frank Sinatra Dr to Gerald Ford Dr	9.0	$6,903,600	$1,826,552,655
AVE 50	B-259	COA		Br at All Amer Canal (in 50K)	9.0	$2,103,480	$1,828,656,135
AVE 44	B-302	IND		Monroe St to Dillon Rd (Incl. Low Water Xing)	9.0	$29,199,330	$1,858,855,465
BOB HOPE DR	B-321	RM UNC		Druin Shore to Ramon Rd	9.0	$11,540,403	$1,869,395,868
CATHEDRAL CYN DR	B-323	CC		Terrace Rd to E Palm Cyn	9.0	$3,580,128	$1,871,975,996

Table 3-1 Summary of 2005 RACE Update By Project (page 5 of 7)

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STREET NAME	BUILDABLE PROJECT NUMBER	AGENCY	BACKBONE	BUILDABLE PROJECT DESCRIPTION	2005 PTS. TOTAL	TOTAL BUILDABLE PROJECT COST (2005 $)	TOTAL CUMULATIVE COST (2005 $)
CATHEDRAL CYN DR	B-328	CC		N side of Whitewater Br to Dinah Shore Dr	9.0	$4,246,704	$1,880,032,868
CATHEDRAL CYN DR	B-327	CC		Dinah Shore Dr to Ramon Rd	9.0	$1,110,835	$1,881,143,703
CROSSLEY RD / GOLF CLUB DR	B-331	PS		Mesquite Ave to Ave 34	9.0	$4,093,056	$1,885,236,759
DA VALL RD	B-338	CC RM UNC		McCallum Way to Ave 30	9.0	$2,292,991	$1,887,529,750
DA VALL RD	B-339	CC UNC		I-10 to Varner Rd (incl Br at Long Cyn Chnl, missing link)	9.0	$7,710,900	$1,895,240,650
GRAPEFRUIT BLVD	B-348	COA		Ave 50 to Ave 52	9.0	$6,955,200	$1,902,195,850
GRAPEFRUIT BLVD	B-349	COA		Ave 52 to Ave 54	9.0	$7,074,000	$1,909,269,850
MONTEREY AVE	B-365	PD RM		Fred Waring Dr to Clancy Lane	9.0	$6,220,377	$1,915,490,226
PORTOLA AVE	B-372	PD		Gerald Ford Dr to I-10 (missing link)	9.0	$2,908,800	$1,918,399,026
DATE PALM DR	B-238	CC	Backbone	Palm Cyn to Gerald Ford (Incl. Br at N Cathedral Cyn Chnl and Whitewater Br Widening)	8.5	$16,798,254	$1,935,197,280
AVE 52	B-112	COA		Harrison St / SR-86 to Hwy 111 (Incl. Intersection of Ave 52 and Hwy 111)	8.5	$1,613,543	$1,936,811,823
PALM CYN DR	B-147	PS		Vista Chino to Alejo Rd	8.5	$695,515	$1,937,405,798
AVE 50	B-264	COA UNC	Backbone	Ave 50 I-10 IC	8.0	$40,880,000	$1,978,096,738
AVE 54	B-266	COA	Backbone	Grade Separation at Hwy 111/SPRR	8.0	$4,978,800	$1,983,065,538
AVE 44	B-301	IND	Backbone	Ave 44 Br /Low Water Xing	8.0	$2,053,580	$1,985,119,098
DILLON RD	B-342	COA IND	Backbone	Grade Separation at Hwy 111/SPRR	8.0	$4,374,000	$1,989,493,098
PORTOLA AVE	B-374	PD	Backbone	Br at Whitewater Chnl	8.0	$8,355,000	$1,997,848,098
JEFFERSON ST	B-039	IND		I-10 IC and Br over RR	8.0	$16,290,720	$2,014,138,818
FRANK SINATRA DR	B-075	PD		Cook St to Tamarisk Row Dr (part missing link)	8.0	$2,222,410	$2,016,361,228
COUNTRY CLUB DR	B-083	PD		Oasis Club Dr to Washington St	8.0	$7,756,200	$2,024,117,428
AVE 48	B-099	IND		Jefferson St to All Amer Canal	8.0	$13,270,367	$2,037,387,795
PALM DR	B-137	DHS		Pierson Blvd to Mission Lakes Blvd	8.0	$0	$2,037,387,795
WASHINGTON ST	B-142	UNC		I-10 to Ave 38	8.0	$6,638,800	$2,044,226,595
E PALM CYN DR	B-150	PS		Palm Cyn Dr to Sunrise Way	8.0	$8,385,960	$2,052,612,555
INDIAN AVE	B-155	PS UNC		19th Ave to Dillon Rd	8.0	$7,010,040	$2,059,622,595
INDIAN AVE	B-156	UNC		Dillon Rd to 14th Ave	8.0	$8,864,000	$2,068,486,595
INDIAN AVE	B-158	DHS		Pierson Blvd to Mission Lakes Blvd	8.0	$5,751,070	$2,074,237,665
INDIAN AVE	B-159	DHS		Mission Lakes Blvd to SR-62	8.0	$16,508,700	$2,090,746,365
MOUNTAIN VIEW	B-165	CC UNC		20th Ave to Varner Rd	8.0	$7,935,630	$2,098,681,995
DILLON RD	B-172	UNC		Mountain View to Bennett Rd	8.0	$1,436,310	$2,100,118,305
DILLON RD	B-175	UNC		Bennett Rd to Thousand Palms Cyn Rd	8.0	$30,916,500	$2,131,034,805
DILLON RD	B-176	COA		Ave 44 to I-10	8.0	$5,895,000	$2,136,729,805
DILLON RD	B-177	COA		I-10 to Whitewater Br	8.0	$4,668,840	$2,141,398,645
VARNER RD	B-188	IND UNC		Washington St to Adams St	8.0	$888,400	$2,142,286,045
PIERSON BLVD	B-189	DHS		Little Morongo Rd to Palm Dr	8.0	$7,920,000	$2,150,206,045
PIERSON BLVD	B-190	DHS		Palm Dr to Eastern Terminus of Desert View Ave	8.0	$12,834,750	$2,163,040,795
MILES AVE	B-201	LQ		Washington St to Jefferson St	8.0	$0	$2,163,040,795
VAN BUREN ST	B-209	COA UNC		Ave 50 to Ave 52	8.0	$5,666,640	$2,168,707,435
VAN BUREN ST	B-211	COA UNC		Ave 54 to Ave 55/Airport	8.0	$0	$2,168,707,435

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STREET NAME	BUILDABLE PROJECT NUMBER	AGENCY	BACKBONE	BUILDABLE PROJECT DESCRIPTION	2005 PTS. TOTAL	TOTAL BUILDABLE PROJECT COST (2005 $)	TOTAL CUMULATIVE COST (2005 $)
AVE 50	B-218	IND		Monroe St to Jackson St	6.0	$7,837,840	$2,175,146,275
VARNER RD / AVE 42	B-227	IND		Monroe St to Jackson St	6.0	$8,868,640	$2,181,614,915
INDIO BLVD	B-234	IND		Jackson St to Hwy 111	6.0	$0	$2,181,614,915
PORTOLA AVE	B-258	PD		Magnesia Falls Dr to Country Club Dr (Excl Br at Whitewater Chnl)	6.0	$11,375,760	$2,193,190,675
AVE 48	B-260	COA IND		Grade Separation at Hwy 111/SPRR	6.0	$4,935,600	$2,198,126,275
AVE 50	B-261	COA		Grade Separation Hwy 111/SPRR	6.0	$4,374,000	$2,202,500,275
AVE 58	B-305	UNC		Monroe St to Jackson St	6.0	$6,587,088	$2,209,087,363
AVE 62	B-309	UNC		Monroe St to Jackson St	6.0	$6,772,206	$2,215,859,569
AVE 62	B-312	UNC		Harrison St to Tyler St	6.0	$6,668,640	$2,222,528,209
BOB HOPE DR	B-320	RM		Gerald Ford to Dinah Shore Dr	6.0	$8,219,904	$2,230,748,113
GERALD FORD DR	B-344	PD		Monterey Ave to Portola Ave	6.0	$7,339,200	$2,238,087,313
HARRISON ST	B-352	COA		Ave 52 to Ave 54	6.0	$5,880,800	$2,245,948,113
AVE 52	B-113	COA	Backbone	Future Ave 52 SR-86S IC	7.0	$36,036,000	$2,279,984,113
DILLON RD	B-178	UNC	Backbone	Br at Whitewater Chnl	7.0	$9,897,300	$2,289,881,413
AVE 50	B-219	COA	Backbone	Hwy 111 to SR-86S (Incl Br at Whitewater Chnl)	7.0	$6,454,476	$2,296,335,889
ADAMS ST	B-300	LQ	Backbone	Br at Whitewater Chnl	7.0	$10,060,200	$2,306,396,089
CATHEDRAL CYN DR	B-325	CC	Backbone	Br at Whitewater Chnl	7.0	$8,843,472	$2,315,239,561
WASHINGTON ST	B-025	LQ		Ave 52 to Ave 50 (Incl Br at La Quinta Evac Chnl)	7.0	$0	$2,315,239,561
MADISON ST	B-04	LQ		Ave 58 to Ave 54	7.0	$7,852,240	$2,323,091,801
MADISON ST	B-0[illegible]	IND		Fred Waring Dr to Indio Blvd	7.0	$4,027,150	$2,327,118,951
FRED WARING DR	B-0	LQ UNC		Washington St to Dune Palms Rd	7.0	$7,912,520	$2,335,031,471
AVE 52	B-10[illegible]	LQ		Jefferson to Madison (Incl Br at All Amer Canal)	7.0	$6,240,960	$2,341,272,431
AVE 56 / AIRPORT BLVD	B-116	UNC		Monroe St to Jackson St	7.0	$5,401,440	$2,346,673,871
AVE 56 / AIRPORT BLVD	B-117	UNC		Jackson St to 0.25 miles W of Van Buren St	7.0	$3,560,040	$2,350,233,911
AVE 56 / AIRPORT BLVD	B-119	UNC		Harrison St to Tyler St	7.0	$4,746,720	$2,354,980,631
PALM DR	B-136	DHS		Two Bunch Palms Tr to Pierson Blvd	7.0	$0	$2,354,980,631
INDIAN AVE	B-157	UNC		14th Ave to Pierson Blvd	7.0	$5,718,240	$2,360,698,871
LITTLE MORONGO RD	B-162	DHS		Two Bunch Palms Tr to Dillon Rd	7.0	$12,296,160	$2,372,995,031
MOUNTAIN VIEW	B-169	DHS UNC		Hacienda Ave to Dillon Rd	7.0	$9,468,576	$2,382,363,607
DILLON RD	B-171	UNC		Palm Dr to Mountain View	7.0	$6,336,000	$2,388,699,607
VARNER RD	B-184	UNC		Monterey Ave to Chase School Rd	7.0	$1,235,520	$2,389,935,127
HACIENDA AVE	B-195	DHS		Mountain View Rd to Dillon Rd (Long Cyn Rd)	7.0	$20,910,790	$2,410,845,917
JEFFERSON ST	B-204	IND		I-10 to Ave 40	7.0	$0	$2,410,845,917
VAN BUREN ST	B-208	COA		Ave 48 to Ave 50	7.0	$6,668,640	$2,417,514,557
AVE 50	B-214	IND LQ		Jefferson St to Madison St (Excl Br at All-Amer Canal)	7.0	$8,977,240	$2,424,491,797
AVE 56	B-303	LQ		Jefferson St to Madison St	7.0	$4,498,560	$2,428,990,357
AVE 58	B-304	LQ		Madison St to Monroe St	7.0	$4,224,000	$2,433,214,357
AVE 58	B-306	UNC		Jackson St to Van Buren St	7.0	$6,670,182	$2,439,884,539
DA VALL RD	B-334	CC RM		Dinah Shore to Ramon Rd	7.0	$6,457,440	$2,446,341,979
GRAPEFRUIT BLVD	B-350	COA		Ave 54 to Ave 66	7.0	$5,152,000	$2,451,493,979

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STREET NAME	BUILDABLE PROJECT NUMBER	AGENCY	BACKBONE	BUILDABLE PROJECT DESCRIPTION	2005 PTS. TOTAL	TOTAL BUILDABLE PROJECT COST (2005 $)	TOTAL CUMULATIVE COST (2005 $)
AVE 66	B-316	UNC	Backbone	Ave 66 Br / Low Water Xing	6.0	$2,027,860	$2,453,521,959
DUNE PALMS RD	B-343	LQ	Backbone	Br at Whitewater Chnl	6.0	$13,279,464	$2,466,801,323
MADISON ST	B-040	LQ		Ave 60 to Ave 58	6.0	$4,414,080	$2,471,215,403
GERALD FORD DR	B-068	PD		Portola Ave to Cook St	6.0	$5,776,100	$2,476,991,503
AVE 52	B-105	LQ		Washington St to Jefferson St	6.0	$0	$2,476,991,503
AVE 56 / AIRPORT BLVD	B-120	UNC		Tyler St to Polk St	6.0	$4,746,720	$2,481,738,223
PIERSON BLVD	B-187	DHS UNC		SR-62 to Indian Ave	6.0	$13,596,600	$2,496,334,823
PIERSON BLVD	B-188	DHS UNC		Indian Ave to Little Morongo Rd	6.0	$5,417,940	$2,500,752,763
VAN BUREN ST	B-210	COA UNC		Ave 52 to Ave 54	6.0	$0	$2,500,752,763
COOK ST	B-231	PD		Frank Sinatra Dr to Gerald Ford Dr	6.0	$2,543,640	$2,503,296,403
FRANK SINATRA DR	B-233	RM		Whitewater Rw Br	6.0	$15,478,154	$2,518,774,557
INDIO BLVD	B-251	IND		Jefferson St/I-10 to Madison St	6.0	$0	$2,518,774,557
AVE 66	B-307	UNC		Van Buren St to Harrison St (SR-86)	6.0	$6,200,832	$2,525,041,389
BOB HOPE DR	B-319	RM		Frank Sinatra Dr to Gerald Ford Dr	6.0	$5,322,240	$2,530,363,629
COOK ST	B-329	IW		Fred Waring to Hwy 111	6.0	$449,800	$2,530,812,429
INDIO BLVD	B-352	IND		Hwy 111 to Ave 48 (was HWY111A)	6.0	$8,791,200	$2,539,603,629
WASHINGTON ST	B-143	UNC		Ave 38 to Ramon Rd	5.5	$4,431,860	$2,544,035,489
LITTLE MORONGO RD	B-160	DHS		Mission Lakes Blvd to Pierson Blvd	5.0	$5,274,720	$2,549,310,209
TWO BUNCH PALMS TR	B-197	DHS		Little Morongo Rd to Palm Dr	5.0	$9,686,160	$2,558,996,369
TWO BUNCH PALMS TR	B-198	DHS		Palm Dr to Miracle Hill Rd	5.0	$8,163,210	$2,567,159,579
AVE 50	B-213	LQ		Washington St to Jefferson St	5.0	$0	$2,567,159,579
VARNER RD / AVE 42	B-228	IND		Jackson St to Golf Center Pkwy	5.0	$5,887,120	$2,573,856,899
JACKSON ST	B-246	IND		Ave 40 to I-10 IC	5.0	$8,311,290	$2,582,167,889
JACKSON ST	B-250	IND UNC		Ave 50 to Ave 52	5.0	$4,581,867	$2,586,749,656
INDIO BLVD	B-253	IND		Monroe St to Jackson St	5.0	$0	$2,586,749,656
DA VALL RD	B-305	CC RM		Ramon Rd to McCallum Way	5.0	$2,371,776	$2,589,121,432
MADISON ST	B-041	LQ		Ave 58 to Ave 56 (Airport Blvd)	4.0	$4,414,080	$2,592,535,512
AVE 56 / AIRPORT BLVD	B-114	LQ		Madison St to Monroe St	4.0	$0	$2,592,535,512
MISSION LAKES BLVD	B-192	DHS UNC		Little Morongo Rd to Eastern Terminus at Verbena Dr	4.0	$10,403,740	$2,602,939,252
INDIO BLVD	B-252	IND		Madison St to Monroe St	4.0	$0	$2,602,939,252
TOTAL							$2,602,939,252

3.2. Projects Included in the TPPS and RACE

In order to be consistent with California's Mitigation Fee Act, TUMF funds should not be applied towards maintenance projects. For this reason, PB reviewed the projects included in the TPPS and RACE to determine what portion of projects could clearly be categorized as maintenance projects. Maintenance projects were identified based on the Level of Improvement Standards (LOIS) used to develop construction cost estimates in the RACE. The following LOIS appear to be purely maintenance related:

- RS2: Resurface existing 24' (2 lanes)
- RC2-A: Reconstruct existing 24' (2 lanes). Average daily traffic less than 10,000.
- RC2-AA: Reconstruct existing 24' (2 lanes). Average daily traffic greater than 10,000.
- RS3: Resurface existing 36' (3 lanes)
- RC3-A: Reconstruct existing 36' (3 lanes). Average daily traffic less than 10,000.
- RC3-AA: Reconstruct existing 36' (3 lanes). Average daily traffic greater than 10,000.
- RS4: Resurface existing 48' (4 lanes)
- RC4-A: Reconstruct existing 48' (4 lanes). Average daily traffic less than 10,000.
- RC4-AA: Reconstruct existing 48' (4 lanes). Average daily traffic greater than 10,000.
- RS6: Resurface existing 72' (6 lanes)
- RC6-A: Reconstruct existing 72' (6 lanes). Average daily traffic less than 10,000.
- RC6-AA: Reconstruct existing 72' (6 lanes). Average daily traffic greater than 10,000.

Table 3-2 lists projects, or components of projects, falling into one of the above LOIS categories. As can be seen at the bottom of the table, the construction cost components of these projects total $293,250,330, or 11% of the total RACE value of $2,602,939,252. Since this value is less than the "other funding sources" identified and factored into the TUMF Target Collections, as discussed in a later section, the inclusion of these maintenance projects in the TPPS and RACE does not raise a nexus issue.

Table 3-2 "Maintenance Only" Projects Included in the 2005 TPPS and RACE Updates

Street Name	Segment Number	LOIS	Construction Cost
AVE 44	44B	RC4-A	$8,619,000
AVE 52	52H	RC4-AA	$122,100
AVE 52	52I	RS4	$790,500
AVE 52	52J	RC4-AA	$111,000
CATHEDRAL CYN DR	CTHCN2	RC4-AA	$3,676,320
CATHEDRAL CYN DR	CTHCN4	RC4-AA	$4,102,560
CATHEDRAL CYN DR	CTHCN5	RS4	$903,550
COOK ST	CK8	RS4	$448,800
COUNTRY CLUB DR	CC3	RS4	$897,600
CROSSLEY RD	*CROSLY3*	*RC4-A*	*$2,097,120*
CROSSLEY RD	CROSLY4	RC4-A	$2,154,240
DILLON RD	DLN1	RC2-A	$12,375,000
DILLON RD	DLN6	RS2	$1,436,310
DILLON RD	DLN7	RC2-A	$30,916,500
DILLON RD	DLN8	RC2-A	$25,072,500
DILLON RD	DLN9	RC2-A	$29,475,000
E PALM CYN DR	PLCN7	RC4-AA	$5,860,800
E PALM CYN DR	PLCN8	RS4	$448,800
E PALM CYN DR	PLCN9	RC4-AA	$8,946,600
E PALM CYN DR	PLCN10	RC4-AA	$7,335,990
E PALM CYN DR	PLCN11	RC4-AA	$1,748,250
FRANK SINATRA DR	FS4	RS4	$532,100
FRANK SINATRA DR	FS5	RS4	$326,400
FRANK SINATRA DR	FS6	RC4-AA	$6,857,580
FRANK SINATRA DR	FS7	RC4-AA	$5,033,850
FRANK SINATRA DR	FS8	RS4	$895,900
FRANK SINATRA DR	FS9	RC4-A	$1,300,500
FRANK SINATRA DR	FS11	RC4-AA	$133,200
GRAPEFRUIT BLVD	GRPF1	RC4-AA	$7,326,000
HARRISON ST	HARSN1	RC4-AA	$5,860,800
HARRISON ST	HARSN2	RC4-AA	$5,860,800
INDIAN CYN DR	INCN1	RC4-AA	$2,908,200
INDIAN CYN DR	INCN2	RS4	$450,500
INDIAN CYN DR	INCN3	RS4	$438,770
INDIAN CYN DR	INCN4	RS4	$442,000
INDIAN CYN DR	INCN5	RS4	$442,000
INDIAN CYN DR	INCN6	RC4-AA	$8,846,700
INDIO BLVD	INDIO5	RC4-AA	$8,791,200
JEFFERSON ST	JEF9	RC2-A	$4,001,250
MILES AVE	MIL3A	RC4-AA	$4,395,600
MILES AVE	MIL4	RC4-A	$2,692,800
PALM CYN DR	PLCN2	RS4	$448,800
PALM CYN DR	PLCN3	RC3-AA	$2,613,600
PALM CYN DR	PLCN4	RC3-AA	$2,613,600
PALM CYN DR	PLCN5	RC4-AA	$3,207,900
PALM CYN DR	PLCN6	RC4-AA	$2,375,400
PIERSON BLVD	PRS3B	RC4-A	$4,039,200
PIERSON BLVD	PRS4	RC4-A	$9,435,000
PORTOLA AVE	POR1	RS4	$897,600
RAMON RD	RAM5	RC6-AA	$7,892,760
RAMON RD	RAM8	RC6-AA	$7,738,000
RAMON RD	RAM13	RC4-AA	$4,260,180
RAMON RD	RAM14	RC4-AA	$111,000
THOUSAND PALMS RD	THPL1	RC2-A	$18,615,000
VARNER RD	VRNR4	RC4-AA	$136,530
VARNER RD	VRNR5	RC2-A	$3,818,250
VARNER RD	VRNR6	RS2	$1,235,520
VARNER RD	VRNR7	RS2	$1,755,900
VARNER RD	VRNR8A	RS3	$686,400
VARNER RD/AVE 42	VRNR9	RC2-A	$4,680,000
WASHINGTON ST	WSH10A	RS4	$1,615,000
WASHINGTON ST	WSH10B	RS2	$1,092,600
TOTAL			**$293,250,330**
TOTAL AS PERCENT OF RACE			**11%**

4.0 TRAFFIC GROWTH ATTRIBUTABLE TO NEW DEVELOPMENT

Traffic growth attributable to new development in the CVAG TUMF Collection Area is one of the two inputs which determine the TUMF Fee Schedule. Simply put, the TUMF collection target, described in a later section, is divided by the estimated traffic growth to develop the TUMF fee per trip. **Section 4.1** describes the methodology used to estimate traffic growth.

The current TUMF Fee Schedule has three rate categories: residential, retail, and non-retail or hotel. The fee for each land-use category is based on the portion of future growth attributable to each of these land-use categories. As a policy assumption, the current TUMF Fee Schedule reassigns 60% of trip growth attributable to retail to the residential category. The 60% factor was a policy decision made during the initial TUMF Nexus Study and ordinance development process. The 60% factor was reevaluated based on data from the newly updated CVATS Model and CVAG Origin-Destination Survey. **Section 4.2** describes this analysis and presents the revised factor.

4.1. Determining Traffic Growth

The Coachella Valley Area Transportation Study (CVATS) Model provided the most comprehensive forecast of traffic growth in the CVAG TUMF Collection Area. A model update was in process at the time of this study, and was sufficiently advanced to provide estimates of future traffic growth.

Using the CVATS Model, traffic growth attributable to new development inside the TUMF Collection Area was estimated as follows:

- Trip growth as forecasted by the CVATS Model was determined (**Section 4.1.2**)
- CVATS Model forecasts were converted to project level forecasts (**Section 4.1.3**)

4.1.1. Background on CVATS Model

The CVATS Model provides the best available quantitative estimate of travel occurring and expected to occur in the CVAG region. It is based upon estimates of socioeconomic and land use characteristics. CVAG and the Southern California Association of Governments (SCAG) maintain it jointly.

The CVATS modeling area includes nine cities and neighboring unincorporated areas of Riverside County. The nine cities included in the CVATS modeling area are Desert Hot Springs, Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, and Coachella.

The CVATS modeling area is divided up into numerous transportation analysis zones (TAZs) which provide the spatial unit (or geographical area) within which travel behavior and traffic generation are estimated. Most TAZs cover the "internal" CVATS modeling area, while eight of them are cordons covering the area "external" to the

CVATS modeling area. The eight cordon locations are as follows: I-10 at the northwest end of the Valley, I-10 at the southeast end of the Valley, SR62, SR74, SR111, SR86, 70th Avenue, and 66th Avenue/Box Canyon Road.

Figure 4-1 illustrates the extents of the CVATS modeling area. The extents of the internal TAZ borders are shown in red shading. The figure also illustrates the relationship between the CVATS modeling area and the TUMF Collection Area (as updated in 2005 during the Boundary Determination phase of this study).

The CVATS Model is periodically updated to better reflect current conditions. A model update was in process at the time of this study, and was sufficiently advanced to provide estimates of future traffic growth. The updated CVATS Model used for this study produces O-D tables for a 2000 base year, and a 2030 future year.

4.1.2. Determining Trip Growth Forecasted by the CVATS Model

The total traffic growth was estimated by subtracting the Year 2000 CVATS Model origin-destination (O-D) table from the Year 2030 one. The CVATS Model estimates the number of vehicle trips will grow by 2,359,605 trips between Year 2000 and Year 2030, as shown in **Table 4-1.**

Table 4-1 CVATS Model Trips

	Numbers of Trips					Share of Trips				
	Internal to Internal	Internal to External	External to Internal	External to External	Total	Internal to Internal	Internal to External	External to Internal	External to External	Total
Year 2000	1,015,746	35,804	35,630	21,768	1,108,948	92%	3%	3%	2%	100%
Year 2030	3,159,362	91,955	91,783	125,453	3,468,553	91%	3%	3%	4%	100%
Growth (2000 to 2030)	**2,143,616**	**56,151**	**56,153**	**103,685**	**2,359,605**	**90.8%**	**2.4%**	**2.4%**	**4.4%**	**100%**

As described above, the CVATS Model has an "internal" modeling area illustrated in **Figure 4-1** and several "external" cordons that capture the contribution of external areas to traffic on CVAG roadways. The majority of new trips, 90.8%, will both start and end in the internal CVATS modeling area. The CVATS Model estimates about 4.8% of new trips to be between internal and external areas, while an additional 4.4% to pass through CVAG starting and ending in external areas.

It is important to note that not all of the total traffic growth captured in the CVATS Model O-D tables will be generated by new development inside the TUMF Collection Area. It is necessary to determine this portion in order to develop an appropriate TUMF fee schedule. In other words, since the TUMF Target Collections represent improvement needs of new development inside the TUMF Collection Area, so too should the trip estimates used in conjunction with the TUMF Target Collections to develop the TUMF fee schedule.

Figure 4-1 CVATS Model and TUMF Collection Areas

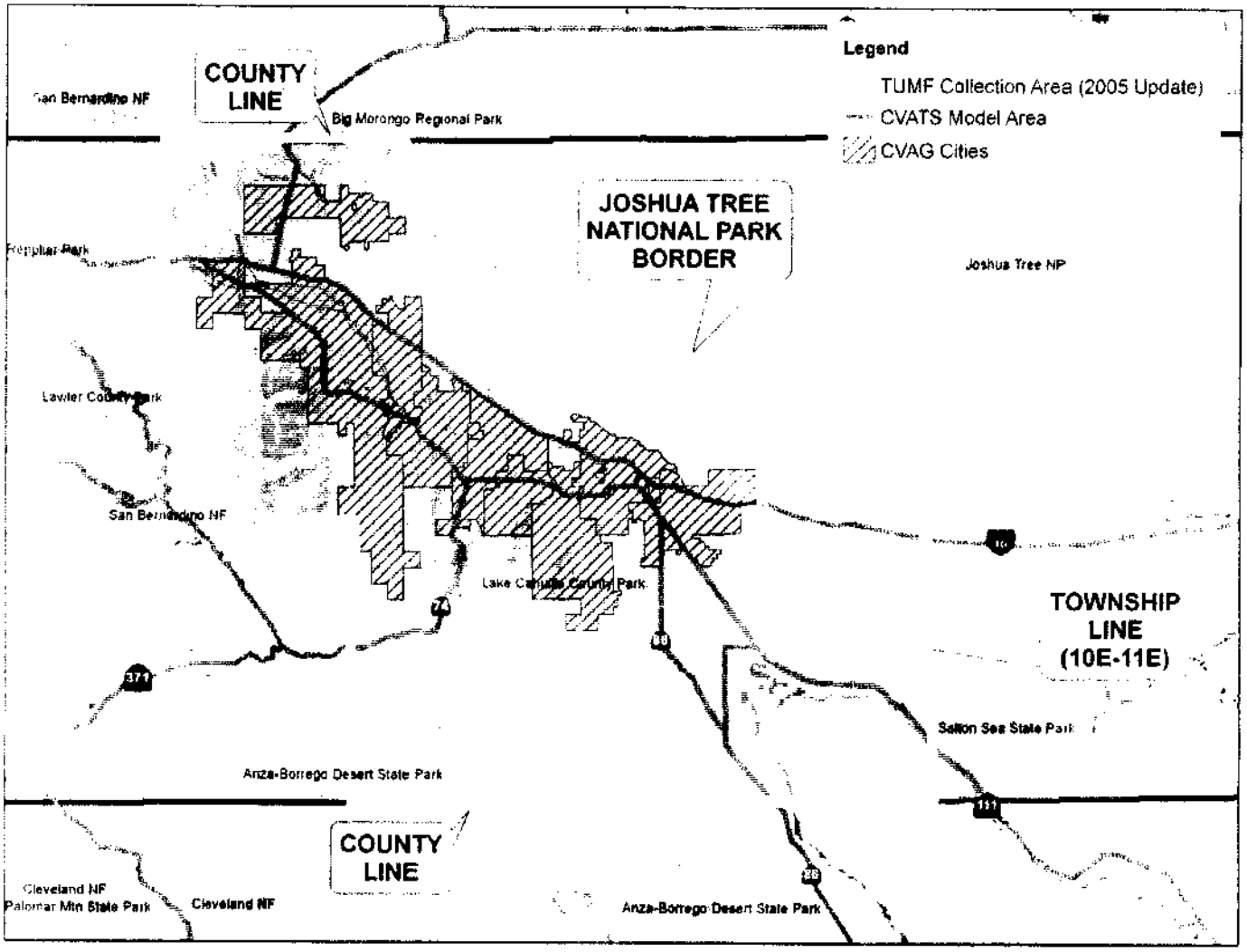


Figure 4-1, illustrating the correspondence between the CVATS modeling area and the TUMF Collection Area, is a key tool in isolating this portion attributable to new development inside the TUMF Collection Area. As can be seen in the figure, the CVATS internal zones roughly correspond to the CVAG TUMF Collection Area, while the CVATS external zones do not. Thus, the portion of traffic growth attributable to new development inside the CVAG TUMF Collection Area includes only those trip ends located in one of the internal CVATS zones. In other words the portion consists of both trip ends of the "internal to internal" trips and only the internal trip end of the "internal to external" and "external to internal" trips. This results in 2,143,616 plus half of 56,151 and 56,153 trips, or a total of 2,199,768 trips attributable to new development inside the TUMF Collection Area.

4.1.3. Converting Model Forecasts to Project Level Forecasts

The next step in developing the necessary input for the TUMF fee calculation, was converting the number of model forecasts into trip ends or project level forecasts in order to be consistent with the TUMF implementation process.

Model forecasts correspond to the total number of trips generated in the modeling region. Project level forecasts are computed for a specific development typically using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation manual or another source. The CVAG TUMF program is implemented by computing a given development's fee obligation as follows: the fee rate is multiplied by the specific development's trip generation rate as prescribed in the ITE Trip Generation manual to yield the fee obligation for that particular trip end. Since fees are assessed on new development that could represent either end of a model forecast trip, it follows that the fee rate should be set based on trip end or project level forecasts.

The total project level forecasts for a region are about twice the model level forecasts since project level forecasts are computed for each of the two trip ends of a model trip. This can best be understood with an example. Consider a trip made from someone's home to their office. The model would count this as one trip. However, the sum of the project level trip generation for the house and the project level trip generation for the office would equal two trips (i.e. one at the house end and one at the office end).

Applying this simple one to two relationship between model and project forecasts, it follows that two times 2,199,768, or 4,399,536, project level trips are attributable to new development in the TUMF Collection Area.

4.2. Fee Category Share of New Trips

The current TUMF Fee Schedule has three land use categories utilized to determine the fee rate:

- Residential
- Retail
- Non-retail or Hotel

The fee for each rate category is based on the portion of future trip growth attributable to each of them.

The newly updated CVATS Model and the CVAG Origin-Destination Survey were key tools in determining the distribution of trips between the three fee rate categories. The CVATS Model breaks internal-to-internal trips down into five trip-purpose categories based on the type of land use at each of a trip's two endpoints:

1. Home-Based-Work (HBW): One trip end is a residence and the other trip end is a retail or non-retail workplace.
2. Home-Based-Shopping (HBSho): One trip end is a residence and the other trip end is a retail land-use.
3. Home-Based-School (HBSch): One trip end is a residence and the other trip end is a school (i.e. a non-retail land-use).
4. Home-Based-Other (HBO): One trip end is a residence and the other trip end is a non-retail land-use not fitting into one of the other categories.
5. Non-Home-Based (NHB): Neither trip end is the person's home.

Table 4-2 shows the distribution of internal-internal trips amongst the five categories. Since trips between internal and external CVATS zones were not broken down into these five trip purpose categories by the CVATS Model, the distribution of internal-internal trips into the five categories was applied as an approximation.

Table 4-2 Distribution of CVATS Model Internal-Internal Trips

	HBW	HBSho	HBSch	HBO	NHB	Total
Year 2000	13%	13%	10%	29%	35%	100%
Year 2030	10%	16%	8%	34%	32%	100%
Growth (2000 to 2030)	**9%**	**18%**	**6%**	**37%**	**30%**	**100%**

The five trip purpose categories relate to the three fee categories (residential, retail, and non-retail/hotel) as shown in **Table 4-3**. For example, the 9% of trips that are in the Home-Based-Work category can be attributed 50% to residential because one trip end is a home, and 50% to retail or non-retail/hotel since one trip end is a retail or non-retail workplace. In other words, 4.5% can be attributed to residential and 4.5% can be attributed to either retail or non-retail/hotel. A similar logic was applied for the other categories.

Table 4-3 CVATS Model Trip Purposes by Fee Categories

	HBW	HBSho	HBSch	HBO	NHB
Residential	4.5%	9%	3%	18.5%	
Retail	4.5%	9%			30%
Non-Retail & Hotel			3%	18.5%	
Total	**9%**	**18%**	**6%**	**37%**	**30%**

To establish the distribution of trips between the three fee rate categories, the model trip purposes were refined to determine the breakdown of the Home-Based-Work and Non-Home-Based trip purpose categories between the retail and non-retail/hotel fee categories. Using the CVAG Origin-Destination Survey, this breakdown was estimated based on current travel patterns. The survey results showed that the 4.5% HBW trips attributed to retail or non-retail/hotel could be broken down 34% retail and 66% non-retail/hotel. Similarly, the survey results showed that the 30% NHB trips attributed to retail or non-retail/hotel could be broken down 35% retail and 65% non-retail/hotel. **Table 4-4** shows the final correspondence after refining the trip purpose breakdowns by fee category.

Table 4-4 CVATS Model Refined Trip Purposes by Fee Categories

	HBW	HBSho	HBSch	HBO	NHB	Total
Residential	4.5%	9%	3%	18.5%		**35%**
Retail	1.5%	9%			10.5%	**21%**
Non-Retail & Hotel	3%		3%	18.5%	19.5%	**44%**
Total	**9%**	**18%**	**6%**	**37%**	**30%**	**100%**

General policy number 7 of the original Uniform Transportation Mitigation Fee Ordinance Report (CVAG, 1988) states "that added benefit in the form of shorter trips will accrue to residential land uses from the convenience of close-in retail/commercial development; as a result some of the retail/commercial trips should be reassigned to residential trips." Consistent with this policy, section 6 (e) of the CVAG model TUMF ordinance dated June 7, 1988 reassigned 60% of trip growth attributable to retail to the residential category. The 60% factor was a policy decision made during the initial TUMF Nexus Study and ordinance development process. The 60% factor was reevaluated as part of this study in light of more extensive and recent data availability.

To reflect the intent of this policy, it was determined that the retail share of HBW and HBSho trips would be allocated back to the residential trip end. This methodology is consistent with NCHRP Report #187 Quick Response Urban Travel Estimation Techniques and Transferable Parameters User's Guide (Transportation Research Board, 1978), which details operational travel estimation techniques that are universally used for the travel demand modeling. Chapter 2 of this report states that "HBW (Home Based Work) and HBNW (Home Based Non Work) trips are generated at the households, whereas the NHB (Non-Home Based) trips are generated elsewhere." Based on this premise, the 1.5% HBW retail component, as well as the 9% HBSho retail component were reassigned to

the residential land use category. The reassigned distribution is shown in **Table 4-5**. As can be seen by comparing the right-hand columns of **Tables 4-4** and **4-5**, this translates into 50% of retail trips being reassigned to residential. More specifically, half of the 21% retail total shown in **Table 4-4** was reassigned to residential leaving 10.5% of trips in the retail category.

Table 4-5 CVATS Model Trip Purposes versus Fee Categories – Reassigned

	HBW	HBSho	HBSch	HBO	NHB	Total
Residential	6%	18%	3%	18.5%		**45.5%**
Retail	0%	0%			10.5%	**10.5%**
Non-Retail & Hotel	3%		3%	18.5%	19.5%	**44%**
Total	**9%**	**18%**	**6%**	**37%**	**30%**	**100%**

5.0 TUMF COLLECTION TARGET

Based on the TPPS and RACE document described in **Section 3.0**, the total value of needed improvements to the arterial street system in Coachella Valley exceeds $2.6 billion. However, only a portion of this amount can be attributed to improvement needs necessary to mitigate the cumulative regional transportation impacts of new development. Some of the improvements identified in the TPPS address existing transportation needs that have not been caused by the impact of new development (although new development may exacerbate the existing need). Other projects in the TPPS are for maintenance purpose only and therefore do not directly mitigate the impacts of new development.

The availability of other funding sources to address existing needs and maintenance projects in addition to future capacity expansion can offset the share of improvement needs that are attributable to new development and obligated through the payment of TUMF. Developer dedications as a condition of development approvals can also result in the completion of improvements identified in the TPPS further reducing the share of the RACE allocable to the TUMF. This section of the Nexus Report will quantify the share of the arterial improvement costs that will likely be satisfied by other available funding sources and developer dedications. By accounting for the use of other funding sources to help address existing needs and roadway maintenance, and the share of the TPPS that is likely to be accomplished through developer dedications, it is possible to establish the TUMF collection target which is the rough proportion of the RACE that will be assessed through the payment of TUMF.

5.1. Other Funding Sources

Section 6 (a) of the CVAG model TUMF ordinance dated June 7, 1988 prescribes that "the Uniform Transportation Mitigation Fee proceeds shall not exceed the unfunded portion of the construction cost of the regional system..." Section 6 (b) further clarifies that "the Uniform Transportation Mitigation fee is not intended to be the sole source of funding for the construction of the Regional System." Consistent with Section 6 (c) of the model ordinance, the original TUMF collection target was adjusted by 50% to account for other funding sources that would be used to implement the regional system improvements. The 50% other funding level was considered to adequately account for existing needs and other funding sources but was not quantified as part of the Nexus determination. Section 6 (c) of the model ordinance indicates that "this share may change, however, as future revisions are made to the fees." For the purpose of this update, it was determined that an estimate of the other revenue sources expected to be available for implementation of the regional system would be used as the basis for adjusting the TUMF collection target to address other funding.

5.1.1. Measure A

In accordance with RCTC Ordinance No. 88-1 Riverside County Transportation Commission Transportation Expenditure Plan and Retail Transaction and Use Tax (Measure A), 35% of the sales tax revenue generated by Measure A within the Coachella Valley is allocated to CVAG for use on the Regional Arterial System. CVAG uses this revenue to complete projects included in the TPPS. With the reauthorization of Measure A and in accordance with RCTC Ordinance 02-001, commencing in Fiscal Year 2009 the share of Measure A revenues to be used for regional road improvements will increase to 50%. 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, actual Measure A revenues for the period from 1990 to 2005 were reviewed and future revenues forecast to 2030 based on the historic trend. **Table 5-1** summarizes actual and estimated Measure A revenues for Coachella Valley.

Table 5-1 Measure A Revenue Estimate for Coachella Valley

Measure A Total Revenue for Coachella Valley	
FY 1990 Revenue in millions (1)	$10.1
FY 2005 Revenue in millions (1)	$33.7
Annual Revenue Growth since 1990	8.34%
Estimated Revenue 2007 to 2030 in millions	$2,764.0
(1) Source: Riverside County Transportation Commission, March 3, 2006	
Measure A Allocation for Coachella Valley Regional Arterials	
Estimated Revenue 2007 to 2030 in millions	$2,764.0
Regional Arterial Allocation through FY 2008 (2)	40%
Regional Arterial Allocation FY 2009-2030 (3)	50%
Estimated Allocation 2007 to 2030 in millions	**$1,373.8**
(2) Ordinance 88-1 defines that 55% of Measure A Revenues generated within Coachella Valley will be used on State Highways and Major Regional Road Projects. The ordinance provided for "about ¼" to supplement Federal and State funds for specified State highway projects. By formula 15% of revenues is provided for this purpose with the balance (40% of total revenues) allocated to regional arterials.	
(3) Ordinance 02-001 defines that 50% of Measure A revenues will be used "for State highways and regional road improvements...implemented through CVAG"	

Between 1990 and 2005, the total Measure A revenues generated in the Coachella Valley has grown from $10.1 million to $33.7 million, a rate of approximately 8.34% compounded annually. By projecting the actual 2005 revenues at the historic annual growth rate, it is estimated that approximately $2.76 billion in Measure A revenues will be generated between 2007 and 2030.

Since only a portion of the Measure A revenues are utilized for TPPS projects, the funding share prescribed by the respective RCTC Ordinances was applied to the funding total to determine the share of future Measure A revenues that will be available for TPPS projects. Of the estimated $2.76 billion in forecast Measure A revenues, approximately $1.37 billion is expected to be available for use by CVAG on TPPS projects.

5.1.2. State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The California Transportation Commission (CTC) through the Caltrans Transportation Programming Division develops forecasts of future STIP funding availability and allocates funding authority to the various transportation funding agencies statewide as the basis for project programming. RCTC is responsible for administering STIP funding within Riverside County and allocates a portion of STIP funding to the Coachella Valley based on a predetermined formula. CVAG is responsible for programming STIP projects within the Coachella Valley.

RCTC estimates that approximately $16.9 million in STIP funding will be available to CVAG for the period from 2007 to 2011 (approximately $3.4 annually). For the period between 2005 and 2011, Caltrans State Highway Account Revenue Assumptions indicate relevant STIP funding categories will grow by a combined rate of approximately 2.74% annually. By inflating the approximate annual CVAG STIP funding share by the combined funding growth rate, it is estimated that approximately $112.9 million in STIP funding will be available to CVAG between 2007 and 2030 for use on TPPS projects. Table 5-2 summarizes the STIP funding estimate for CVAG.

Table 5-2 STIP Funding Estimate for Coachella Valley

STIP Available Funding for Coachella Valley	
FY 2007-2011 Estimated New Capacity Funding in millions (1)	$16.9
FY 2007 Proportionate Annual Share in millions	$3.4
Forecast STIP Annual Revenue Growth FY 2005 - FY 2011 (2)	2.74%
Estimated STIP Allocation 2007 to 2030 in millions	**$112.9**
(1) Source: Riverside County Transportation Commission, March 9, 2006	
(2) Source: Caltrans 2006 STIP FE Assumptions Book, May 26, 2005	

5.1.3. Unfunded Share of RACE

To determine the other funding share of the RACE, it was necessary to escalate the total cost to improve the regional arterial system to account for cost inflation. Inflation of the RACE value was necessary to enable a fair comparison between future TPPS improvements costs and the anticipated future Measure A and STIP funding sources forecast based on expected growth.

Based on the CVAG RACE 2005 Update, the total cost to implement the TPPS is $2.60 billion including $2.29 in construction costs and $317 million in right of way (ROW) costs. A review of the Engineering News Record (ENR) Construction Cost Index indicates that construction costs have increased at a rate of approximately 3.07% annually between 1990 and 2005, while the July 25, 2005 Coachella Valley Economic Report indicates the median resale price of an existing single family home has increased 6.71% annually between 1990 and 2004. Based on these rates for inflation of construction and ROW costs, respectively, **Table 5-3** summarizes the inflated total cost estimate for the 2005 RACE.

Table 5-3 CVAG RACE Inflated Cost Estimate	
RACE Total Construction Cost in 2005 (in millions)	$2,286
Annual Change in Construction Cost since 1990	3.07%
Inflated Construction Cost Estimate 2007-2030	$3,372.9
RACE Total ROW Cost in 2005 (in millions)	$317
Annual Change in Housing Cost since 1990	6.71%
Inflated ROW Cost Estimate 2007-2030	$806.9
RACE Total Cost Estimate in 2005 (in millions)	$2,603.0
Inflated Total Cost Estimate 2007-2030 (in millions)	**$4,179.8**

A comparison of the inflated RACE value to the total estimated revenues from Measure A and STIP sources is provided in **Table 5-4**. As shown in Table 5-4, approximately 35.6% of the RACE inflated cost estimate is expected to be available from Measure A and STIP funding sources. Consistent with the TUMF model ordinance Section 6, the remaining 64.4% of the estimated cost to improve the regional arterial system will need to come from the TUMF program or developer dedications.

Table 5-4 Unfunded Share of RACE 2005 Update		
CVAG Revenue Share of RACE 2005 Update	**Value**	**Share**
RACE Inflated Total Cost Estimate 2007-2030 (in millions)	$4,179.8	
Estimated Measure A Allocation 2007 to 2030 (in millions)	$1,373.8	32.9%
Estimated STIP Allocation 2007 to 2030 (in millions)	$112.9	2.7%
Subtotal Other Available Revenue Sources	$1,486.6	35.6%
Unfunded Share of RACE Inflated Cost Estimate	**$2,693.2**	**64.4%**

The TUMF program is intended to mitigate the cumulative regional transportation impacts of new development and therefore is not intended for use on maintenance projects or other existing needs. By dedicating regional Measure A and STIP funds toward the total cost to improve the regional arterial system, CVAG is able to demonstrate a substantial financial commitment to address existing needs and maintenance projects incorporated in the TPPS. As indicated in **Section 3.2** of this

report, the total cost of maintenance only projects included in the TPPS is approximately 11% of the total RACE value. By comparison, Measure A and STIP funding will contribute over 35% of the value to complete the TPPS by 2030.

5.2. Developer Dedications

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. This estimated value of developer dedications is used as the basis to offset the TUMF collection target. The reduction of the TUMF collection target to account for developer dedications is intended to provide appropriate program 'credit' to developers for completing actual improvements to the arterial system.

During the original Nexus development, CVAG determined that 25% of the total regional system cost represented the value of customary developer dedications as conditions of development approval. Ongoing experience with the TUMF program has indicated that the 25% factor is fair and adequate to reflect the value of developer dedications. CVAG has determined that it will continue to apply this factor as the basis for reducing the TUMF collection target.

5.3. TUMF Collection Target

Having determined the share of the regional arterial system improvement costs that will be derived from Measure A and STIP funding sources, and the value of improvements that will be accomplished by customary developer dedications, it is possible to establish the TUMF collection target. The TUMF collection target is the second key variable needed to determine the TUMF program Fee Schedule.

Table 5-5 summarizes the adjustment of the total cost outlined in the CVAG RACE 2005 Update as the basis for establishing the rough proportion of improvement costs allocable to new development through TUMF. As indicated in Table 5-5, the total cost to fully fund the TPPS is adjusted by 35.6% to reflect estimated available other funding sources and 25.0% to reflect customary developer dedications. The remaining unfunded balance of $1.65 billion is the inflated value of arterial system improvements that would need to be derived from TUMF revenues to fully fund the TPPS.

Table 5-5 TUMF Collection Target

Fully Funded TPPS Collection Target Values	**Value**	**Share**
Inflated RACE Total Cost Estimate 2007-2030 (in millions)	$4,179.8	100.0%
Estimated Available Measure A/STIP Revenues	$1,486.6	35.6%
Estimated Customary Developer Dedications	$1,045.0	25.0%
Remaining Balance (Inflated TUMF Collection Target)	**$1,648.2**	**39.4%**

6.0 FEE CALCULATION

The fee amounts that will need to be collected to mitigate the cumulative regional impacts of new development on the arterial street system in the Coachella Valley are quantified in this section. The calculation of the TUMF program fees follows the basic methodology that was utilized to establish the original fee schedule in 1988 yielding a fee per trip for three land use categories. As described in **Section 3.0**, the total present day cost to fully implement the TPPS (as presented in the RACE) is $2.60 billion.

For the purpose of calculating the fee, the total RACE value is adjusted to reflect the availability of other funding sources and the value of customary developer dedications. Having accounted for other funding sources and developer dedications in **Section 5.0**, the share of the total RACE value that will be attributed to new development is 39.4%. At this level, the TUMF collection target to fully fund the implementation of the TPPS is approximately $1.03 billion in present day dollars.

The total trips resulting from new development are divided between the three fee land use categories in the next step of the fee calculation. Based on the distribution of trips by purpose obtained from the CVATS model, it was determined that 35% of the new trips would have a residential based trip end, while 21% would have a retail/commercial trip end and 44% would have a non-retail or hotel trip end. The resultant trip values are used as the denominator in the equation to determine the respective fee levels per trip for each land use category.

The numerator for the final fee calculation is the share of the TUMF collection target that is considered to be attributable to the particular land use category. As described previously, CVAG policy establishes that the added benefit in the form of shorter trips will accrue to residential land uses from the convenience of close-in retail/commercial development and therefore some of the retail/commercial trips should be reassigned to residential trips. Based on the evaluation of trip purposes derived from the CVATS model, the retail trip end of retail related home based work trips and all home based shopping trips are reassigned to the residential land use.

Table 6-1 presents the TUMF Fee calculation following the steps described above. **Table 6-1** indicates the resultant fees for the CVAG TUMF are $303 per trip for residential land uses, $117 per trip for retail/commercial land uses, and $233 per trip for non-retail and hotel land uses.

Table 6-1 CVAG TUMF Fee Calculation

	ITEM DESCRIPTION	VALUE	SOURCE OR FORMULA
	PART I: TUMF COLLECTION TARGET		
A	Total System Cost	$2,602,939,252	*Table 3-1 (RACE 2005 Update)*
B	Share of Cost to be Funded by Other Sources	35.6%	*Table 5-5*
C	Portion of Cost to be Funded by Other Sources	$926,646,374	C=A*B
D	Share of Cost Attributable to Developer Dedications	25.0%	*Table 5-5*
E	Portion of Cost Attributable to Customary Developer Dedications	$650,734,813	E=A*D
F	**TUMF Collection Target**	**$1,025,558,065**	F=A-C-E
	PART II: NEW PROJECT LEVEL TRIPS		
G	Total New Average Weekday Trip Ends	4,399,536	*Section 4.1.3 (CVATS 2005 Update)*
K	**New Average Weekday Residential Trip Ends**	**1,539,838**	K=G*H
L	**New Average Weekday Retail/Commercial Trip Ends**	**923,903**	L=G*I
M	**New Average Weekday Non-Retail & Hotel Trip Ends**	**1,935,796**	M=G*J
	PART III: COST ATTRIBUTABLE TO LAND USE CATEGORY		
Q	**Portion of Cost Attributable to Residential**	**$466,628,920**	Q=F*N
R	**Portion of Cost Attributable to Retail/Commercial**	**$107,683,597**	R=F*O
S	**Portion of Cost Attributable to Non-Retail & Hotel**	**$451,245,549**	S=F*P
	PART IV: FEE PER TRIP		
T	**Residential Fee per Trip**	**$303**	T=Q/K
U	**Retail/Commercial Fee per Trip**	**$117**	U=R/L
V	**Non-Retail & Hotel Fee per Trip**	**$233**	V=S/M

NOTE: Shaded rows are inputs or policy assumptions.

7.0 RECOMMENDATIONS AND CONCLUSION

Based on the results of the Nexus Study evaluation, it has been possible to determine a reasonable relationship between the cumulative regional impacts of new land development projects in the Coachella Valley on the arterial roadway system and the need to mitigate these transportation impacts using funds levied through the TUMF program. The reasonable relationship between the impact of new development and the need for the TUMF can be summarized as follows:

- The Coachella Valley is expected to continue to grow as a result of new residential and non-residential development in the future.
- The continuing residential and non-residential growth of the Coachella Valley will result in increasing congestion on arterial roadways due to the impact of newly created trips and traffic demand.
- Future arterial roadway congestion is directly attributable to the cumulative regional transportation impacts of future development in the Coachella Valley.
- Capacity improvements to the arterial roadway system will be needed to mitigate the cumulative regional impacts of new development.
- Revenues from other established funding sources (including Measure A and STIP funds) and developer dedications will not be sufficient to address all the arterial roadway improvements needed to mitigate the impacts of new development.
- The arterial roadway improvements identified in the TPPS are arterial roadway facilities that will provide additional capacity to help mitigate the impacts of new development and merit inclusion for funding improvements through this fee program.

The Nexus Study evaluation has established a proportional "fair share" of the improvement cost attributable to new development based on the availability of other funding sources and improvements to be completed through developer dedications. Furthermore, the Nexus Study evaluation has divided the fair share of the cost to mitigate the cumulative regional impacts of future new development in the Coachella Valley in rough proportionality to the trips that will be generated by future residential and non-residential development. The respective fee allocable to future new residential and non-residential development in the Coachella Valley is summarized in **Table 7-1**.

Table 7-1 CVAG TUMF Schedule of Fees

Land Use Category	Fee per Trip
Residential	$303
Retail/Commercial	$117
Non-Retail & Hotel	$233

7.1. Fee Adjustments and Program Updates

7.1.1. Annual Inflation Adjustment

Section 12 of the CVAG model TUMF ordinance dated June 7, 1988 includes provisions that provide for an annual review and adjustment of the TUMF schedule of fees to account for cost inflation. To ensure the TUMF program revenues are adequate to accomplish the improvements recommended in the TPPS, it is appropriate to regularly adjust the underlying cost assumptions to reflect inflation. Specifically, the project costs identified in the RACE should be adjusted annually to reflect the influence of right-of-way and construction cost inflation. Based on the revised improvement cost information, the TUMF Schedule of Fees can be recalculated and the fees adjusted accordingly to sustain the value of the program.

As the basis for completing an annual inflationary adjustment to the TUMF program, it is recommended that CVAG utilize separate indices for right-of-way and construction costs. By applying the respective index for right-of-way and construction costs, CVAG can adjust the project cost values presented in the RACE and summarized in **Table 3-1** of this report. The resultant total cost value can then be used as the basis for recalculating the TUMF Schedule of Fees as presented in **Table 6-1**.

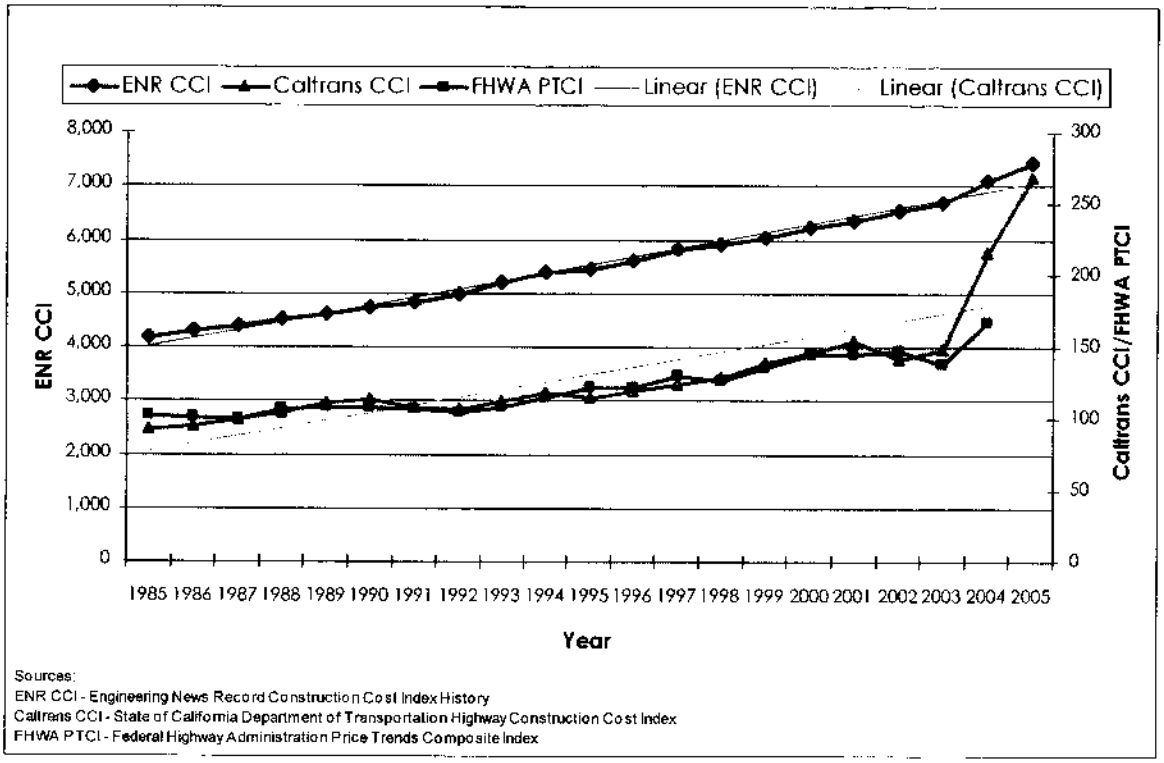
For right-of-way cost adjustments, CVAG should utilize the "Existing Home Price Trend for Coachella Valley" as presented in the Coachella Valley Economic Report compiled for the Coachella Valley Economic Partnership (Exhibit 31 in the July 25, 2005 version of the report). The Existing Home Price Trend for Coachella Valley is developed from information compiled by the National Association of Realtors (NAR) to track the median sales price of existing single family homes in metropolitan areas across the country. The median sales price of existing single family homes represents the most widely available index of property values providing a relative measure of property values in a given area over time. Although the acquisition of right-of-way may involve some properties other than existing single family homes, this index provides a reasonably concise and readily accessible source of data reflecting the overall trend in land values.

For construction costs, CVAG should utilize the Engineering News Record (ENR) Construction Cost Index (CCI). The ENR CCI represents the most widely accepted standard index for assessing changes in construction material and labor costs over time based on a monthly survey of the largest metropolitan markets in the United States. ENR builds its construction cost index by developing a twenty city average of the combined costs for labor and various common construction materials.

The use of the national ENR CCI represents a more stable index over time by reducing the influence of local short term fluctuations in the supply of materials and labor. The application of a more stable index for adjusting cost values is recommended to reduce the potential for erratic fluctuation in the TUMF Schedule of Fees as part of the annual adjustment.

Figure 7-1 compares the ENR CCI with the Caltrans Highway CCI and the FHWA Price Trends Composite Index from 1985 to 2005. The comparison of the three indices illustrates the greater stability of the ENR CCI over a twenty-year time frame compared to the remaining two indices. **Figure 7-1** also includes linear trend lines for both the ENR CCI and the Caltrans Highway CCI. As can be seen in the graph, the linear trend for the two indices is almost identical despite the greater volatility of the Caltrans index.

Figure 7-1 Construction Cost Index Comparison



To facilitate the annual adjustment of the TUMF Schedule of Fees, it would be appropriate for CVAG to establish a schedule of specific milestone dates for the annual adjustment process to correspond with local jurisdiction budget approval cycles. Key milestones may include determination of the respective indices, recalculation of the fee schedule, adoption of the revised schedule of fees by CVAG and final implementation of the updated fee schedule by the local jurisdictions.

7.1.2. Regular Program Review and Update

Section 66001 (d) of the Mitigation Fee Act requires that a comprehensive review of a mitigation fee program be completed at least every five years. While section 12 (c) of the CVAG model TUMF ordinance dated June 7, 1988 introduces elements of the statutory requirements relating to timely expenditure of TUMF revenues, CVAG needs to establish a process for the regular comprehensive review and update of the TUMF program. The comprehensive review is intended to reaffirm the purpose of the fee and

the reasonable relationship between the fee and the purpose for which it is being charged, and to reassess the program's financial status to ensure the designated improvements can be fully funded.

The comprehensive review also provides the opportunity to update the program to respond to changing needs within the area. In particular, successive updates provide the opportunity to utilize the latest available demographic and travel demand forecast information for the area to reflect changing rates and patterns of development. By responding to changing development trends, the program can be adjusted as necessary to adequately address the improvement needs resulting from changes in development activity.

In accordance with the provision of the Mitigation Fee Act, it is recommended that CVAG undertake a comprehensive review and update of the TUMF program within five years of the date of adoption of this Nexus Study. In addition to meeting the intents of the Mitigation Fee Act by reaffirming the rational nexus for the TUMF program, CVAG should use the comprehensive review and update as an opportunity to reevaluate the program within the context of changing development patterns and improvement needs.

7.2. TUMF Ordinance Amendments

Changes to key assumptions, methodology and findings of the CVAG TUMF Nexus as presented in this report will necessitate amendments to the respective local TUMF ordinances to ensure consistency. The following section summarizes necessary changes to the TUMF ordinances based on a review of the CVAG model TUMF ordinance dated June 7, 1988.

7.2.1. Horizon Year and CVATS

Various sections of the Model Ordinance will need to be amended to refer to the new horizon year 2030 which supercedes the original horizon year of 2010. Furthermore, the Model Ordinance refers to the 1987 Coachella Valley Area Transportation Study (CVATS) as the basis for the horizon year and for determining the extent to which new development will generate traffic. Such references will need to be amended to reflect the current methodology for establishing the TPPS. In particular, Sections 1 (a), 2 (b), 3, 3 (a), 3 (b), 3 (c), 3 (d), 3 (f), 4 (c), 6 (e), and 15 include references to CVATS or the horizon year 2010.

7.2.2. Trip Generation Rates

Section 4 (e) of the CVAG model TUMF ordinance dated June 7, 1988 references the Institute of Traffic Engineers (ITE) Trip Generation Third Edition as the basis for determining trip generation rates for fee calculations. The current version of the ITE Trip Generation Seventh Edition (published in 2003) should be referenced as the basis for fee calculations.

7.2.3. Applicability

Section 5 of the CVAG model TUMF ordinance dated June 7, 1988 indicates the provisions of the ordinance shall take effect on January 1, 1989. Subsequent to the update of the program Nexus Study and the proposed amendments to the respective ordinances, it will be necessary to establish a new effective date in accordance with the desired time frame for implementation of the new schedule of fees.

7.2.4. Establishment of the Transportation Mitigation Fee

Section 6 (c) of the CVAG model TUMF ordinance dated June 7, 1988 indicates that one-half of the cost of the regional system will be attributable to new development although this amount may change as future revisions are made to the program. Consistent with Section 6 (c) of the model ordinance, the original TUMF collection target was adjusted by 50% to account for other funding sources that would be used to implement the regional system improvements. The 50% other funding level was considered to adequately account for existing needs and other funding sources but was not quantified as part of the original Nexus determination. For the purpose of this update, an estimate of the other revenue sources expected to be available for implementation of the regional system was prepared as the basis for adjusting the TUMF collection target to address other funding.

As described in **Section 5.1** of this report, approximately 35.6% of the total cost to implement the TPPS was determined to be available through existing revenue sources including Measure A and STIP. This amount is considered to adequately account for existing needs on the regional system and therefore was used as the basis for adjusting the Total System Cost in the fee calculation. Reference to the one-half cost adjustment in Sections 6 (c), 6 (d) (1) and 6 (d) (3) of the Model Ordinance needs to be amended to be consistent with the revised fee calculation methodology.

7.2.5. Share of Trips

Section 6 (e) of the 1988 Model Ordinance reassigns 60% of trip growth attributable to retail to the residential category. The 60% factor was a policy decision made during the initial TUMF Nexus Study and ordinance development process. To better quantify the influence of residential land uses on retail trip generation, the 60% factor was reevaluated as part of the Nexus Study update. As presented in **Section 4.2** of this report, the share of trips between residential, retail and non-retail land uses was calculated based on data from the newly updated CVATS Model and CVAG Origin-Destination Survey.

For the purposes of the fee calculation, 45.5% of the system cost was determined to be attributable to residential development, while 10.5% was determined to be retail and 44% was determined to be non-retail. Reflecting the intent of the original policy decision, the calculation of the share of trips effectively resulted in 50% of the retail trips being attributable to residential land uses. The relevant provision of the Model

Ordinance needs to be amended to be consistent with the revised share of trips methodology.

7.2.6. Schedule of Fees

Section 6 (h) of the 1988 Model Ordinance presents the schedule of fees on a per trip basis for each of the applicable land use categories. The schedule of fees needs to be amended to reflect the revised schedule of fees presented in **Table 7-1**.

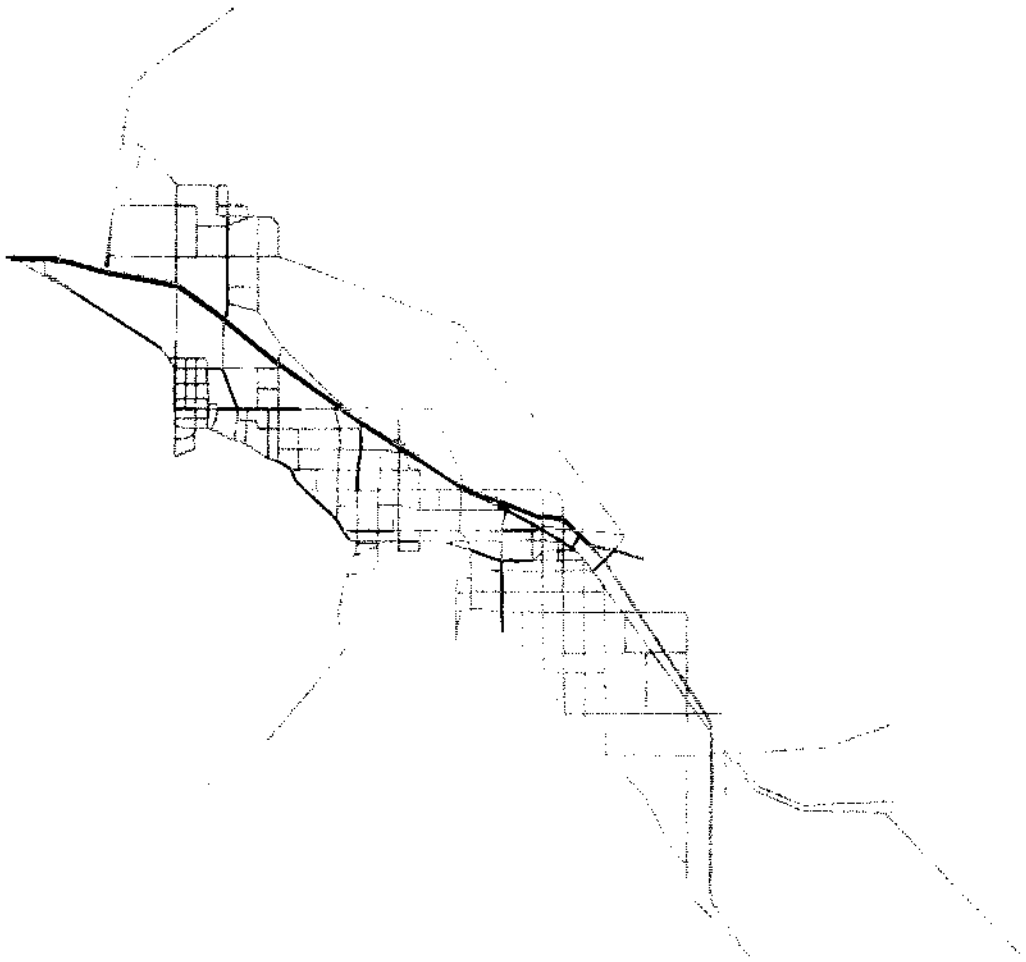
7.2.7. List of Projects on the Regional System

Appendix B of the 1988 Model Ordinance included a list of projects on the regional system to be implemented under the auspices of the TUMF program. The 2005 update of the TPPS establishes the list of projects as the basis for this Nexus Study update. The TPPS list of projects needs to be included by reference in the Model Ordinance superceding the list of projects contained in the original Appendix B.

APPENDIX A – SCAG 2004 RTP Model Network Plots

YEAR 2000

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION UNIFORM MITIGATION FEE
YEAR 2000 SCAG NETWORK - CVAG AREA ONLY
NUMBER OF LANES PER DIRECTION



Number of Lanes Per Direction
- 1 lane per direction
- 2 lanes per direction
- 3 or more lanes per direction

Based on SCAG 2004 RTP
Printed 5/24/2006

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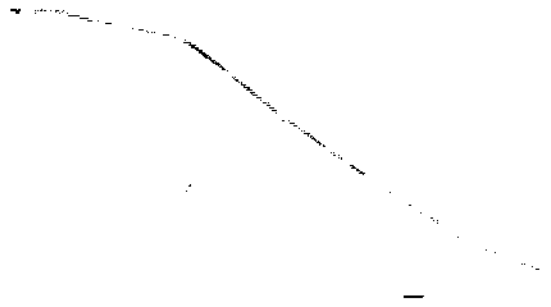
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION UNIFORM MITIGATION FEE
YEAR 2000 SCAG NETWORK - CVAG AREA ONLY
BY DAILY VOLUME



Daily Volume
- Daily Volume < 10,000
- Daily Volume >= 10,000 and Daily Volume < 20,000
- Daily Volume >= 20,000 and Daily Volume < 30,000
- Daily Volume >= 30,000 and Daily Volume < 40,000
- Daily Volume >= 40,000 and Daily Volume < 50,000
- Daily Volume >= 50,000

Based on SCAG 2004 RTP
Printed 5/24/2006

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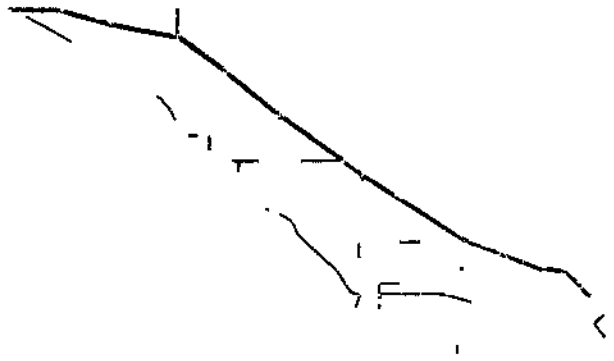
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION UNIFORM MITIGATION FEE
YEAR 2000 SCAG NETWORK - CVAG AREA ONLY
DAILY VOLUMES GREATER THAN OR EQUAL TO 20,000



Daily Volume >=20,000
Daily Volume < 20,000
Daily Volume >= 20,000

Based on SCAG 2004 RTP
Printed 5/24/2006

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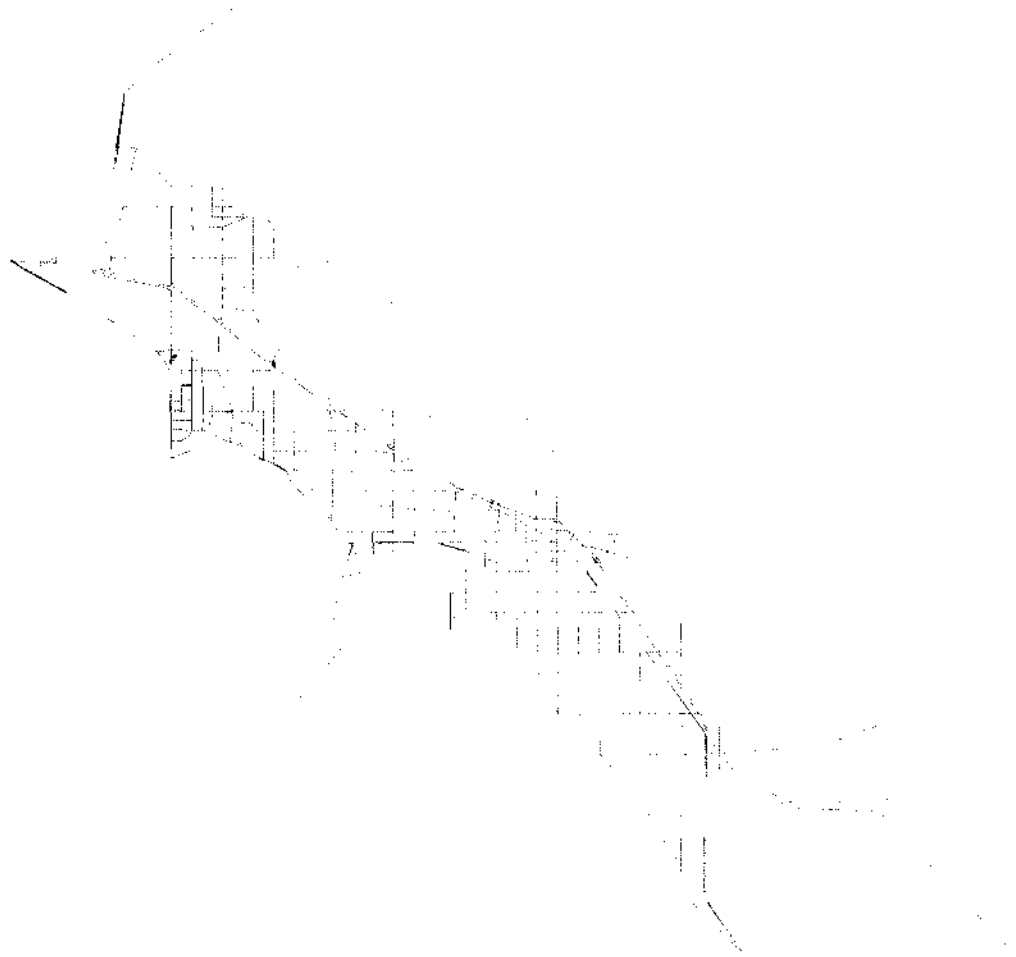
COACHELLA VALLEY ASSOCIATION OF GOVERNEMENTS
TRANSPORTATION UNIFORM MITIGATION FEE
YEAR 2000 SCAG NETWORK - CVAG AREA ONLY
BY DAILY LEVEL OF SERVICE (LOS)



Daily Level of Service (LOS)

- LOS A, B, or C (Arterial: V/C<0.621 or Freeway: V/C<.711)
- LOS D (Arterial: 0.621<= V/C<0.821 or Freeway: 0.711<= V/C<0.891)
- LOS E (Arterial: 0.821<=V/C<1.000 or Freeway: 0.891<= V/C<1.000)
- LOS F (V/C>=1.000)

Based on SCAG 2004 RTP
Printed 5/24/2006

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COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION UNIFORM MITIGATION FEE
YEAR 2000 SCAG NETWORK - CVAG AREA ONLY
DAILY LEVEL OF SERVICE (LOS) D, E, & F

Daily Level of Service
LOS A, B, or C
LOS D, E, or F

Based on SCAG 2004 RTP
Printed 5/25/2006

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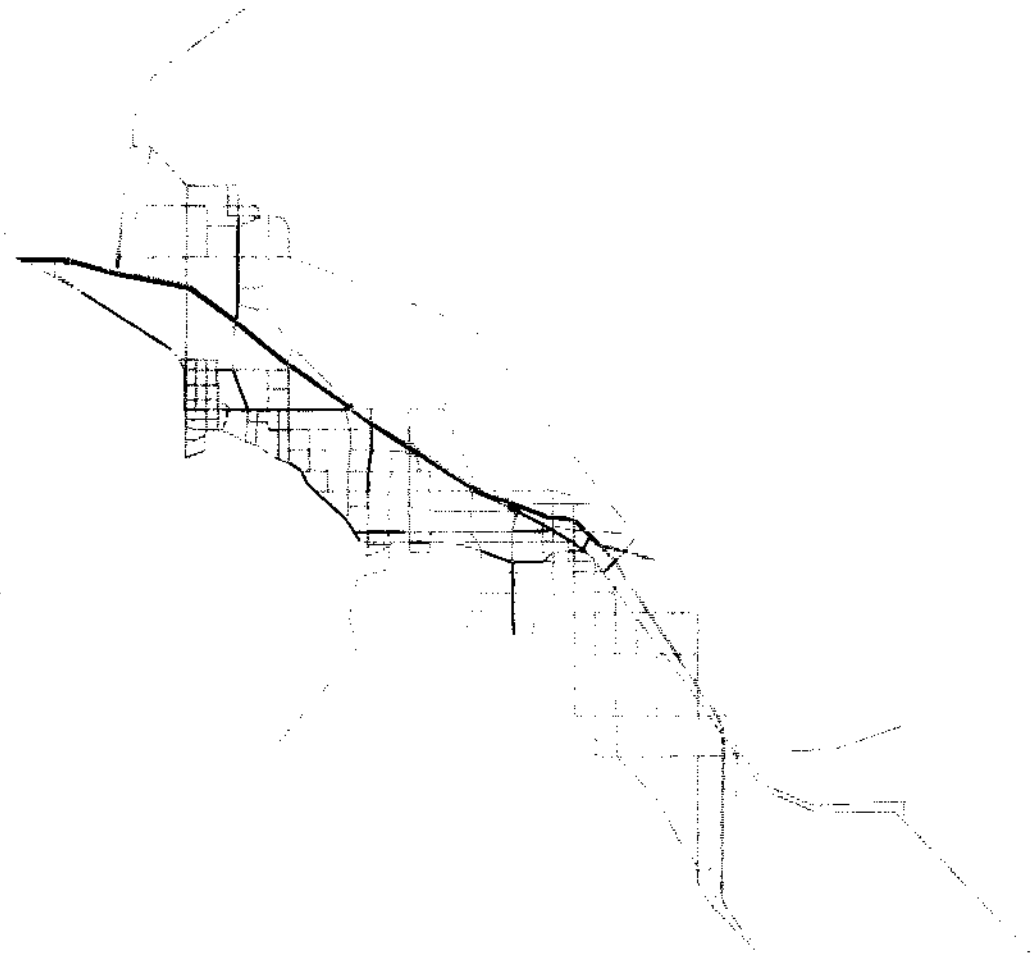
YEAR 2030 BASELINE

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION UNIFORM MITIGATION FEE
YEAR 2030 BASELINE SCAG NETWORK - CVAG AREA ONLY
NUMBER OF LANES PER DIRECTION



Number of Lanes Per Direction
- 1 lane per direction
- 2 lanes per direction
- 3 or more lanes per direction

Based on SCAG 2004 RTP
Printed 5/24/2006

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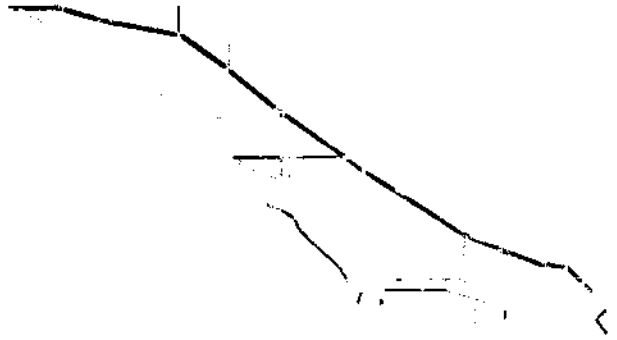
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION UNIFORM MITIGATION FEE
YEAR 2030 BASELINE SCAG NETWORK - CVAG AREA ONLY
BY DAILY VOLUME



Daily Volume
- Daily Volume < 10,000
- Daily Volume >= 10,000 and Daily Volume < 20,000
- Daily Volume >= 20,000 and Daily Volume < 30,000
- Daily Volume >= 30,000 and Daily Volume < 40,000
- Daily Volume >= 40,000 and Daily Volume < 50,000
- Daily Volume >= 50,000

Based on SCAG 2004 RTP
Printed 5/24/2006

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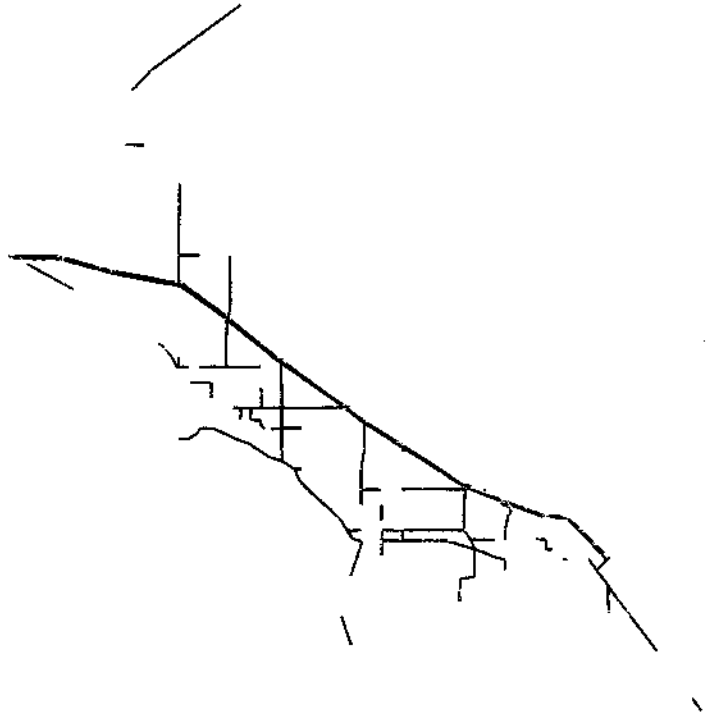
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION UNIFORM MITIGATION FEE
YEAR 2030 BASELINE SCAG NETWORK - CVAG AREA ONLY
DAILY VOLUMES GREATER THAN OR EQUAL TO 20,000



Daily Volume >=20,000
Daily Volume < 20,000
Daily Volume >= 20,000

Based on SCAG 2004 RTP
Printed 5/24/2006

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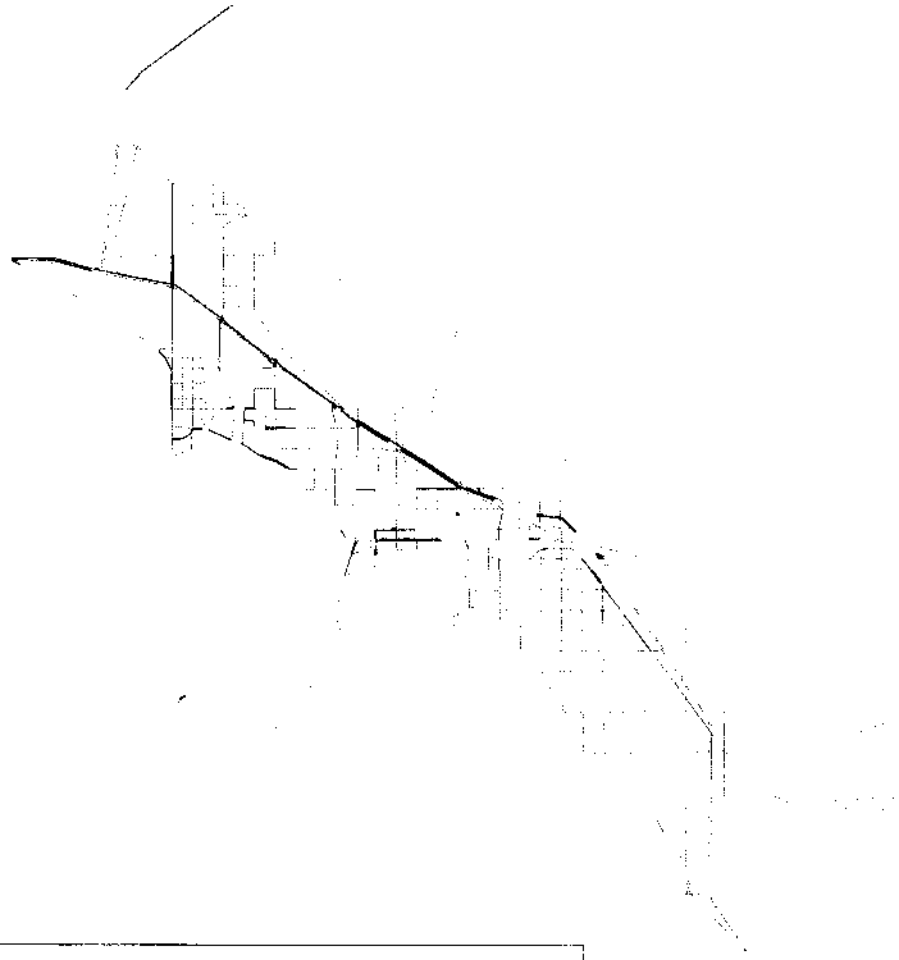
COACHELLA VALLEY ASSOCIATION OF GOVERNEMENTS
TRANSPORTATION UNIFORM MITIGATION FEE
YEAR 2030 BASELINE SCAG NETWORK - CVAG AREA ONLY
BY DAILY LEVEL OF SERVICE (LOS)



Daily Level of Service (LOS)

- LOS A, B, or C (Arterial: V/C<0.621 or Freeway: V/C<.711)
- LOS D (Arterial: 0.621<= V/C<0.821 or Freeway: 0.711<= V/C<0.891)
- LOS E (Arterial: 0.821<=V/C<1.000 or Freeway: 0.891<= V/C<1.000)
- LOS F (V/C>=1.000)

Based on SCAG 2004 RTP
Printed 5/24/2006

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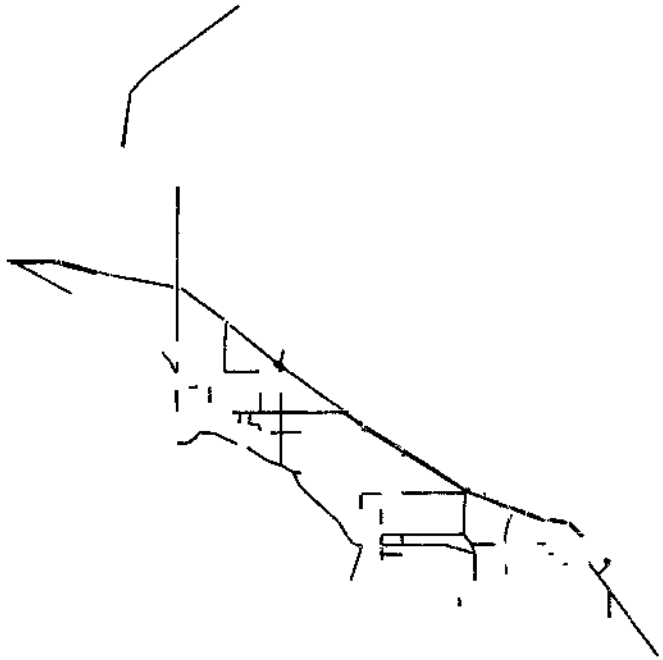
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION UNIFORM MITIGATION FEE
YEAR 2030 BASELINE SCAGNETWORK - CVAG AREA ONLY
DAILY LEVEL OF SERVICE (LOS) D, E & F



Daily Level of Service
LOS A, B, or C
LOS D, E, or F

Based on SCAG 2004 RTP
Printed 5/25/2006

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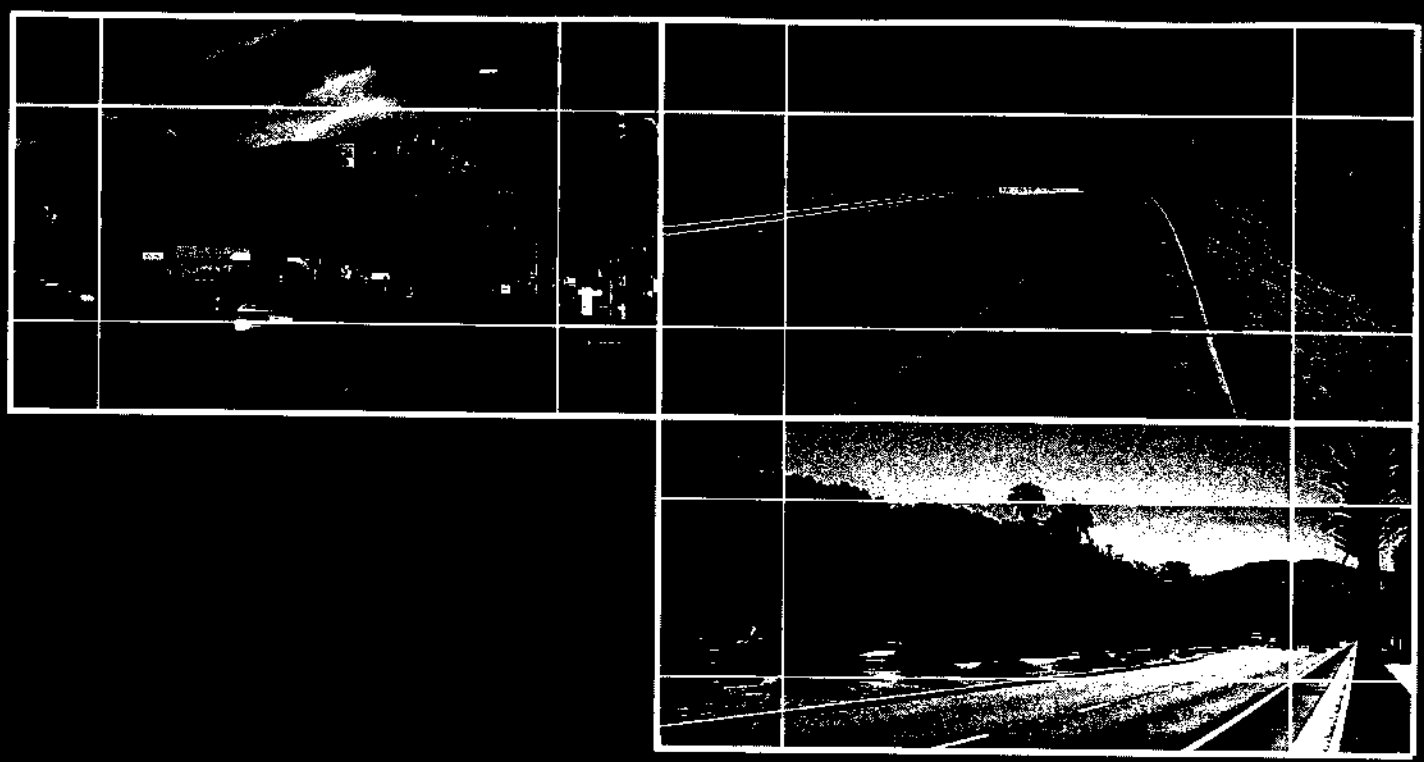
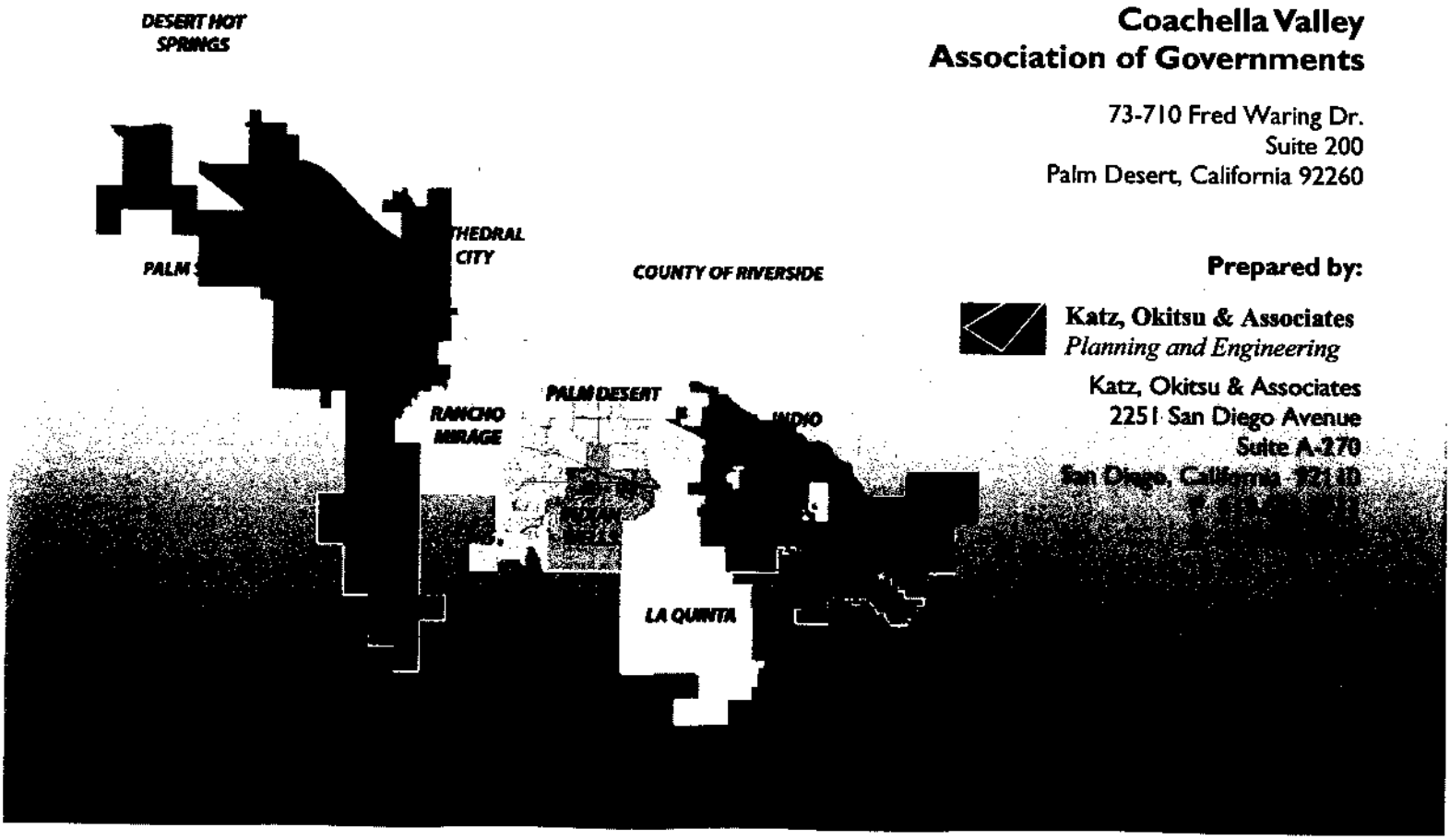
EXHIBIT B





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EXECUTIVE SUMMARY

Background

Transportation Project Prioritization Study (TPPS) 2005 Update is prepared for the Coachella Valley Association of Governments to provide critical information for the nine incorporated cities and the County of Riverside used in allocating funds to the arterial road projects that are most in need. The ten involved agencies include the County of Riverside, Cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage. The TPPS prioritization is based on four criteria and three bonus point criteria and ranks road projects in order from the highest to the lowest to provide technical basis to evaluate the need for improvements. The TPPS identifies factors that may alter recommended priorities and develops a continuing monitoring program, which will allow CVAG to address changing conditions over time.

Project Evaluation Criteria

Criteria were developed by CVAG and the Transportation Technical Advisory Subcommittee (TTAS) to score and eventually rank each eligible roadway segment competing within the Regional Arterial Program.

The TPPS uses four main predetermined criteria and three bonus point criteria to evaluate common roadway characteristics and to help determine the relative intensity of each segment's needs. For each listed criterion, a score between 0 and 5 was assigned to each segment. These scores, along with any bonus points received, were tabulated and ranked by highest score. The segment receiving the highest score is concluded to have the highest relatively priority for the study segments. **Table S-1** summarizes the scoring convention for each criterion.

Table S-1
Segment Scoring Criteria

Points	Roadway Surface Condition	System Continuity	Level of Service	Accident Rate
0	---	Improved to Ultimate	A	0.00
1	Good	---	B	0.01 - 0.90
2	Satisfactory	Atypical Width / Widen	C	0.91 - 3.90
3	Fair	New Road / New Bridge	D	3.91 - 6.90
4	Poor	Missing Link, Offset	E	6.91 - 9.90
5	Very Poor - Failing	Missing Link, On Line	F	9.90 +

Uniform Roadway Segments

All projects still competing from the previous TPPS report were included in this study. CVAG added all eligible road projects requested by the agencies that meet the preset requirements. The 53 roadways were divided into 286 manageable "segments" to study them with a somewhat consistent procedure using common characteristics for each segment.

Roadway Surface Conditions

Roadway surface condition is one of the criteria used to prioritize projects within the CVAG TPPS study. The pavement surface condition survey was performed using the Pavement Condition Index (PCI) methodology and procedures for distress identification used in the MicroPAVER Pavement Management System (PMS). Pavement conditions were surveyed for all ten jurisdictions within the study area in order to score the segments consistently.

System Continuity

The System Continuity criterion gives values to segments based upon an associated value to bring the roadway to each jurisdiction's standards. More points are awarded for those segments requiring more construction efforts and that will better benefit the overall regional traffic circulation.

Level of Service

This chapter of the study analyzes the roadway segment operating conditions in terms of "Level of Service" (LOS), which is common in many traffic studies. Level of service criteria is used to compare the existing volumes and capacity of each project segment.

Accident Rate

The purpose of this chapter is to score the road segments and intersections within the study based upon the relative rate of accidents. The traffic accident criteria ranks each individual road segment in the TPPS based on the overall accident rate following the procedural guidelines recommended by the Transportation and Traffic Engineering Handbook (Second Edition).

Bonus Point Criteria

Segments within the TPPS study can also qualify for extra points based upon characteristics chosen by the CVAG and the TTAS board members, which add to the total score each segment receives. A total of three bonus points can be earned in this study. One point is awarded to each segment for each of the following criteria that it meets.

These criteria are listed in **Table S-2**.

Table S-2
Bonus Point Criteria

Points	Construction Cost < $1,000,000	Top 10% Accident Rate	Project Readiness
1	Construction Cost for Buildable Project is Less Than $1,000,000	Segment Accident Rate Ranks in Top 10% of All Segments in TPPS	R/W Available, Env. Document Approved, Plans and Specs Complete

Buildable Segments and Segment Priority Scoring

The TPPS study serves to provide CVAG direction in determining funding for regional arterials by prioritizing the eligible segments. Once the uniform segments have been analyzed using pre-determined criteria, they are scored and ranked. The segments studied and their scores are shown in **Figures S-1 to S-6**. The segments can then be logically combined into buildable projects.

Backbone Project Priority

Segments or buildable projects meeting "Backbone" criteria are classified as "Backbone Projects", because of their relative importance in regional circulation. Although these segments and buildable projects will not receive extra points in this study, they will be considered as having greater priority to segments and projects receiving an equal score and will be ranked higher accordingly.

Conclusion

The study will be used by the Coachella Valley Association of Governments as a basis to prioritize arterial road segments and to make decisions in improvement funding for the nine incorporated cities and the County of Riverside. The Transportation Project Prioritization Study (TPPS) 2005 Update is designed to be an evaluation tool that consistently analyzes characteristics common to the studied arterial roadways.

Table S-3

CRITERIA POINT TOTALS FOR BUILDABLE PROJECTS, RANKED BY SCORE

Coachella Valley TPPS Update
2005

CC=Cathedral City, COA=Coachella, DHS=Desert Hot Springs, IND=Indio, IW=Indian Wells, LQ=La Quinta
PD=Palm Desert, PS=Palm Springs, RM=Rancho Mirage, UNC=Unincorporated, CAL=Caltrans

STREET NAME	BLD. PROJ. NO.	AGENCY	BUILDABLE PROJECT DESCRIPTION	BKBONE PROJ?	2005 PTS. TOTAL	1999 PTS. TOTAL
AVE 54	B-224	COA	Hwy 111 to Fillmore (Incl. Br. at Whitewater Chnl and Future SR-86S IC, missing link) - Segment No: 54D	Backbone	**16.0**	12.0
MONROE ST	B-364	IND	Monroe St I-10 IC - Segment No: MON6	Backbone	**16.0**	N/A
MADISON ST	B-048	IND UNC	Miles Ave to Fred Waring Dr (missing link) - Segment No: MAD9		**16.0**	17.0
MONTEREY AVE	B-138	UNC	I-10 to Ramon Rd - Segment No: MNT11		**16.0**	18.0
E PALM CYN DR	B-240	CC	Date Palm to Palm Springs/Cathedral City Limits - Segment No: PLCN11	Backbone	**15.0**	17.0
DATE PALM DR	B-010	CC	I-10 to Varner (Incl. realign. and Br. at Long Cyn Chnl) - Segment No: DPLM5		**15.0**	18.0
FRED WARING DR	B-089	LQ UNC	Dune Palms Rd to Jefferson St - Segment No: FW6B		**15.0**	22.0
HIGHWAY 111	B-355	IW	Cook St to Eldorado Dr - Segment No: HWY111F	Backbone	**14.0**	N/A
HIGHWAY 111	B-356	IW	Eldorado Dr to Miles Ave - Segment No: HWY111G	Backbone	**14.0**	N/A
INDIAN AVE	B-153	PS	Old Palm Springs City Limit to RR Xing (Incl. Br. at Whitewater Rvr) - Segment No: IND1	Backbone	**14.0**	18.0
MADISON ST	B-047	IND	Hwy 111 to Miles Ave - Segment No: MAD8		**14.0**	11.0
VAN BUREN ST	B-207	IND UNC	Indio Blvd to Ave 48 - Segment No: VANB1		**14.0**	17.0
AVE 52	B-220	COA	Hwy 111 to SR-86S (Incl. Br.) - Segment No: 52L	Backbone	**13.0**	15.0
AVE 62	B-308	CAL	Ave 62 SR-86S IC - Segment No: 62A	Backbone	**13.0**	N/A
DA VALL RD	B-338	CC UNC	Future Da Vall I-10 IC (IC & RR Br.) - Segment No: DVALL5	Backbone	**13.0**	N/A
GENE AUTRY TRAIL	B-002	PS	Whitewater Rvr Br. Xing - Segment No: GAT3	Backbone	**13.0**	21.5
HIGHWAY 111	B-354	IW	Palm Desert/Indian Wells City Limts to Cook St - Segment No: HWY111E	Backbone	**13.0**	N/A
HIGHWAY 111	B-361	IND CAL	Jackson St to Indio Blvd - Segment No: HWY111N	Backbone	**13.0**	N/A
PORTOLA AVE	B-373	PD	Future Portola Ave I-10 IC - Segment No: POR6	Backbone	**13.0**	N/A
AVE 50	B-218	COA	Van Buren St to Hwy 111 - Segment No: 50G 50H		**13.0**	16.0
AVE 54	B-223	COA	Tyler St to Hwy 111 - Segment No: 54C		**13.0**	17.0
AVE 62	B-316	UNC	Pierce St to SR86S - Segment No: 62I		**13.0**	N/A
CROSSLEY RD / GOLF CLUB DR	B-330	PS	Ramon Rd to Mesquite Ave - Segment No: CROSLY1		**13.0**	N/A
CROSSLEY RD / GOLF CLUB DR	B-333	PS	Los Santos to E Palm Cyn - Segment No: CROSLY4		**13.0**	N/A
DATE PALM DR	B-009	CC	Vista Chino to I-10 (Excl. I-10 IC or RR Br.) - Segment No: DPLM4		**13.0**	14.0
HARRISON ST	B-353	COA	Ave 54 to Ave 56 - Segment No: HARSN3		**13.0**	N/A
MADISON ST	B-206	IND	Future Madison St I-10 IC (Incl. Br. over RR) - Segment No: MAD11		**13.0**	16.0
PALM CYN DR	B-149	PS	Ramon Rd to E Palm Cyn Dr - Segment No: PLCN5 PLCN6		**13.0**	14.5
VISTA CHINO	B-054	CC	Date Palm Dr to Da Vall Rd (missing link) - Segment No: VC7		**13.0**	N/A

Table S-3

CRITERIA POINT TOTALS FOR BUILDABLE PROJECTS, RANKED BY SCORE

Coachella Valley TPPS Update
2005

CC=Cathedral City, COA=Coachella, DHS=Desert Hot Springs, IND=Indio, IW=Indian Wells, LQ=La Quinta
PD=Palm Desert, PS=Palm Springs, RM=Rancho Mirage, UNC=Unincorporated, CAL=Caltrans

STREET NAME	BLD. PROJ. NO.	AGENCY	BUILDABLE PROJECT DESCRIPTION	BKBONE PROJ?	2005 PTS. TOTAL	1999 PTS. TOTAL
PALM CYN DR	B-148	PS	Alejo Rd to Ramon Rd - Segment No: PLCN3 PLCN4		12.5	18.5
HIGHWAY 111	B-360	IND CAL	Monroe St to Jackson St - Segment No: HWY111M	Backbone	12.0	N/A
AVE 48	B-102	COA IND	Jackson St to Van Buren St - Segment No: 48E		12.0	13.0
AVE 54	B-222	COA	Harrison St to Tyler St - Segment No: 54B		12.0	14.0
AVE 62	B-315	UNC	Fillmore St to Pierce St - Segment No: 62H		12.0	N/A
COOK ST	B-139	PD	Country Club to Whitewater Brg. - Segment No: CK5		12.0	10.0
GRAPEFRUIT BLVD	B-347	COA	Ave 48/Dillon Rd to Ave 50 - Segment No: GRPF1		12.0	N/A
INDIAN CYN DR	B-144	PS	Ramon Rd to Alejo Rd - Segment No: INCN1 INCN2		12.0	13.5
INDIAN CYN DR	B-145	PS	Alejo Rd to Racquet Club Rd - Segment No: INCN3 INCN4 INCN5		12.0	16.0
MONTEREY AVE	B-367	PD RM	Clancy Lane to Country Club Dr - Segment No: MNT3-6		12.0	N/A
MONTEREY AVE	B-369	PD RM	Frank Sinatra Dr to Gerald Ford Dr - Segment No: MNT5-6		12.0	N/A
MONTEREY AVE	B-370	PD RM	Gerald Ford Dr to Dinah Shore Dr - Segment No: MNT6-6		12.0	N/A
MONTEREY AVE	B-371	PD	Dinah Shore Dr to I-10 (Incl. I-10 IC and RR Br.) - Segment No: MNT7-6		12.0	N/A
RAMON RD	B-057	PS	Sunrise Way to El Cielo Rd - Segment No: RAM3 RAM4		12.0	13.0
VARNER RD	B-181	CC UNC	Mountain View Rd to Date Palm Dr - Segment No: VRNR2		12.0	17.0
RAMON RD	B-059	CC PS	Gene Autry Trail to Whitewater Rvr (Incl. Br. at Whitewater Rvr) - Segment No: RAM6 RAM7	Backbone	11.5	17.0
INDIAN AVE	B-154	PS UNC	20th Ave to 19th Ave (Incl. Intersection of Indian Ave & 20th Ave) - Segment No: IND3 IND4		11.5	17.0
RAMON RD	B-056	PS	Palm Cyn Dr to Sunrise Way (Incl. Baristo Storm Chnl Xing) - Segment No: RAM1 RAM2		11.5	15.0
AVE 56 / AIRPORT BLVD	B-123	COA UNC	Ave 56 SR-86S IC - Segment No: 56J	Backbone	11.0	12.0
AVE 66	B-317	CAL	Ave 66 SR-86S IC - Segment No: 66A	Backbone	11.0	N/A
CROSSLEY RD / GOLF CLUB DR	B-332	PS	Ave 34 to Los Santos (Incl. Br. at Palm Cyn Chnl) - Segment No: CROSLY3	Backbone	11.0	N/A
GOLF CENTER PKWY	B-346	IND	Golf Center Pkwy. I-10 IC - Segment No: GPKWY1	Backbone	11.0	N/A
HIGHWAY 111	B-359	IND CAL	Madison St to Monroe St - Segment No: HWY111L	Backbone	11.0	N/A
AVE 48	B-100	IND	Hjorth St to Monroe St - Segment No: 48D		11.0	13.0
AVE 48	B-101	IND	Monroe St to Jackson St - Segment No: 48D		11.0	13.0
AVE 52	B-109	COA IND UNC	Jackson St to Calhoun St - Segment No: 52E		11.0	18.0
AVE 52	B-110	COA UNC	Calhoun St to Fredrick St - Segment No: 52F		11.0	16.0
AVE 62	B-310	UNC	Jackson St to Van Buren St - Segment No: 62C		11.0	N/A
AVE 62	B-311	UNC	Van Buren St to Harrison St (SR-86) - Segment No: 62D		11.0	N/A
AVE 62	B-313	UNC	Tyler St to Polk St - Segment No: 62F		11.0	N/A
CHASE SCHOOL RD	B-212	UNC	I-10 to Ramon Rd (missing link) - Segment No: CHSC1		11.0	12.0
DA VALL RD	B-337	CC UNC	Ave 30 to I-10 (missing link) - Segment No: DVALL4		11.0	N/A
DATE PALM DR	B-238	CC	Dinah Shore Dr to Ramon Rd - Segment No: DPLM0C		11.0	10.0
DILLON RD	B-169	PS UNC	SR-62 to Indian Ave (Incl. Intersection of Dillon Rd & Indian Ave) - Segment No: DLN1 DLN2		11.0	17.5
E PALM CYN DR	B-151	PS	Sunrise Way to Farrell Dr - Segment No: PLCN8		11.0	18.0
LITTLE MORONGO RD	B-161	DHS	Pierson Blvd to Two Bunch Palms Tr - Segment No: LM2		11.0	15.0
MADISON ST	B-044	IND LQ	Ave 52 to Ave 50 - Segment No: MAD5		11.0	17.0
MONROE ST	B-241	IND	Ave 40 to I-10 IC - Segment No: MON1		11.0	19.0
MONTEREY AVE	B-365	PD	Highway 111 to Fred Waring Dr - Segment No: MNT1-6		11.0	N/A
RAMON RD	B-058	PS	El Cielo Rd to Gene Autry Trail - Segment No: RAM5		11.0	11.0
TWO BUNCH PALMS TR	B-196	UNC	Indian Ave to Little Morongo Rd (missing link) - Segment No: TBP1		11.0	10.0
VARNER RD / AVE 42	B-226	IND	Madison St to Monroe St - Segment No: VRNR10		11.0	21.0
VISTA CHINO	B-053	CC	E Bank of Whitewater Br. to Landau Blvd - Segment No: VC5		11.0	11.0

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PD=Palm Desert, PS=Palm Springs, RM=Rancho Mirage, UNC=Unincorporated, CAL=Caltrans

STREET NAME	BLD. PROJ. NO.	AGENCY	BUILDABLE PROJECT DESCRIPTION	BKBONE PROJ?	2005 PTS. TOTAL	1999 PTS. TOTAL
RAMON RD	B-167	UNC	I-10 to Monterey Ave (Incl. Intersection of Ramon Rd & Varner Rd) - Segment No: RAM12 RAM13 VRNR4		10.7	15.5
RAMON RD	B-168	UNC	Monterey Ave to Thousand Palms Cyn Rd (Incl. Intersection of Ramon Rd & Monterey Ave) - Segment No: RAM14 RAM15		10.5	15.0
E PALM CYN DR	B-239	CC UNC	Palm Springs/Cathedral City Limits to Cathedral Cyn Dr (Incl. widening Br. at W Cathedral Cyn Chnl) - Segment No: PLCN10	Backbone	10.0	17.0
JACKSON ST	B-363	IND	Jackson St I-10 IC - Segment No: JAC6	Backbone	10.0	N/A
VISTA CHINO	B-052	PS	Gene Autry Trail to Whitewater Rvr (Incl. Br. at Whitewater Rvr) - Segment No: VC3 VC4	Backbone	10.0	15.0
AVE 50	B-262	COA	SR-86S to I-10 (missing link) - Segment No: 50K		10.0	14.0
AVE 52	B-111	COA	Fredrick St to Harrison St (incl. Intersection of Ave 52 and SR-86) - Segment No: 52G 52H		10.0	15.5
AVE 54	B-221	COA	Van Buren St to Harrison St - Segment No: 54A		10.0	19.0
AVE 56 / AIRPORT BLVD	B-118	COA UNC	0.25 mi. W of Van Buren St to Harrison St - Segment No: 56D		10.0	19.0
AVE 62	B-314	UNC	Polk St to Fillmore St - Segment No: 62G		10.0	N/A
BOB HOPE DR	B-322	UNC	Ramon Rd to I-10 (missing link) - Segment No: BH4-6		10.0	N/A
COOK ST	B-140	PD	Whitewater Br. to Fred Waring Dr - Segment No: CK6		10.0	13.0
COUNTRY CLUB DR	B-079	PD	Monterey Ave to Portola Ave - Segment No: CC4		10.0	12.0
COUNTRY CLUB DR	B-080	PD	Portola Ave to Cook St - Segment No: CC5		10.0	13.0
COUNTRY CLUB DR	B-082	PD	Eldorado Dr to Oasis Club Dr - Segment No: CC7		10.0	12.0
DATE PALM DR	B-237	CC	Gerald Ford Dr to Dinah Shore Dr - Segment No: DPLM0B		10.0	13.0
E PALM CYN DR	B-152	PS	Farrell Dr to Gene Autry Trail - Segment No: PLCN9		10.0	12.0
HARRISON ST	B-351	COA	Grapefruit Blvd to Ave 52 - Segment No: HARSN1		10.0	N/A
INDIAN CYN DR	B-146	PS	Racquet Club Rd to Old Palm Springs City Limits - Segment No: INCN6		10.0	19.0
JACKSON ST	B-248	IND	Ave 46 to Ave 48 - Segment No: JAC3		10.0	14.0
JEFFERSON ST	B-205	IND	Ave 40 to Ave 38 - Segment No: JEF9		10.0	15.0
MADISON ST	B-043	LQ	Ave 54 to Ave 52 (missing link) - Segment No: MAD4		10.0	15.0
MADISON ST	B-045	IND	Ave 50 to Ave 49 (missing link) - Segment No: MAD6		10.0	14.0
MILES AVE	B-202	IND	Jefferson St to Whitewater Rvr - Segment No: MIL3A		10.0	17.0
MONTEREY AVE	B-368	PD RM UNC	Country Club Dr to Frank Sinatra Dr - Segment No: MNT4-6		10.0	N/A
PORTOLA AVE	B-255	PD	Hwy 111 to Magnesia Falls Dr - Segment No: POR1		10.0	15.0
RAMON RD	B-061	CC	Date Palm Dr to Da Vall Rd - Segment No: RAM9		10.0	15.0
VARNER RD	B-185	UNC	Chase School Rd to Washington St - Segment No: VRNR7		10.0	15.0
VARNER RD / AVE 42	B-225	IND	Jefferson St to Madison St - Segment No: VRNR9		10.0	12.0
WASHINGTON ST	B-026	LQ	Ave 50 to Ave 48 - Segment No: WSH3		10.0	15.0
WASHINGTON ST	B-027	LQ	Ave 48 to Hwy 111 - Segment No: WSH3		10.0	15.0
AVE 48	B-103	COA IND UNC	Van Buren St to W of Hwy 86 (Incl. Intersection of Ave 48 and Hwy 86) - Segment No: 48F 48G		9.5	16.0
HACIENDA AVE	B-193	DHS	Little Morongo Rd to Palm Dr - Segment No: HAC1A HAC1B		9.5	12.0
JACKSON ST	B-247	IND	I-10 IC to Ave 46 - Segment No: JAC2A JAC2B		9.5	22.0
AVE 50	B-104	COA	Future Ave 50 SR-86S IC - Segment No: 50A	Backbone	9.0	12.0
AVE 52	B-265	COA	Grade Separation at Hwy 111/SPRR - Segment No: 52JA	Backbone	9.0	12.0
AVE 56 / AIRPORT BLVD	B-121	UNC	Polk St to Hwy 111 (Incl. Grade Separation over Hwy 111 and SPRR) - Segment No: 56G 56H	Backbone	9.0	14.5
COOK ST	B-328	PD	Br. at Whitewater Chnl - Segment No: CK7	Backbone	9.0	N/A
DILLON RD	B-340	COA	Dillon Rd I-10 IC - Segment No: DLN14	Backbone	9.0	N/A
DILLON RD	B-341	COA	Dillon Rd SR-86S IC - Segment No: DLN15	Backbone	9.0	N/A
HIGHWAY 111	B-357	IW LQ	Miles Ave to Washington Ave - Segment No: HWY111H	Backbone	9.0	N/A
HIGHWAY 111	B-358	IND CAL	Jefferson St to Madison St - Segment No: HWY111K	Backbone	9.0	N/A
AVE 44	B-302	IND	Monroe St to Dillon Rd (Incl. Low Water Xing) - Segment No: 44B 44C		9.0	N/A

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PD=Palm Desert, PS=Palm Springs, RM=Rancho Mirage, UNC=Unincorporated, CAL=Caltrans

STREET NAME	BLD. PROJ. NO.	AGENCY	BUILDABLE PROJECT DESCRIPTION	BKBONE PROJ?	2005 PTS. TOTAL	1999 PTS. TOTAL
AVE 50	B-215	IND	Madison St to Monroe St - Segment No: 50D		9.0	11.0
AVE 50	B-217	COA IND	Jackson St to Van Buren St - Segment No: 50F		9.0	12.0
AVE 50	B-263	COA	Br. at All Amer.Canal (in 50K) - Segment No: 50L		9.0	14.0
AVE 52	B-107	IND UNC	Madison St to Monroe St - Segment No: 52C		9.0	16.0
AVE 52	B-108	IND UNC	Monroe St to Jackson St - Segment No: 52D		9.0	14.0
AVE 56 / AIRPORT BLVD	B-122	COA UNC	SPRR to E side of Br. at Coachella Vlly Storm Chnl - Segment No: 56I		9.0	13.0
BOB HOPE DR	B-321	RM UNC	Dinah Shore to Ramon Rd - Segment No: BH3-6		9.0	N/A
CATHEDRAL CYN DR	B-323	CC	Terrace Rd to E Palm Cyn - Segment No: CTHCN1		9.0	N/A
CATHEDRAL CYN DR	B-324	CC	E Palm Cyn to S side of Whitewater Br. (Incl. Br. At N Cathedral Cyn Chnl) - Segment No: CTHCN2		9.0	N/A
CATHEDRAL CYN DR	B-326	CC	N side of Whitewater Br. to Dinah Shore Dr - Segment No: CTHCN4		9.0	N/A
CATHEDRAL CYN DR	B-327	CC	Dinah Shore Dr to Ramon Rd - Segment No: CTHCN5		9.0	N/A
COUNTRY CLUB DR	B-078	RM	Bob Hope Dr to Monterey Ave - Segment No: CC3		9.0	15.0
CROSSLEY RD / GOLF CLUB DR	B-331	PS	Mesquite Ave to Ave 34 - Segment No: CROSLY2		9.0	N/A
DA VALL RD	B-336	CC RM UNC	McCallum Way to Ave 30 - Segment No: DVALL3		9.0	N/A
DA VALL RD	B-339	CC UNC	I-10 to Varner Rd (Incl. Br. at Long Cyn Chnl, missing link) - Segment No: DVALL6		9.0	N/A
DILLON RD	B-170	UNC	Indian Ave to Palm Dr (Incl. Intersection of Dillon Rd & Palm Dr) - Segment No: DLN3 DLN4		9.0	15.5
DILLON RD	B-174	UNC	Thousand Palms Cyn Rd to Sunny Rock Rd - Segment No: DLN8		9.0	15.0
DILLON RD	B-175	UNC	Sunny Rock Rd to Ave 44 - Segment No: DLN9		9.0	15.0
DILLON RD	B-179	UNC	Whitewater Br. to Hwy 111 - Segment No: DLN13		9.0	18.0
FRANK SINATRA DR	B-072	RM	Bob Hope Dr to Monterey Ave (Incl. Intersection of Frank Sinatra & Bob Hope) - Segment No: FS4 FS5 FS11		9.0	11.3
FRANK SINATRA DR	B-073	PD RM	Monterey Ave to Portola Ave - Segment No: FS6		9.0	N/A
FRANK SINATRA DR	B-074	PD	Portola Ave to Cook St - Segment No: FS7		9.0	N/A
GERALD FORD DR	B-345	PD	Cook St to Frank Sinatra Dr - Segment No: GFD4		9.0	N/A
GRAPEFRUIT BLVD	B-348	COA	Ave 50 to Ave 52 - Segment No: GRPF2		9.0	N/A
GRAPEFRUIT BLVD	B-349	COA	Ave 52 to Ave 54 - Segment No: GRPF3		9.0	N/A
HACIENDA AVE	B-194	DHS	Palm Dr to Mountain View Rd - Segment No: HAC2		9.0	12.0
JACKSON ST	B-249	COA IND	Ave 48 to Ave 50 - Segment No: JAC4		9.0	16.0
MADISON ST	B-046	IND	0.25 mi N of Ave 49 to Hwy 111 (part missing link) - Segment No: MAD7		9.0	14.0
MILES AVE	B-203	IND	Clinton St to Indio Blvd - Segment No: MIL4 MIL5		9.0	15.5
MISSION LAKES BLVD	B-191	DHS UNC	Indian Ave to Little Morongo Rd - Segment No: MSLK1		9.0	8.0
MONTEREY AVE	B-366	PD RM	Fred Waring Dr to Clancy Lane - Segment No: MNT2-6		9.0	N/A
MOUNTAIN VIEW	B-164	UNC	Dillon Rd to 20th Ave - Segment No: MTV2		9.0	12.0
PORTOLA AVE	B-257	PD	Country Club Dr to Frank Sinatra Dr - Segment No: POR3		9.0	7.0
PORTOLA AVE	B-258	PD	Frank Sinatra Dr to Gerald Ford Dr - Segment No: POR4		9.0	10.0
PORTOLA AVE	B-372	PD	Gerald Ford Dr to I-10 (missing link) - Segment No: POR5		9.0	N/A
RAMON RD	B-060	CC	Landau Blvd to Date Palm Dr - Segment No: RAM8		9.0	15.0
THOUSAND PALMS RD	B-166	UNC	Ramon Rd to Dillon Rd - Segment No: THPL1		9.0	16.0
VARNER RD	B-180	CC UNC	Palm Dr to Mountain View Rd - Segment No: VRNR1		9.0	18.0
VARNER RD	B-182	CC UNC	Date Palm Dr to Ramon Rd - Segment No: VRNR3		9.0	15.0
VARNER RD	B-183	UNC	Ramon Rd to Monterey Ave - Segment No: VRNR5		9.0	15.0

Table S-3

CRITERIA POINT TOTALS FOR BUILDABLE PROJECTS, RANKED BY SCORE

Coachella Valley TPPS Update
2005

CC=Cathedral City, COA=Coachella, DHS=Desert Hot Springs, IND=Indio, IW=Indian Wells, LQ=La Quinta
PD=Palm Desert, PS=Palm Springs, RM=Rancho Mirage, UNC=Unincorporated, CAL=Caltrans

STREET NAME	BLD. PROJ. NO.	AGENCY	BUILDABLE PROJECT DESCRIPTION	BKBONE PROJ?	2005 PTS. TOTAL	1999 PTS. TOTAL
DATE PALM DR	B-236	CC	Palm Cyn to Gerald Ford (Incl. Br. at N Cathedral Cyn Chnl and Whitewater Br. Widening) - Segment No: DPLM0A DPLM0D	Backbone	8.5	17.0
AVE 52	B-112	COA	Harrison St / SR-86 to Hwy 111 (Incl. Intersection of Ave 52 and Hwy 111) - Segment No: 52I 52J		8.5	13.0
PALM CYN DR	B-147	PS	Vista Chino to Alejo Rd - Segment No: PLCN1 PLCN2		8.5	16.0
AVE 44	B-301	IND	Ave 44 Br./Low Water Xing - Segment No: 44A	Backbone	8.0	N/A
AVE 50	B-264	COA UNC	Ave 50 I-10 IC - Segment No: 50M	Backbone	8.0	14.0
AVE 54	B-266	COA	Grade Separation at Hwy 111/SPRR - Segment No: 54E	Backbone	8.0	21.0
DILLON RD	B-342	COA IND	Grade Separation at Hwy 111/SPRR - Segment No: DLN16	Backbone	8.0	N/A
PORTOLA AVE	B-374	PD	Br. at Whitewater Chnl - Segment No: POR7	Backbone	8.0	N/A
AVE 48	B-099	IND	Jefferson St to All Amer.Canal - Segment No: 48B		8.0	14.0
AVE 48	B-260	COA IND	Grade Separation at Hwy 111/SPRR - Segment No: 48H		8.0	13.0
AVE 50	B-216	IND	Monroe St to Jackson St - Segment No: 50E		8.0	10.0
AVE 50	B-261	COA	Grade Separation Hwy 111/SPRR - Segment No: 50J		8.0	15.0
AVE 58	B-305	UNC	Monroe St to Jackson St - Segment No: 58C		8.0	N/A
AVE 62	B-309	UNC	Monroe St to Jackson St - Segment No: 62B		8.0	N/A
AVE 62	B-312	UNC	Harrison St to Tyler St - Segment No: 62E		8.0	N/A
BOB HOPE DR	B-320	RM	Gerald Ford to Dinah Shore Dr - Segment No: BH2-6		8.0	N/A
COUNTRY CLUB DR	B-083	PD	Oasis Club Dr to Washington St - Segment No: CC8		8.0	13.0
DILLON RD	B-172	UNC	Mountain View to Bennett Rd - Segment No: DLN6		8.0	20.0
DILLON RD	B-173	UNC	Bennett Rd to Thousand Palms Cyn Rd - Segment No: DLN7		8.0	14.0
DILLON RD	B-176	COA	Ave 44 to I-10 - Segment No: DLN10		8.0	16.0
DILLON RD	B-177	COA	I-10 to Whitewater Br. - Segment No: DLN11		8.0	17.0
E PALM CYN DR	B-150	PS	Palm Cyn Dr to Sunrise Way - Segment No: PLCN7		8.0	13.0
FRANK SINATRA DR	B-075	PD	Cook St to Tamarisk Row Dr (part missing link) - Segment No: FS8 FS9		8.0	13.0
GERALD FORD DR	B-344	PD	Monterey Ave to Portola Ave - Segment No: GFD2		8.0	N/A
HARRISON ST	B-352	COA	Ave 52 to Ave 54 - Segment No: HARSN2		8.0	N/A
INDIAN AVE	B-155	PS UNC	19th Ave to Dillon Rd - Segment No: IND5		8.0	20.0
INDIAN AVE	B-156	UNC	Dillon Rd to 14th Ave - Segment No: IND6		8.0	15.0
INDIAN AVE	B-158	DHS	Pierson Blvd to Mission Lakes Blvd - Segment No: IND8		8.0	13.0
INDIAN AVE	B-159	DHS	Mission Lakes Blvd to SR-62 - Segment No: IND9		8.0	14.0
INDIO BLVD	B-254	IND	Jackson St to Hwy 111 - Segment No: INDIO4		8.0	20.0
JEFFERSON ST	B-039	IND	I-10 IC and Br. over RR - Segment No: JEF7		8.0	N/A
MILES AVE	B-201	LQ	Washington St to Jefferson St - Segment No: MIL2		8.0	16.0
MOUNTAIN VIEW	B-165	CC UNC	20th Ave to Varner Rd - Segment No: MTV3		8.0	16.0
PALM DR	B-137	DHS	Pierson Blvd to Mission Lakes Blvd - Segment No: PD7		8.0	11.0
PIERSON BLVD	B-189	DHS	Little Morongo Rd to Palm Dr - Segment No: PRS3A PRS3B		8.0	12.0
PIERSON BLVD	B-190	DHS	Palm Dr to Eastern Terminus of Desert View Ave - Segment No: PRS4		8.0	12.0
PORTOLA AVE	B-256	PD	Magnesia Falls Dr to Country Club Dr (Excl. Br. At Whitewater Chnl) - Segment No: POR2		8.0	13.0
VAN BUREN ST	B-209	COA UNC	Ave 50 to Ave 52 - Segment No: VANB3		8.0	13.0
VAN BUREN ST	B-211	COA UNC	Ave 54 to Ave 56/Airport - Segment No: VANB5		8.0	20.0
VARNER RD	B-186	IND UNC	Washington St to Adams St - Segment No: VRNR8A		8.0	18.0
VARNER RD / AVE 42	B-227	IND	Monroe St to Jackson St - Segment No: VRNR11		8.0	18.0
WASHINGTON ST	B-142	UNC	I-10 to Ave 38 - Segment No: WSH9		8.0	17.0

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STREET NAME	BLD. PROJ. NO.	AGENCY	BUILDABLE PROJECT DESCRIPTION	BKBONE PROJ?	2005 PTS. TOTAL	1999 PTS. TOTAL
ADAMS ST	B-300	LQ	Br. at Whitewater Chnl - Segment No: ADM1	Backbone	7.0	N/A
AVE 50	B-219	COA	Hwy 111 to SR-86S (Incl. Br. at Whitewater Chnl) - Segment No: 50I	Backbone	7.0	20.0
AVE 52	B-113	COA	Future Ave 52 SR-86S IC - Segment No: 52K	Backbone	7.0	14.0
CATHEDRAL CYN DR	B-325	CC	Br. at Whitewater Chnl - Segment No: CTHCN3	Backbone	7.0	N/A
DILLON RD	B-178	UNC	Br. at Whitewater Chnl - Segment No: DLN12	Backbone	7.0	15.0
AVE 50	B-214	IND LQ	Jefferson St to Madison St (Excl. Br. at All-Amer. Canal) - Segment No: 50C		7.0	13.0
AVE 52	B-106	LQ	Jefferson to Madison (Incl. Br. at All Amer. Canal) - Segment No: 52B		7.0	17.0
AVE 56 / AIRPORT BLVD	B-116	UNC	Monroe St to Jackson St - Segment No: 56B		7.0	16.0
AVE 56 / AIRPORT BLVD	B-117	UNC	Jackson St to 0.25 miles W of Van Buren St - Segment No: 56C		7.0	17.0
AVE 56 / AIRPORT BLVD	B-119	UNC	Harrison St to Tyler St - Segment No: 56E		7.0	17.0
AVE 58	B-303	LQ	Jefferson St to Madison St - Segment No: 58A		7.0	N/A
AVE 58	B-304	LQ	Madison St to Monroe St - Segment No: 58B		7.0	N/A
AVE 58	B-306	UNC	Jackson St to Van Buren St - Segment No: 58D		7.0	N/A
DA VALL RD	B-334	CC RM	Dinah Shore to Ramon Rd - Segment No: DVALL1		7.0	N/A
DILLON RD	B-171	UNC	Palm Dr to Mountain View - Segment No: DLN5		7.0	19.0
FRED WARING DR	B-088	LQ UNC	Washington St to Dune Palms Rd - Segment No: FW6A		7.0	22.0
GRAPEFRUIT BLVD	B-350	COA	Ave 54 to Ave 56 - Segment No: GRPF4		7.0	N/A
HACIENDA AVE	B-195	DHS	Mountain View Rd to Dillon Rd (Long Cyn Rd) - Segment No: HAC3		7.0	10.0
INDIAN AVE	B-157	UNC	14th Ave to Pierson Blvd - Segment No: IND7		7.0	14.0
JEFFERSON ST	B-204	IND	I-10 to Ave 40 - Segment No: JEF8		7.0	19.0
LITTLE MORONGO RD	B-162	DHS	Two Bunch Palms Tr to Dillon Rd - Segment No: LM3		7.0	13.0
MADISON ST	B-042	LQ	Ave 56 to Ave 54 - Segment No: MAD3		7.0	10.0
MADISON ST	B-049	IND	Fred Waring Dr to Indio Blvd - Segment No: MAD10		7.0	16.0
MOUNTAIN VIEW	B-163	DHS UNC	Hacienda Ave to Dillon Rd - Segment No: MTV1		7.0	11.0
PALM DR	B-136	DHS	Two Bunch Palms Tr to Pierson Blvd - Segment No: PD5 PD6		7.0	13.0
VAN BUREN ST	B-208	COA	Ave 48 to Ave 50 - Segment No: VANB2		7.0	9.0
VARNER RD	B-184	UNC	Monterey Ave to Chase School Rd - Segment No: VRNR6		7.0	14.0
WASHINGTON ST	B-025	LQ	Ave 52 to Ave 50 (Incl. Br. at La Quinta Evac. Chnl) - Segment No: WSH1		7.0	13.0

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STREET NAME	BLD. PROJ. NO.	AGENCY	BUILDABLE PROJECT DESCRIPTION	BKBONE PROJ?	2005 PTS. TOTAL	1999 PTS. TOTAL
AVE 66	B-318	UNC	Ave 66 Br./Low Water Xing - Segment No: 66B	Backbone	6.0	N/A
DUNE PALMS RD	B-343	LQ	Br. at Whitewater Chnl - Segment No: DUNEP1	Backbone	6.0	N/A
AVE 52	B-105	LQ	Washington St to Jefferson St - Segment No: 52A		6.0	13.0
AVE 56 / AIRPORT BLVD	B-120	UNC	Tyler St to Polk St - Segment No: 56F		6.0	13.0
AVE 58	B-307	UNC	Van Buren St to Harrison St (SR-86) - Segment No: 58E		6.0	N/A
BOB HOPE DR	B-319	RM	Frank Sinatra Dr to Gerald Ford Dr - Segment No: BH1-6		6.0	N/A
COOK ST	B-231	PD	Frank Sinatra Dr to Gerald Ford Dr - Segment No: CK3A		6.0	15.0
COOK ST	B-329	IW	Fred Waring to Hwy 111 - Segment No: CK8		6.0	N/A
FRANK SINATRA DR	B-233	RM	Whitewater Rvr Br. - Segment No: FS2		6.0	12.0
GERALD FORD DR	B-068	PD	Portola Ave to Cook St - Segment No: GFD3		6.0	8.0
INDIO BLVD	B-251	IND	Jefferson St/I-10 to Madison St - Segment No: INDIO1		6.0	17.0
INDIO BLVD	B-362	IND	Hwy 111 to Ave 48 (was HWY111A) - Segment No: INDIO5		6.0	N/A
MADISON ST	B-040	LQ	Ave 60 to Ave 58 - Segment No: MAD1		6.0	18.0
PIERSON BLVD	B-187	DHS UNC	SR-62 to Indian Ave - Segment No: PRS1		6.0	17.0
PIERSON BLVD	B-188	DHS UNC	Indian Ave to Little Morongo Rd - Segment No: PRS2		6.0	14.0
VAN BUREN ST	B-210	COA UNC	Ave 52 to Ave 54 - Segment No: VANB4		6.0	17.0
WASHINGTON ST	B-143	UNC	Ave 38 to Ramon Rd - Segment No: WSH10A WSH10B		5.5	14.0
AVE 50	B-213	LQ	Washington St to Jefferson St - Segment No: 50B		5.0	15.0
DA VALL RD	B-335	CC RM	Ramon Rd to McCallum Way - Segment No: DVALL2		5.0	N/A
INDIO BLVD	B-253	IND	Monroe St to Jackson St - Segment No: INDIO3		5.0	17.0
JACKSON ST	B-246	IND	Ave 40 to I-10 IC - Segment No: JAC1		5.0	21.0
JACKSON ST	B-250	IND UNC	Ave 50 to Ave 52 - Segment No: JAC5		5.0	16.0
LITTLE MORONGO RD	B-160	DHS	Mission Lakes Blvd to Pierson Blvd - Segment No: LM1		5.0	14.0
TWO BUNCH PALMS TR	B-197	DHS	Little Morongo Rd to Palm Dr - Segment No: TBP2		5.0	10.0
TWO BUNCH PALMS TR	B-198	DHS	Palm Dr to Miracle Hill Rd - Segment No: TBP3		5.0	12.0
VARNER RD / AVE 42	B-228	IND	Jackson St to Golf Center Pkwy - Segment No: VRNR12		5.0	14.0
AVE 56 / AIRPORT BLVD	B-114	LQ	Madison St to Monroe St - Segment No: 56A		4.0	14.0
INDIO BLVD	B-252	IND	Madison St to Monroe St - Segment No: INDIO2		4.0	17.0
MADISON ST	B-041	LQ	Ave 58 to Ave 56 (Airport Blvd) - Segment No: MAD2		4.0	15.0
MISSION LAKES BLVD	B-192	DHS UNC	Little Morongo Rd to Eastern Terminus at Verbena Dr - Segment No: MSLK2 MSLK3		4.0	10.5

Table S-4

CRITERIA POINT TOTALS FOR SEGMENTS

Coachella Valley TPPS Update

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STREET NAME	AGENCY	SGMT. NO.	SEGMENT DESCRIPTION	BKBONE PROJ.?	CRITERIA				BONUS			2005 PTS. TOTAL	1999 PTS. TOTAL
					ROAD SURF. PTS.	SYS. CONT. PTS.	LOS PTS.	ACC. RATE PTS.	TOP % ACC. RATE	CONST. COST <$1 MIL.	PROJ. READ.		
ADAMS ST	LQ	ADM1	Br. at Whitewater Chnl	Backbone	4	3	0	0	0	0	0	**7.0**	N/A
AVE 44	IND	44A	Ave 44 Br./Low Water Xing	Backbone	5	3	0	0	0	0	0	**8.0**	N/A
AVE 44	IND	44B	Monroe St to Low Water Xing		4	2	0	4	0	0	0	**10.0**	N/A
AVE 44	IND	44C	Low Water Xing to Dillon Rd		4	2	0	2	0	0	0	**8.0**	N/A
AVE 48	IND	48B	Jefferson St to All Amer.Canal		4	2	0	2	0	0	0	**8.0**	13.0
AVE 48	IND	48D	Hjorth St to Jackson St		4	2	2	3	0	0	0	**11.0**	13.0
AVE 48	COA IND	48E	Jackson St to Van Buren St (center line)		3	2	5	2	0	0	0	**12.0**	13.0
AVE 48	COA IND UNC	48F	Van Buren St to W of Hwy 86		5	2	0	3	0	0	0	**10.0**	15.0
AVE 48	COA IND	48G	Intersection of Ave 48 and Hwy 86		2	2	2	2	0	1	0	**9.0**	17.0
AVE 48	COA IND	48H	Grade Separation at Hwy 111/SPRR		5	3	0	0	0	0	0	**8.0**	13.0
AVE 50	COA	50A	Future Ave 50 SR-86S IC	Backbone	4	3	0	2	0	0	0	**9.0**	12.0
AVE 50	LQ	50B	Washington St to Jefferson St		1	2	0	1	0	1	0	**5.0**	15.0
AVE 50	IND LQ	50C	Jefferson St to Madison St (Excl. Br. at All-Amer. Canal)		4	2	0	1	0	0	0	**7.0**	13.0
AVE 50	IND	50D	Madison St to Monroe St		5	2	0	2	0	0	0	**9.0**	11.0
AVE 50	IND	50E	Monroe St to Jackson St		4	2	0	2	0	0	0	**8.0**	10.0
AVE 50	COA IND	50F	Jackson St to Van Buren St		5	2	0	2	0	0	0	**9.0**	12.0
AVE 50	COA	50G	Van Buren St to Harrison St		5	2	4	3	0	0	0	**14.0**	13.0
AVE 50	COA	50H	Harrison St to Hwy 111		2	2	1	5	1	1	0	**12.0**	19.0
AVE 50	COA	50I	Hwy 111 to SR-86S (Incl. Br. at Whitewater Chnl)	Backbone	1	3	1	2	0	0	0	**7.0**	20.0
AVE 50	COA	50J	Grade Separation Hwy 111/SPRR		5	3	0	0	0	0	0	**8.0**	15.0
AVE 50	COA	50K	SR-86S to I-10		5	3	1	1	0	0	0	**10.0**	14.0
AVE 50	COA	50L	Br. at All Amer.Canal (in 50K)		5	3	1	0	0	0	0	**9.0**	14.0
AVE 50	COA UNC	50M	Future Ave 50 I-10 IC	Backbone	5	3	0	0	0	0	0	**8.0**	14.0

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STREET NAME	AGENCY	SGMT. NO.	SEGMENT DESCRIPTION	BKBONE PROJ.?	CRITERIA				BONUS			2005 PTS. TOTAL	1999 PTS. TOTAL
					ROAD SURF. PTS.	SYS. CONT. PTS.	LOS PTS.	ACC. RATE PTS.	TOP % ACC. RATE	CONST. COST <$1 MIL.	PROJ. READ.		
AVE 52	LQ	52A	Washington St to Jefferson St		1	2	0	2	0	1	0	**6.0**	13.0
AVE 52	LQ	52B	Jefferson to Madison (Incl. Br. at All Amer. Canal)		2	3	0	2	0	0	0	**7.0**	17.0
AVE 52	IND UNC	52C	Madison St to Monroe St		5	2	0	2	0	0	0	**9.0**	16.0
AVE 52	IND UNC	52D	Monroe St to Jackson St		5	2	0	2	0	0	0	**9.0**	14.0
AVE 52	COA IND UNC	52E	Jackson St to Calhoun St		5	2	3	1	0	0	0	**11.0**	18.0
AVE 52	COA UNC	52F	Calhoun St to Fredrick St		3	2	4	2	0	0	0	**11.0**	16.0
AVE 52	COA	52G	Fredrick St to Harrison St		1	2	4	2	0	0	0	**9.0**	15.0
AVE 52	COA	52H	Intersection of Ave 52 and SR-86		5	2	1	2	0	1	0	**11.0**	16.0
AVE 52	COA	52I	Harrison St to Hwy 111		3	2	0	2	0	1	0	**8.0**	14.0
AVE 52	COA	52J	Intersection of Ave 52 and Hwy 111		4	2	0	2	0	1	0	**9.0**	12.0
AVE 52	COA	52JA	Grade Separation at Hwy 111/SPRR	Backbone	5	3	1	0	0	0	0	**9.0**	12.0
AVE 52	COA	52K	Future Ave 52 SR-86S IC	Backbone	2	3	0	2	0	0	0	**7.0**	14.0
AVE 52	COA	52L	Hwy 111 to SR-86S (Incl. Br., missing link)	Backbone	2	5	4	2	0	0	0	**13.0**	15.0
AVE 54	COA	54A	Van Buren St to Harrison St		2	2	0	5	1	0	0	**10.0**	19.0
AVE 54	COA	54B	Harrison St to Tyler St		4	2	0	5	1	0	0	**12.0**	14.0
AVE 54	COA	54C	Tyler St to Hwy 111		5	2	0	5	1	0	0	**13.0**	17.0
AVE 54	COA	54D	Hwy 111 to Fillmore (Incl. Br. at Whitewater Chnl and Future SR-86S IC, missing link)	Backbone	5	5	0	5	1	0	0	**16.0**	13.0
AVE 54	COA	54E	Grade Separation at Hwy 111/SPRR	Backbone	5	3	0	0	0	0	0	**8.0**	11.0
AVE 56 / AIRPORT BLVD	LQ	56A	Madison St to Monroe St		1	0	0	2	0	1	0	**4.0**	14.0
AVE 56 / AIRPORT BLVD	UNC	56B	Monroe St to Jackson St		3	2	0	2	0	0	0	**7.0**	16.0
AVE 56 / AIRPORT BLVD	UNC	56C	Jackson St to 0.25 miles W of Van Buren St		3	2	0	2	0	0	0	**7.0**	17.0
AVE 56 / AIRPORT BLVD	COA UNC	56D	0.25 mi. W of Van Buren St to Harrison St		5	2	0	3	0	0	0	**10.0**	19.0
AVE 56 / AIRPORT BLVD	UNC	56E	Harrison St to Tyler St		3	2	0	2	0	0	0	**7.0**	17.0
AVE 56 / AIRPORT BLVD	UNC	56F	Tyler St to Polk St		3	2	0	1	0	0	0	**6.0**	13.0
AVE 56 / AIRPORT BLVD	UNC	56G	Polk St to Hwy 111		3	2	0	2	0	0	0	**7.0**	16.0
AVE 56 / AIRPORT BLVD	UNC	56H	Grade Separation over Hwy 111 and SPRR	Backbone	5	3	0	3	0	0	0	**11.0**	13.0
AVE 56 / AIRPORT BLVD	COA UNC	56I	SPRR to E side of Br. at Coachella Vlly Storm Chnl		5	2	0	2	0	0	0	**9.0**	13.0
AVE 56 / AIRPORT BLVD	COA UNC	56J	Future Ave 56 SR-86S IC	Backbone	2	3	0	5	1	0	0	**11.0**	12.0

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STREET NAME	AGENCY	SGMT. NO.	SEGMENT DESCRIPTION	BKBONE PROJ.?	CRITERIA				BONUS			2005 PTS. TOTAL	1999 PTS. TOTAL
					ROAD SURF. PTS.	SYS. CONT. PTS.	LOS PTS.	ACC. RATE PTS.	TOP % ACC. RATE	CONST. COST <$1 MIL.	PROJ. READ.		
AVE 58	LQ	58A	Jefferson St to Madison St		3	2	0	2	0	0	0	7.0	N/A
AVE 58	LQ	58B	Madison St to Monroe St		3	2	0	2	0	0	0	7.0	N/A
AVE 58	UNC	58C	Monroe St to Jackson St		5	2	0	1	0	0	0	8.0	N/A
AVE 58	UNC	58D	Jackson St to Van Buren St		5	2	0	0	0	0	0	7.0	N/A
AVE 58	UNC	58E	Van Buren St to Harrison St (SR-86)		3	2	0	1	0	0	0	6.0	N/A
AVE 62	CAL	62A	Future Ave 62 SR-86S IC	Backbone	4	3	0	5	1	0	0	13.0	N/A
AVE 62	UNC	62B	Monroe St to Jackson St		3	3	0	2	0	0	0	8.0	N/A
AVE 62	UNC	62C	Jackson St to Van Buren St		4	3	0	4	0	0	0	11.0	N/A
AVE 62	UNC	62D	Van Buren St to Harrison St (SR-86)		5	3	0	3	0	0	0	11.0	N/A
AVE 62	UNC	62E	Harrison St to Tyler St		3	3	0	2	0	0	0	8.0	N/A
AVE 62	UNC	62F	Tyler St to Polk St		5	3	0	3	0	0	0	11.0	N/A
AVE 62	UNC	62G	Polk St to Fillmore St		3	3	0	4	0	0	0	10.0	N/A
AVE 62	UNC	62H	Fillmore St to Pierce St		3	3	0	5	1	0	0	12.0	N/A
AVE 62	UNC	62I	Pierce St to SR86S		4	3	0	5	1	0	0	13.0	N/A
AVE 66	CAL	66A	Future Ave 66 SR-86S IC	Backbone	3	3	0	5	0	0	0	11.0	N/A
AVE 66	UNC	66B	Ave 66 Br./Low Water Xing	Backbone	3	3	0	0	0	0	0	6.0	N/A
BOB HOPE DR	RM	BH1-6	Frank Sinatra Dr to Gerald Ford Dr		3	2	0	1	0	0	0	6.0	N/A
BOB HOPE DR	RM	BH2-6	Gerald Ford to Dinah Shore Dr		4	2	0	2	0	0	0	8.0	N/A
BOB HOPE DR	RM UNC	BH3-6	Dinah Shore to Ramon Rd		5	2	0	2	0	0	0	9.0	N/A
BOB HOPE DR	UNC	BH4-6	Ramon Rd to I-10 (missing link)		5	3	0	2	0	0	0	10.0	N/A
CATHEDRAL CYN DR	CC	CTHCN1	Terrace Rd to E Palm Cyn		3	2	0	4	0	0	0	9.0	N/A
CATHEDRAL CYN DR	CC	CTHCN2	E Palm Cyn to S side of Whitewater Br. (Incl. Br. At N Cathedral Cyn Chnl)		5	2	0	2	0	0	0	9.0	N/A
CATHEDRAL CYN DR	CC	CTHCN3	Br. at Whitewater Chnl	Backbone	4	3	0	0	0	0	0	7.0	N/A
CATHEDRAL CYN DR	CC	CTHCN4	N side of Whitewater Br. to Dinah Shore Dr		5	2	0	2	0	0	0	9.0	N/A
CATHEDRAL CYN DR	CC	CTHCN5	Dinah Shore Dr to Ramon Rd		3	2	0	3	0	1	0	9.0	N/A
CHASE SCHOOL RD	UNC	CHSC1	I-10 to Ramon Rd (missing link)		5	5	0	1	0	0	0	11.0	12.0

Table S-4

CRITERIA POINT TOTALS FOR SEGMENTS

Coachella Valley TPPS Update

2005

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STREET NAME	AGENCY	SGMT. NO.	SEGMENT DESCRIPTION	BKBONE PROJ.?	CRITERIA				BONUS			2005 PTS. TOTAL	1999 PTS. TOTAL
					ROAD SURF. PTS.	SYS. CONT. PTS.	LOS PTS.	ACC. RATE PTS.	TOP % ACC. RATE	CONST. COST <$1 MIL.	PROJ. READ.		
COOK ST	PD	CK3A	Frank Sinatra Dr to Gerald Ford Dr		1	2	1	2	0	0	0	**6.0**	15.0
COOK ST	PD	CK5	Country Club to Whitewater Brg.		4	2	4	2	0	0	0	**12.0**	10.0
COOK ST	PD	CK6	Whitewater Br. to Fred Waring Dr		5	2	1	2	0	0	0	**10.0**	13.0
COOK ST	PD	CK7	Br. at Whitewater Chnl	Backbone	5	3	1	0	0	0	0	**9.0**	N/A
COOK ST	IW	CK8	Fred Waring to Hwy 111		3	0	0	2	0	1	0	**6.0**	N/A
COUNTRY CLUB DR	RM	CC3	Bob Hope Dr to Monterey Ave		3	2	1	2	0	1	0	**9.0**	15.0
COUNTRY CLUB DR	PD	CC4	Monterey Ave to Portola Ave		5	2	1	2	0	0	0	**10.0**	12.0
COUNTRY CLUB DR	PD	CC5	Portola Ave to Cook St		4	2	2	2	0	0	0	**10.0**	13.0
COUNTRY CLUB DR	PD	CC7	Eldorado Dr to Oasis Club Dr		5	2	1	2	0	0	0	**10.0**	12.0
COUNTRY CLUB DR	PD	CC8	Oasis Club Dr to Washington St		4	2	0	2	0	0	0	**8.0**	13.0
CROSSLEY RD / GOLF CLUB DR	PS	CROSLY1	Ramon Rd to Mesquite Ave		4	2	1	5	1	0	0	**13.0**	N/A
CROSSLEY RD / GOLF CLUB DR	PS	CROSLY2	Mesquite Ave to Ave 34		4	2	0	3	0	0	0	**9.0**	N/A
CROSSLEY RD / GOLF CLUB DR	PS	CROSLY3	Ave 34 to Los Santos (Incl. Br. at Palm Cyn Chnl)	Backbone	5	3	0	3	0	0	0	**11.0**	N/A
CROSSLEY RD / GOLF CLUB DR	PS	CROSLY4	Los Santos to E Palm Cyn		5	2	0	5	1	0	0	**13.0**	N/A
DA VALL RD	CC RM	DVALL1	Dinah Shore to Ramon Rd		3	2	0	2	0	0	0	**7.0**	N/A
DA VALL RD	CC RM	DVALL2	Ramon Rd to McCallum Way		1	2	1	1	0	0	0	**5.0**	N/A
DA VALL RD	CC RM UNC	DVALL3	McCallum Way to Ave 30		2	2	1	4	0	0	0	**9.0**	N/A
DA VALL RD	CC UNC	DVALL4	Ave 30 to I-10		5	3	1	2	0	0	0	**11.0**	N/A
DA VALL RD	CC UNC	DVALL5	Future Da Vall I-10 IC (IC & RR Br.)	Backbone	5	3	5	0	0	0	0	**13.0**	N/A
DA VALL RD	CC UNC	DVALL6	I-10 to Varner Rd (Incl. Br. at Long Cyn Chnl)		5	3	1	0	0	0	0	**9.0**	N/A
DATE PALM DR	CC	DPLM0A	Palm Cyn to Gerald Ford (Incl. Br. at N Cathedral Cyn Chnl, but not Incl. Whitewater Br.)		5	2	1	2	0	0	0	**10.0**	17.0
DATE PALM DR	CC	DPLM0B	Gerald Ford Dr to Dinah Shore Dr		5	2	0	3	0	0	0	**10.0**	13.0
DATE PALM DR	CC	DPLM0C	Dinah Shore Dr to Ramon Rd		5	2	1	3	0	0	0	**11.0**	10.0
DATE PALM DR	CC	DPLM0D	Whitewater Br. widening	Backbone	5	2	0	0	0	0	0	**7.0**	N/A
DATE PALM DR	CC	DPLM4	Vista Chino to I-10 (Excl. I-10 IC or RR Br.)		4	2	4	3	0	0	0	**13.0**	14.0
DATE PALM DR	CC	DPLM5	I-10 to Varner (Incl. realign. and Br. at Long Cyn Chnl)		5	3	5	2	0	0	0	**15.0**	18.0

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					ROAD SURF. PTS.	SYS. CONT. PTS.	LOS PTS.	ACC. RATE PTS.	TOP % ACC. RATE	CONST. COST <$1 MIL.	PROJ. READ.		
DILLON RD	PS UNC	DLN1	SR-62 to Indian Ave		4	2	0	2	0	0	0	**8.0**	19.0
DILLON RD	UNC	DLN2	Intersection of Dillon Rd & Indian Ave		5	2	5	1	0	1	0	**14.0**	16.0
DILLON RD	UNC	DLN3	Indian Ave to Palm Dr		5	2	0	2	0	0	0	**9.0**	16.0
DILLON RD	UNC	DLN4	Intersection of Dillon Rd & Palm Dr		2	2	3	1	0	1	0	**9.0**	15.0
DILLON RD	UNC	DLN5	Palm Dr to Mountain View		3	2	0	2	0	0	0	**7.0**	19.0
DILLON RD	UNC	DLN6	Mountain View to Bennett Rd		3	2	1	2	0	0	0	**8.0**	20.0
DILLON RD	UNC	DLN7	Bennett Rd to Thousand Palms Cyn Rd		4	2	0	2	0	0	0	**8.0**	14.0
DILLON RD	UNC	DLN8	Thousand Palms Cyn Rd to Sunny Rock Rd		5	2	0	2	0	0	0	**9.0**	15.0
DILLON RD	UNC	DLN9	Sunny Rock Rd to Ave 44		5	2	0	2	0	0	0	**9.0**	15.0
DILLON RD	COA	DLN10	Ave 44 to I-10		5	2	0	1	0	0	0	**8.0**	16.0
DILLON RD	COA	DLN11	I-10 to Whitewater Br.		5	2	0	1	0	0	0	**8.0**	17.0
DILLON RD	UNC	DLN12	Br. at Whitewater Chnl	Backbone	5	2	0	0	0	0	0	**7.0**	15.0
DILLON RD	UNC	DLN13	Whitewater Br. to Hwy 111		5	2	0	2	0	0	0	**9.0**	18.0
DILLON RD	COA	DLN14	Dillon Rd I-10 IC	Backbone	5	2	0	2	0	0	0	**9.0**	N/A
DILLON RD	COA	DLN15	Dillon Rd SR-86S IC	Backbone	5	2	0	2	0	0	0	**9.0**	N/A
DILLON RD	COA IND	DLN16	Grade Separation at Hwy 111/SPRR	Backbone	5	3	0	0	0	0	0	**8.0**	N/A
DUNE PALMS RD	LQ	DUNEP1	Br. at Whitewater Chnl	Backbone	3	3	0	0	0	0	0	**6.0**	N/A
E PALM CYN DR	PS	PLCN7	Palm Cyn Dr to Sunrise Way		4	2	0	2	0	0	0	**8.0**	13.0
E PALM CYN DR	PS	PLCN8	Sunrise Way to Farrell Dr		3	2	2	3	0	1	0	**11.0**	18.0
E PALM CYN DR	PS	PLCN9	Farrell Dr to Gene Autry Trail		4	2	2	2	0	0	0	**10.0**	12.0
E PALM CYN DR	CC UNC	PLCN10	West Cathedral City Limits to Cathedral Cyn Dr (Incl. widening Br. at W Cathedral Cyn Chnl)	Backbone	4	2	2	2	0	0	0	**10.0**	17.0
E PALM CYN DR	CC	PLCN11	Date Palm to East Cathedral City Limits	Backbone	5	2	5	3	0	0	0	**15.0**	17.0

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					ROAD SURF. PTS.	SYS. CONT. PTS.	LOS PTS.	ACC. RATE PTS.	TOP % ACC. RATE	CONST. COST <$1 MIL.	PROJ. READ.		
FRANK SINATRA DR	RM	FS2	Whitewater Rvr Br. Xing		3	3	0	0	0	0	0	**6.0**	12.0
FRANK SINATRA DR	RM	FS4	Bob Hope Dr to Vista Del Sol Rd		3	2	0	1	0	1	0	**7.0**	10.0
FRANK SINATRA DR	RM	FS5	Vista Del Sol Rd to Monterey Ave		3	2	0	3	0	1	0	**9.0**	11.0
FRANK SINATRA DR	PD RM	FS6	Monterey Ave to Portola Ave		5	2	0	2	0	0	0	**9.0**	N/A
FRANK SINATRA DR	PD	FS7	Portola Ave to Cook St		5	2	0	2	0	0	0	**9.0**	N/A
FRANK SINATRA DR	PD	FS8	Cook St to Eldorado Dr		3	2	0	2	0	1	0	**8.0**	13.0
FRANK SINATRA DR	PD	FS9	Eldorado Dr to Tamarisk Row Dr		4	2	0	2	0	0	0	**8.0**	13.0
FRANK SINATRA DR	RM	FS11	Intersection of Frank Sinatra & Bob Hope		5	2	2	1	0	1	0	**11.0**	13.0
FRED WARING DR	LQ UNC	FW6A	Washington St to Dune Palms Rd		3	2	0	2	0	0	0	**7.0**	22.0
FRED WARING DR	LQ UNC	FW6B	Dune Palms Rd to Jefferson St		5	2	5	3	0	0	0	**15.0**	22.0
GENE AUTRY TRAIL	PS	GAT3	Whitewater Rvr Br. Xing	Backbone	5	3	5	0	0	0	0	**13.0**	21.0
GERALD FORD DR	PD	GFD2	Monterey Ave to Portola Ave		5	2	0	1	0	0	0	**8.0**	N/A
GERALD FORD DR	PD	GFD3	Portola Ave to Cook St		2	2	0	2	0	0	0	**6.0**	8.0
GERALD FORD DR	PD	GFD4	Cook St to Frank Sinatra Dr		5	2	0	2	0	0	0	**9.0**	N/A
GOLF CENTER PKWY	IND	GPKWY1	Golf Center Pkwy. I-10 IC	Backbone	5	2	1	3	0	0	0	**11.0**	N/A
GRAPEFRUIT BLVD	COA	GRPF1	Ave 48/Dillon Rd to Ave 50		4	2	4	2	0	0	0	**12.0**	N/A
GRAPEFRUIT BLVD	COA	GRPF2	Ave 50 to Ave 52		5	2	0	2	0	0	0	**9.0**	N/A
GRAPEFRUIT BLVD	COA	GRPF3	Ave 52 to Ave 54		4	2	1	2	0	0	0	**9.0**	N/A
GRAPEFRUIT BLVD	COA	GRPF4	Ave 54 to Ave 56		3	2	0	2	0	0	0	**7.0**	N/A
HACIENDA AVE	DHS	HAC1A	Little Morongo Rd to Cholla Dr (missing link)		5	5	0	0	0	0	0	**10.0**	12.0
HACIENDA AVE	DHS	HAC1B	Cholla Dr to Palm Dr		5	2	0	2	0	0	0	**9.0**	12.0
HACIENDA AVE	DHS	HAC2	Palm Dr to Mountain View Rd		3	2	3	1	0	0	0	**9.0**	12.0
HACIENDA AVE	DHS	HAC3	Mountain View Rd to Dillon Rd (Long Cyn Rd)		4	2	0	1	0	0	0	**7.0**	10.0

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STREET NAME	AGENCY	SGMT. NO.	SEGMENT DESCRIPTION	BKBONE PROJ.?	CRITERIA				BONUS			2005 PTS. TOTAL	1999 PTS. TOTAL
					ROAD SURF. PTS.	SYS. CONT. PTS.	LOS PTS.	ACC. RATE PTS.	TOP % ACC. RATE	CONST. COST <$1 MIL.	PROJ. READ.		
HARRISON ST	COA	HARSN1	Grapefruit Blvd to Ave 52		4	2	0	4	0	0	0	**10.0**	N/A
HARRISON ST	COA	HARSN2	Ave 52 to Ave 54		4	2	0	2	0	0	0	**8.0**	N/A
HARRISON ST	COA	HARSN3	Ave 54 to Ave 56		5	2	0	5	1	0	0	**13.0**	N/A
HIGHWAY 111	IW	HWY111E	Palm Desert/Indian Wells City Limts to Cook St	Backbone	2	2	5	4	0	0	0	**13.0**	N/A
HIGHWAY 111	IW	HWY111F	Cook St to Eldorado Dr	Backbone	5	2	5	2	0	0	0	**14.0**	N/A
HIGHWAY 111	IW	HWY111G	Eldorado Dr to Miles Ave	Backbone	5	2	5	2	0	0	0	**14.0**	N/A
HIGHWAY 111	IW LQ	HWY111H	Miles Ave to Washington Ave	Backbone	5	2	0	2	0	0	0	**9.0**	N/A
HIGHWAY 111	IND CAL	HWY111K	Jefferson St to Madison St	Backbone	5	2	0	2	0	0	0	**9.0**	N/A
HIGHWAY 111	IND CAL	HWY111L	Madison St to Monroe St	Backbone	5	2	1	3	0	0	0	**11.0**	N/A
HIGHWAY 111	IND CAL	HWY111M	Monroe St to Jackson St	Backbone	5	2	2	3	0	0	0	**12.0**	N/A
HIGHWAY 111	IND CAL	HWY111N	Jackson St to Indio Blvd	Backbone	5	2	0	5	1	0	0	**13.0**	N/A
INDIAN AVE	PS	IND1	Old Palm Springs City Limit to RR Xing (Incl. Br. at Whitewater Rvr)	Backbone	5	3	5	1	0	0	0	**14.0**	18.0
INDIAN AVE	PS UNC	IND3	Intersection of Indian Ave & 20th Ave		5	2	0	1	0	1	0	**9.0**	9.0
INDIAN AVE	PS UNC	IND4	20th Ave to 19th Ave		5	2	5	2	0	0	0	**14.0**	21.0
INDIAN AVE	PS UNC	IND5	19th Ave to Dillon Rd		4	2	0	2	0	0	0	**8.0**	20.0
INDIAN AVE	UNC	IND6	Dillon Rd to 14th Ave		3	2	2	1	0	0	0	**8.0**	15.0
INDIAN AVE	UNC	IND7	14th Ave to Pierson Blvd		3	2	0	2	0	0	0	**7.0**	14.0
INDIAN AVE	DHS	IND8	Pierson Blvd to Mission Lakes Blvd		5	2	0	1	0	0	0	**8.0**	13.0
INDIAN AVE	DHS	IND9	Mission Lakes Blvd to SR-62		4	2	0	2	0	0	0	**8.0**	14.0

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					ROAD SURF. PTS.	SYS. CONT. PTS.	LOS PTS.	ACC. RATE PTS.	TOP % ACC. RATE	CONST. COST <$1 MIL.	PROJ. READ.		
INDIAN CYN DR	PS	INCN1	Ramon Rd to Tahquitz Cyn Way		4	2	0	5	1	0	0	**12.0**	13.0
INDIAN CYN DR	PS	INCN2	Tahquitz Cyn Way to Alejo Rd		3	2	0	5	1	1	0	**12.0**	14.0
INDIAN CYN DR	PS	INCN3	Alejo Rd to Tachevah Dr		3	2	0	5	1	1	0	**12.0**	15.0
INDIAN CYN DR	PS	INCN4	Tachevah Dr to Vista Chino		3	2	0	5	1	1	0	**12.0**	16.0
INDIAN CYN DR	PS	INCN5	Vista Chino to Racquet Club Rd		3	2	0	5	1	1	0	**12.0**	17.0
INDIAN CYN DR	PS	INCN6	Racquet Club Rd to Old Palm Springs City Limits		5	2	0	3	0	0	0	**10.0**	19.0
INDIO BLVD	IND	INDIO1	Jefferson St/I-10 to Madison St		1	2	0	2	0	1	0	**6.0**	17.0
INDIO BLVD	IND	INDIO2	Madison St to Monroe St		1	0	0	2	0	1	0	**4.0**	17.0
INDIO BLVD	IND	INDIO3	Monroe St to Jackson St		1	0	1	2	0	1	0	**5.0**	17.0
INDIO BLVD	IND	INDIO4	Jackson St to Hwy 111		1	0	1	5	0	1	0	**8.0**	20.0
INDIO BLVD	IND	INDIO5	Hwy 111 to Ave 48 (was HWY111A)		4	0	0	2	0	0	0	**6.0**	N/A
JACKSON ST	IND	JAC1	Ave 40 to I-10 IC		2	2	0	1	0	0	0	**5.0**	21.0
JACKSON ST	IND	JAC2A	I-10 IC to Ave 44		3	2	0	5	1	0	0	**11.0**	22.0
JACKSON ST	IND	JAC2B	Ave 44 to Ave 46		3	2	0	3	0	0	0	**8.0**	22.0
JACKSON ST	IND	JAC3	Ave 46 to Ave 48		3	2	3	2	0	0	0	**10.0**	14.0
JACKSON ST	COA IND	JAC4	Ave 48 to Ave 50		5	2	0	2	0	0	0	**9.0**	16.0
JACKSON ST	IND UNC	JAC5	Ave 50 to Ave 52		1	2	0	2	0	0	0	**5.0**	16.0
JACKSON ST	IND	JAC6	Jackson St I-10 IC	Backbone	5	2	2	1	0	0	0	**10.0**	N/A
JEFFERSON ST	IND	JEF7	I-10 IC and Br. over RR		5	2	0	1	0	0	0	**8.0**	N/A
JEFFERSON ST	IND	JEF8	I-10 to Ave 40		2	2	0	2	0	1	0	**7.0**	19.0
JEFFERSON ST	IND	JEF9	Ave 40 to Ave 38		5	2	0	3	0	0	0	**10.0**	15.0
LITTLE MORONGO RD	DHS	LM1	Mission Lakes Blvd to Pierson Blvd		1	2	0	2	0	0	0	**5.0**	14.0
LITTLE MORONGO RD	DHS	LM2	Pierson Blvd to Two Bunch Palms Tr		3	2	0	5	1	0	0	**11.0**	15.0
LITTLE MORONGO RD	DHS	LM3	Two Bunch Palms Tr to Dillon Rd		4	2	0	1	0	0	0	**7.0**	13.0

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STREET NAME	AGENCY	SGMT. NO.	SEGMENT DESCRIPTION	BKBONE PROJ.?	CRITERIA				BONUS			2005 PTS. TOTAL	1999 PTS. TOTAL
					ROAD SURF. PTS.	SYS. CONT. PTS.	LOS PTS.	ACC. RATE PTS.	TOP % ACC. RATE	CONST. COST <$1 MIL.	PROJ. READ.		
MADISON ST	LQ	MAD1	Ave 60 to Ave 58		2	2	0	2	0	0	0	**6.0**	18.0
MADISON ST	LQ	MAD2	Ave 58 to Ave 56 (Airport Blvd)		1	2	0	1	0	0	0	**4.0**	15.0
MADISON ST	LQ	MAD3	Ave 56 to Ave 54		4	2	0	1	0	0	0	**7.0**	10.0
MADISON ST	LQ	MAD4	Ave 54 to Ave 52 (missing link)		5	5	0	0	0	0	0	**10.0**	15.0
MADISON ST	IND LQ	MAD5	Ave 52 to Ave 50 (missing link)		5	4	0	2	0	0	0	**11.0**	17.0
MADISON ST	IND	MAD6	Ave 50 to 0.25 mi N of Ave 49 (missing link)		5	4	0	1	0	0	0	**10.0**	14.0
MADISON ST	IND	MAD7	0.25 mi N of Ave 49 to Hwy 111		2	2	2	3	0	0	0	**9.0**	14.0
MADISON ST	IND	MAD8	Hwy 111 to Miles Ave		5	2	5	2	0	0	0	**14.0**	11.0
MADISON ST	IND UNC	MAD9	Miles Ave to Fred Waring Dr (missing link)		5	5	5	1	0	0	0	**16.0**	17.0
MADISON ST	IND	MAD10	Fred Waring Dr to Indio Blvd		1	2	0	4	0	0	0	**7.0**	16.0
MADISON ST	IND	MAD11	Future Madison St I-10 IC (Incl. Br. over RR)		5	3	5	0	0	0	0	**13.0**	16.0
MILES AVE	LQ	MIL2	Washington St to Jefferson St		2	2	0	3	0	1	0	**8.0**	14.0
MILES AVE	IND	MIL3A	Jefferson St to Whitewater Rvr		4	2	1	3	0	0	0	**10.0**	16.0
MILES AVE	IND	MIL4	Clinton St to Monroe St		4	2	0	3	0	0	0	**9.0**	12.0
MILES AVE	IND	MIL5	Monroe St to Indio Blvd		4	2	0	3	0	0	0	**9.0**	19.0
MISSION LAKES BLVD	DHS UNC	MSLK1	Indian Ave to Little Morongo Rd		5	2	0	2	0	0	0	**9.0**	8.0
MISSION LAKES BLVD	DHS UNC	MSLK2	Little Morongo Rd to Palm Dr		2	2	0	1	0	0	0	**5.0**	11.0
MISSION LAKES BLVD	DHS	MSLK3	Palm Dr to Eastern Terminus at Verbena Dr		1	2	0	0	0	0	0	**3.0**	10.0
MONROE ST	IND	MON1	Ave 40 to I-10 IC		5	2	0	4	0	0	0	**11.0**	19.0
MONROE ST	IND	MON6	Monroe St I-10 IC	Backbone	5	2	5	4	0	0	0	**16.0**	N/A
MONTEREY AVE	PD	MNT1-6	Highway 111 to Fred Waring Dr		2	2	1	5	1	0	0	**11.0**	N/A
MONTEREY AVE	PD RM	MNT2-6	Fred Waring Dr to Clancy Lane		2	2	3	2	0	0	0	**9.0**	N/A
MONTEREY AVE	PD RM	MNT3-6	Clancy Lane to Country Club Dr		3	2	4	3	0	0	0	**12.0**	N/A
MONTEREY AVE	PD RM UNC	MNT4-6	Country Club Dr to Frank Sinatra Dr		3	2	3	2	0	0	0	**10.0**	N/A
MONTEREY AVE	PD RM	MNT5-6	Frank Sinatra Dr to Gerald Ford Dr		3	2	5	2	0	0	0	**12.0**	N/A
MONTEREY AVE	PD RM	MNT6-6	Gerald Ford Dr to Dinah Shore Dr		4	2	5	1	0	0	0	**12.0**	N/A
MONTEREY AVE	PD	MNT7-6	Dinah Shore Dr to I-10		3	0	5	4	0	0	0	**12.0**	N/A
MONTEREY AVE	UNC	MNT11	I-10 to Ramon Rd		5	2	5	4	0	0	0	**16.0**	18.0

Table S-4

CRITERIA POINT TOTALS FOR SEGMENTS

Coachella Valley TPPS Update

2005

CC=Cathedral City, COA=Coachella, DHS=Desert Hot Springs, IND=Indio, IW=Indian Wells, LQ=La Quinta
PD=Palm Desert, PS=Palm Springs, RM=Rancho Mirage, UNC=Unincorporated, CAL=Caltrans

STREET NAME	AGENCY	SGMT. NO.	SEGMENT DESCRIPTION	BKBONE PROJ.?	CRITERIA				BONUS			2005 PTS. TOTAL	1999 PTS. TOTAL
					ROAD SURF. PTS.	SYS. CONT. PTS.	LOS PTS.	ACC. RATE PTS.	TOP % ACC. RATE	CONST. COST <$1 MIL.	PROJ. READ.		
MOUNTAIN VIEW	DHS UNC	MTV1	Hacienda Ave to Dillon Rd		2	2	0	3	0	0	0	**7.0**	11.0
MOUNTAIN VIEW	UNC	MTV2	Dillon Rd to 20th Ave		4	2	0	3	0	0	0	**9.0**	12.0
MOUNTAIN VIEW	CC UNC	MTV3	20th Ave to Varner Rd		3	2	1	2	0	0	0	**8.0**	16.0
PALM CYN DR	PS	PLCN1	Vista Chino to Tachevah Dr		1	2	0	3	0	1	0	**7.0**	14.0
PALM CYN DR	PS	PLCN2	Tachevah Dr to Alejo Rd		3	2	0	4	0	1	0	**10.0**	18.0
PALM CYN DR	PS	PLCN3	Alejo Rd to Tahquitz Cyn Rd		5	2	0	5	1	0	0	**13.0**	19.0
PALM CYN DR	PS	PLCN4	Tahquitz Cyn Rd to Ramon Rd		4	2	0	5	1	0	0	**12.0**	18.0
PALM CYN DR	PS	PLCN5	Ramon Rd to Mesquite Ave		4	2	1	5	1	0	0	**13.0**	15.0
PALM CYN DR	PS	PLCN6	Mesquite Ave to E Palm Cyn Dr		4	2	1	5	1	0	0	**13.0**	14.0
PALM DR	DHS	PD5	Two Bunch Palms Tr to Hacienda Ave		1	2	1	2	0	1	0	**7.0**	11.0
PALM DR	DHS	PD6	Hacienda Ave to Pierson Blvd		1	2	1	2	0	1	0	**7.0**	15.0
PALM DR	DHS	PD7	Pierson Blvd to Mission Lakes Blvd		2	2	1	2	0	1	0	**8.0**	11.0
PIERSON BLVD	DHS UNC	PRS1	SR-62 to Indian Ave		2	2	0	2	0	0	0	**6.0**	17.0
PIERSON BLVD	DHS UNC	PRS2	Indian Ave to Little Morongo Rd		2	2	0	2	0	0	0	**6.0**	14.0
PIERSON BLVD	DHS	PRS3A	Little Morongo Rd to Cholla Dr		5	2	0	1	0	0	0	**8.0**	12.0
PIERSON BLVD	DHS	PRS3B	Cholla Dr to Palm Dr		5	2	0	1	0	0	0	**8.0**	12.0
PIERSON BLVD	DHS	PRS4	Palm Dr to Eastern Terminus of Desert View Ave		5	2	0	1	0	0	0	**8.0**	12.0
PORTOLA AVE	PD	POR1	Hwy 111 to Magnesia Falls Dr		3	2	2	2	0	1	0	**10.0**	15.0
PORTOLA AVE	PD	POR2	Magnesia Falls Dr to Country Club Dr (Excl. Br. At Whitewater Chnl)		4	2	1	1	0	0	0	**8.0**	13.0
PORTOLA AVE	PD	POR3	Country Club Dr to Frank Sinatra Dr		5	2	0	2	0	0	0	**9.0**	7.0
PORTOLA AVE	PD	POR4	Frank Sinatra Dr to Gerald Ford Dr		5	2	0	2	0	0	0	**9.0**	10.0
PORTOLA AVE	PD	POR5	Gerald Ford Dr to I-10		5	3	0	1	0	0	0	**9.0**	N/A
PORTOLA AVE	PD	POR6	Future Portola Ave I-10 IC	Backbone	5	3	5	0	0	0	0	**13.0**	N/A
PORTOLA AVE	PD	POR7	Br. at Whitewater Chnl	Backbone	4	3	1	0	0	0	0	**8.0**	N/A

Table S-4

CRITERIA POINT TOTALS FOR SEGMENTS

Coachella Valley TPPS Update

2005

CC=Cathedral City, COA=Coachella, DHS=Desert Hot Springs, IND=Indio, IW=Indian Wells, LQ=La Quinta
PD=Palm Desert, PS=Palm Springs, RM=Rancho Mirage, UNC=Unincorporated, CAL=Caltrans

STREET NAME	AGENCY	SGMT. NO.	SEGMENT DESCRIPTION	BKBONE PROJ.?	CRITERIA					BONUS		2005	1999
					ROAD SURF. PTS.	SYS. CONT. PTS.	LOS PTS.	ACC. RATE PTS.	TOP % ACC. RATE	CONST. COST <$1 MIL.	PROJ. READ.	PTS. TOTAL	PTS. TOTAL
RAMON RD	PS	RAM1	Palm Cyn Dr to Indian Cyn Dr		4	2	0	5	1	1	0	**13.0**	15.0
RAMON RD	PS	RAM2	Indian Cyn to Sunrise Way (Incl. Baristo Storm Chnl Xing)		4	2	0	4	0	0	0	**10.0**	15.0
RAMON RD	PS	RAM3	Sunrise Way to Farrell Dr		4	2	3	3	0	0	0	**12.0**	12.0
RAMON RD	PS	RAM4	Farrell Dr to El Cielo Rd		4	2	1	5	0	0	0	**12.0**	14.0
RAMON RD	PS	RAM5	El Cielo Rd to Gene Autry Trail		4	2	2	3	0	0	0	**11.0**	11.0
RAMON RD	CC PS	RAM6	Gene Autry Trail to W Bank of the Whitewater Rvr		5	2	3	3	0	0	0	**13.0**	15.0
RAMON RD	CC PS	RAM7	Br. at Whitewater Rvr	Backbone	5	2	3	0	0	0	0	**10.0**	19.0
RAMON RD	CC	RAM8	Landau Blvd to Date Palm Dr		5	2	0	2	0	0	0	**9.0**	15.0
RAMON RD	CC	RAM9	Date Palm Dr to Da Vall Rd		5	2	1	2	0	0	0	**10.0**	15.0
RAMON RD	UNC	RAM12	Intersection of Ramon Rd & Varner Rd		5	2	3	2	0	1	0	**13.0**	14.0
RAMON RD	UNC	RAM13	I-10 to Monterey Ave		4	0	0	2	0	0	0	**6.0**	17.0
RAMON RD	UNC	RAM14	Intersection of Ramon Rd & Monterey Ave		5	2	3	1	0	1	0	**12.0**	15.0
RAMON RD	UNC	RAM15	Monterey Ave to Thousand Palms Cyn Rd		5	2	0	2	0	0	0	**9.0**	15.0
THOUSAND PALMS RD	UNC	THPL1	Ramon Rd to Dillon Rd		5	2	0	2	0	0	0	**9.0**	16.0
TWO BUNCH PALMS TR	UNC	TBP1	Indian Ave to Little Morongo Rd (missing link)		5	5	0	1	0	0	0	**11.0**	10.0
TWO BUNCH PALMS TR	DHS	TBP2	Little Morongo Rd to Palm Dr		1	2	0	2	0	0	0	**5.0**	10.0
TWO BUNCH PALMS TR	DHS	TBP3	Palm Dr to Miracle Hill Rd		1	2	0	2	0	0	0	**5.0**	12.0
VAN BUREN ST	IND UNC	VANB1	Indio Blvd to Ave 48		5	2	1	5	1	0	0	**14.0**	17.0
VAN BUREN ST	COA	VANB2	Ave 48 to Ave 50		3	2	0	2	0	0	0	**7.0**	9.0
VAN BUREN ST	COA UNC	VANB3	Ave 50 to Ave 52		3	2	0	3	0	0	0	**8.0**	13.0
VAN BUREN ST	COA UNC	VANB4	Ave 52 to Ave 54		2	2	0	1	0	1	0	**6.0**	17.0
VAN BUREN ST	COA UNC	VANB5	Ave 54 to Ave 56/Airport		2	2	0	3	0	1	0	**8.0**	20.0

Table S-4

CRITERIA POINT TOTALS FOR SEGMENTS

Coachella Valley TPPS Update

2005

CC=Cathedral City, COA=Coachella, DHS=Desert Hot Springs, IND=Indio, IW=Indian Wells, LQ=La Quinta
PD=Palm Desert, PS=Palm Springs, RM=Rancho Mirage, UNC=Unincorporated, CAL=Caltrans

STREET NAME	AGENCY	SGMT. NO.	SEGMENT DESCRIPTION	BKBONE PROJ.?	CRITERIA				BONUS			2005 PTS. TOTAL	1999 PTS. TOTAL
					ROAD SURF. PTS.	SYS. CONT. PTS.	LOS PTS.	ACC. RATE PTS.	TOP % ACC. RATE	CONST. COST <$1 MIL.	PROJ. READ.		
VARNER RD	CC UNC	VRNR1	Palm Dr to Mountain View Rd		5	2	0	2	0	0	0	**9.0**	18.0
VARNER RD	CC UNC	VRNR2	Mountain View Rd to Date Palm Dr		5	2	4	1	0	0	0	**12.0**	17.0
VARNER RD	CC UNC	VRNR3	Date Palm Dr to Ramon Rd		5	2	0	2	0	0	0	**9.0**	15.0
VARNER RD	UNC	VRNR4	Intersection of Varner Rd & Ramon Rd		5	2	3	2	0	1	0	**13.0**	14.0
VARNER RD	UNC	VRNR5	Ramon Rd to Monterey Ave		5	2	0	2	0	0	0	**9.0**	15.0
VARNER RD	UNC	VRNR6	Monterey Ave to Chase School Rd		3	2	0	2	0	0	0	**7.0**	14.0
VARNER RD	UNC	VRNR7	Chase School Rd to Washington St		3	2	3	2	0	0	0	**10.0**	15.0
VARNER RD	IND UNC	VRNR8A	Washington St to Adams St		3	2	0	2	0	1	0	**8.0**	18.0
VARNER RD / AVE 42	IND	VRNR9	Jefferson St to Madison St		5	2	0	3	0	0	0	**10.0**	12.0
VARNER RD / AVE 42	IND	VRNR10	Madison St to Monroe St		5	2	0	4	0	0	0	**11.0**	21.0
VARNER RD / AVE 42	IND	VRNR11	Monroe St to Jackson St		3	2	0	3	0	0	0	**8.0**	18.0
VARNER RD / AVE 42	IND	VRNR12	Jackson St to Golf Center Pkwy		3	2	0	0	0	0	0	**5.0**	14.0
VISTA CHINO	PS	VC3	Gene Autry Trail to Whitewater Rvr		5	2	0	5	1	0	0	**13.0**	15.0
VISTA CHINO	PS	VC4	Whitewater Rvr Br. Xing	Backbone	4	3	0	0	0	0	0	**7.0**	15.0
VISTA CHINO	CC	VC5	E Bank of Whitewater Br. to Landau Blvd		5	2	2	2	0	0	0	**11.0**	11.0
VISTA CHINO	CC	VC7	Date Palm Dr to Da Vall Rd (missing link)		5	5	2	1	0	0	0	**13.0**	9.0
WASHINGTON ST	LQ	WSH1	Ave 52 to Ave 50 (Incl. Br. at La Quinta Evac. Chnl)		2	2	0	2	0	1	0	**7.0**	13.0
WASHINGTON ST	LQ	WSH3	Ave 50 to Hwy 111		2	2	3	2	0	1	0	**10.0**	15.0
WASHINGTON ST	UNC	WSH9	I-10 to Ave 38		4	2	0	2	0	0	0	**8.0**	17.0
WASHINGTON ST	UNC	WSH10A	Ave 38 to Frances Way		3	2	0	0	0	0	0	**5.0**	14.0
WASHINGTON ST	UNC	WSH10B	Frances Way to Ramon Rd		3	2	0	1	0	0	0	**6.0**	14.0

Table S-5

CRITERIA POINT TOTALS FOR BUILDABLE PROJECTS WITH BACKBONE PRIORITY

Coachella Valley TPPS Update
2005

CC=Cathedral City, COA=Coachella, DHS=Desert Hot Springs, IND=Indio, IW=Indian Wells, LQ=La Quinta
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BLD. PROJ. NO.	STREET NAME	AGENCY	BUILDABLE PROJECT DESCRIPTION	BKBONE PROJ.?	2005 PTS. TOTAL	1999 PTS. TOTAL
B-002	GENE AUTRY TRAIL	PS	Whitewater Rvr Br. Xing - Segment No: GAT3	Backbone	13.0	21.5
B-052	VISTA CHINO	PS	Gene Autry Trail to Whitewater Rvr (Incl. Br. at Whitewater Rvr) - Segment No: VC3 VC4	Backbone	10.0	15.0
B-059	RAMON RD	CC PS	Gene Autry Trail to Whitewater Rvr (Incl. Br. at Whitewater Rvr) - Segment No: RAM6 RAM7	Backbone	11.5	17.0
B-104	AVE 50	COA	Future Ave 50 SR-86S IC - Segment No: 50A	Backbone	9.0	12.0
B-113	AVE 52	COA	Future Ave 52 SR-86S IC - Segment No: 52K	Backbone	7.0	14.0
B-121	AVE 56 / AIRPORT BLVD	UNC	Polk St to Hwy 111 (Incl. Grade Separation over Hwy 111 and SPRR) - Segment No: 56G 56H	Backbone	9.0	14.5
B-123	AVE 56 / AIRPORT BLVD	COA UNC	Ave 56 SR-86S IC - Segment No: 56J	Backbone	11.0	12.0
B-153	INDIAN AVE	PS	Old Palm Springs City Limit to RR Xing (Incl. Br. at Whitewater Rvr) - Segment No: IND1	Backbone	14.0	18.0
B-178	DILLON RD	UNC	Br. at Whitewater Chnl - Segment No: DLN12	Backbone	7.0	15.0
B-219	AVE 50	COA	Hwy 111 to SR-86S (Incl. Br. at Whitewater Chnl) - Segment No: 50I	Backbone	7.0	20.0
B-220	AVE 52	COA	Hwy 111 to SR-86S (Incl. Br.) - Segment No: 52L	Backbone	13.0	15.0
B-224	AVE 54	COA	Hwy 111 to Fillmore (Incl. Br. at Whitewater Chnl and Future SR-86S IC, missing link) - Segment No: 54D	Backbone	16.0	12.0
B-236	DATE PALM DR	CC	Palm Cyn to Gerald Ford (Incl. Br. at N Cathedral Cyn Chnl and Whitewater Br. Widening) - Segment No: DPLM0A DPLM0D	Backbone	8.5	17.0
B-239	E PALM CYN DR	CC UNC	Palm Springs/Cathedral City Limits to Cathedral Cyn Dr (Incl. widening Br. at W Cathedral Cyn Chnl) - Segment No: PLCN10	Backbone	10.0	17.0
B-240	E PALM CYN DR	CC	Date Palm to Palm Springs/Cathedral City Limits - Segment No: PLCN11	Backbone	15.0	17.0
B-264	AVE 50	COA UNC	Ave 50 I-10 IC - Segment No: 50M	Backbone	8.0	14.0
B-265	AVE 52	COA	Grade Separation at Hwy 111/SPRR - Segment No: 52JA	Backbone	9.0	12.0
B-266	AVE 54	COA	Grade Separation at Hwy 111/SPRR - Segment No: 54E	Backbone	8.0	21.0
B-300	ADAMS ST	LQ	Br. at Whitewater Chnl - Segment No: ADM1	Backbone	7.0	N/A
B-301	AVE 44	IND	Ave 44 Br./Low Water Xing - Segment No: 44A	Backbone	8.0	N/A
B-308	AVE 62	CAL	Ave 62 SR-86S IC - Segment No: 62A	Backbone	13.0	N/A
B-317	AVE 66	CAL	Ave 66 SR-86S IC - Segment No: 66A	Backbone	11.0	N/A
B-318	AVE 66	UNC	Ave 66 Br./Low Water Xing - Segment No: 66B	Backbone	6.0	N/A
B-325	CATHEDRAL CYN DR	CC	Br. at Whitewater Chnl - Segment No: CTHCN3	Backbone	7.0	N/A
B-328	COOK ST	PD	Br. at Whitewater Chnl - Segment No: CK7	Backbone	9.0	N/A
B-332	CROSSLEY RD / GOLF CLUB DR	PS	Ave 34 to Los Santos (Incl. Br. at Palm Cyn Chnl) - Segment No: CROSLY3	Backbone	11.0	N/A
B-338	DA VALL RD	CC UNC	Future Da Vall I-10 IC (IC & RR Br.) - Segment No: DVALL5	Backbone	13.0	N/A
B-340	DILLON RD	COA	Dillon Rd I-10 IC - Segment No: DLN14	Backbone	9.0	N/A
B-341	DILLON RD	COA	Dillon Rd SR-86S IC - Segment No: DLN15	Backbone	9.0	N/A
B-342	DILLON RD	COA IND	Grade Separation at Hwy 111/SPRR - Segment No: DLN16	Backbone	8.0	N/A
B-343	DUNE PALMS RD	LQ	Br. at Whitewater Chnl - Segment No: DUNEP1	Backbone	6.0	N/A
B-346	GOLF CENTER PKWY	IND	Golf Center Pkwy. I-10 IC - Segment No: GPKWY1	Backbone	11.0	N/A

Table S-5

CRITERIA POINT TOTALS FOR BUILDABLE PROJECTS WITH BACKBONE PRIORITY

Coachella Valley TPPS Update

2005

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BLD. PROJ. NO.	STREET NAME	AGENCY	BUILDABLE PROJECT DESCRIPTION	BKBONE PROJ.?	2005 PTS. TOTAL	1999 PTS. TOTAL
B-354	HIGHWAY 111	IW	Palm Desert/Indian Wells City Limts to Cook St - Segment No: HWY111E	Backbone	13.0	N/A
B-355	HIGHWAY 111	IW	Cook St to Eldorado Dr - Segment No: HWY111F	Backbone	14.0	N/A
B-356	HIGHWAY 111	IW	Eldorado Dr to Miles Ave - Segment No: HWY111G	Backbone	14.0	N/A
B-357	HIGHWAY 111	IW LQ	Miles Ave to Washington Ave - Segment No: HWY111H	Backbone	9.0	N/A
B-358	HIGHWAY 111	IND CAL	Jefferson St to Madison St - Segment No: HWY111K	Backbone	9.0	N/A
B-359	HIGHWAY 111	IND CAL	Madison St to Monroe St - Segment No: HWY111L	Backbone	11.0	N/A
B-360	HIGHWAY 111	IND CAL	Monroe St to Jackson St - Segment No: HWY111M	Backbone	12.0	N/A
B-361	HIGHWAY 111	IND CAL	Jackson St to Indio Blvd - Segment No: HWY111N	Backbone	13.0	N/A
B-363	JACKSON ST	IND	Jackson St I-10 IC - Segment No: JAC6	Backbone	10.0	N/A
B-364	MONROE ST	IND	Monroe St I-10 IC - Segment No: MON6	Backbone	16.0	N/A
B-373	PORTOLA AVE	PD	Future Portola Ave I-10 IC - Segment No: POR6	Backbone	13.0	N/A
B-374	PORTOLA AVE	PD	Br. at Whitewater Chnl - Segment No: POR7	Backbone	8.0	N/A

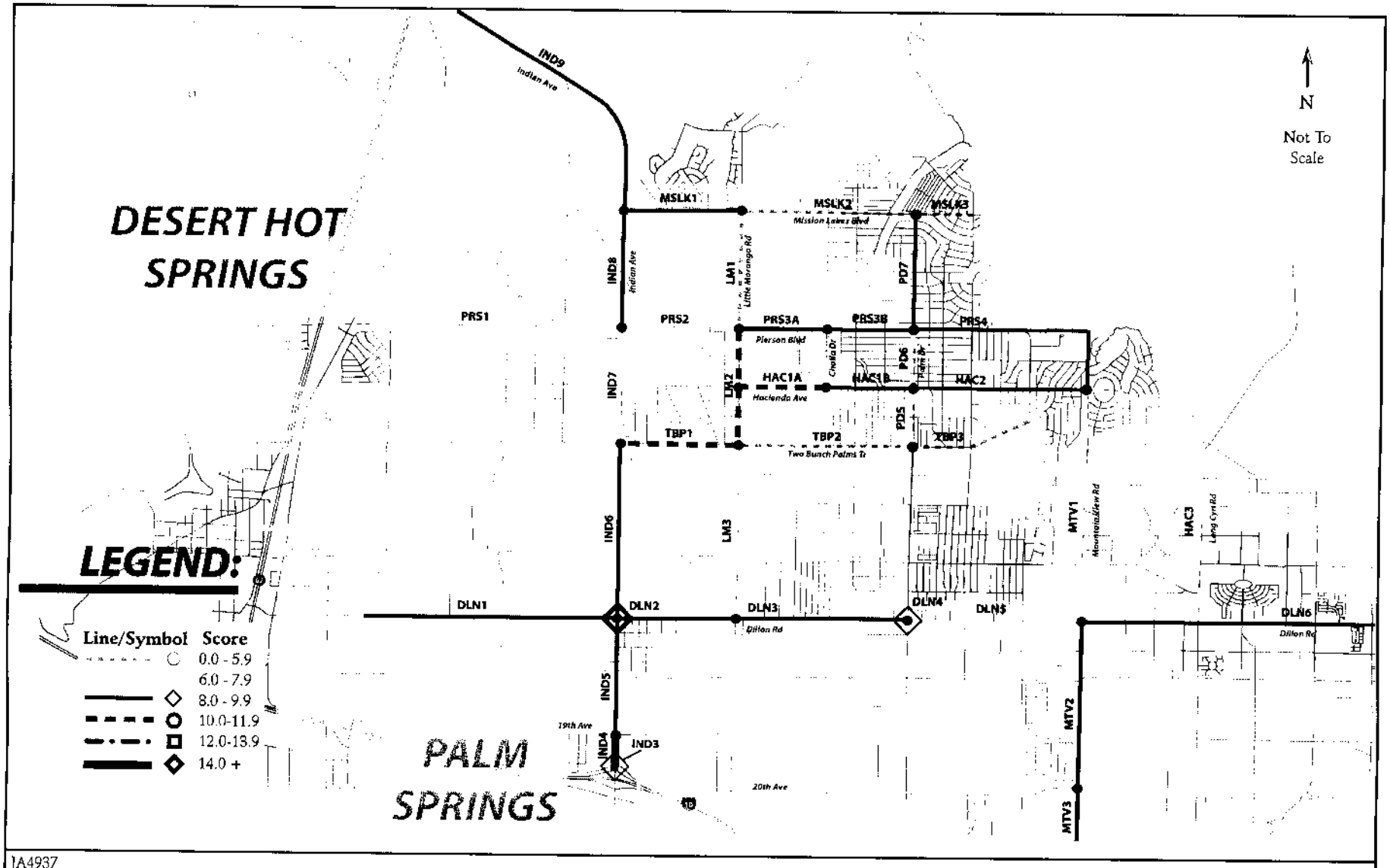

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Figure S-1

Studied Segments and Total Scores

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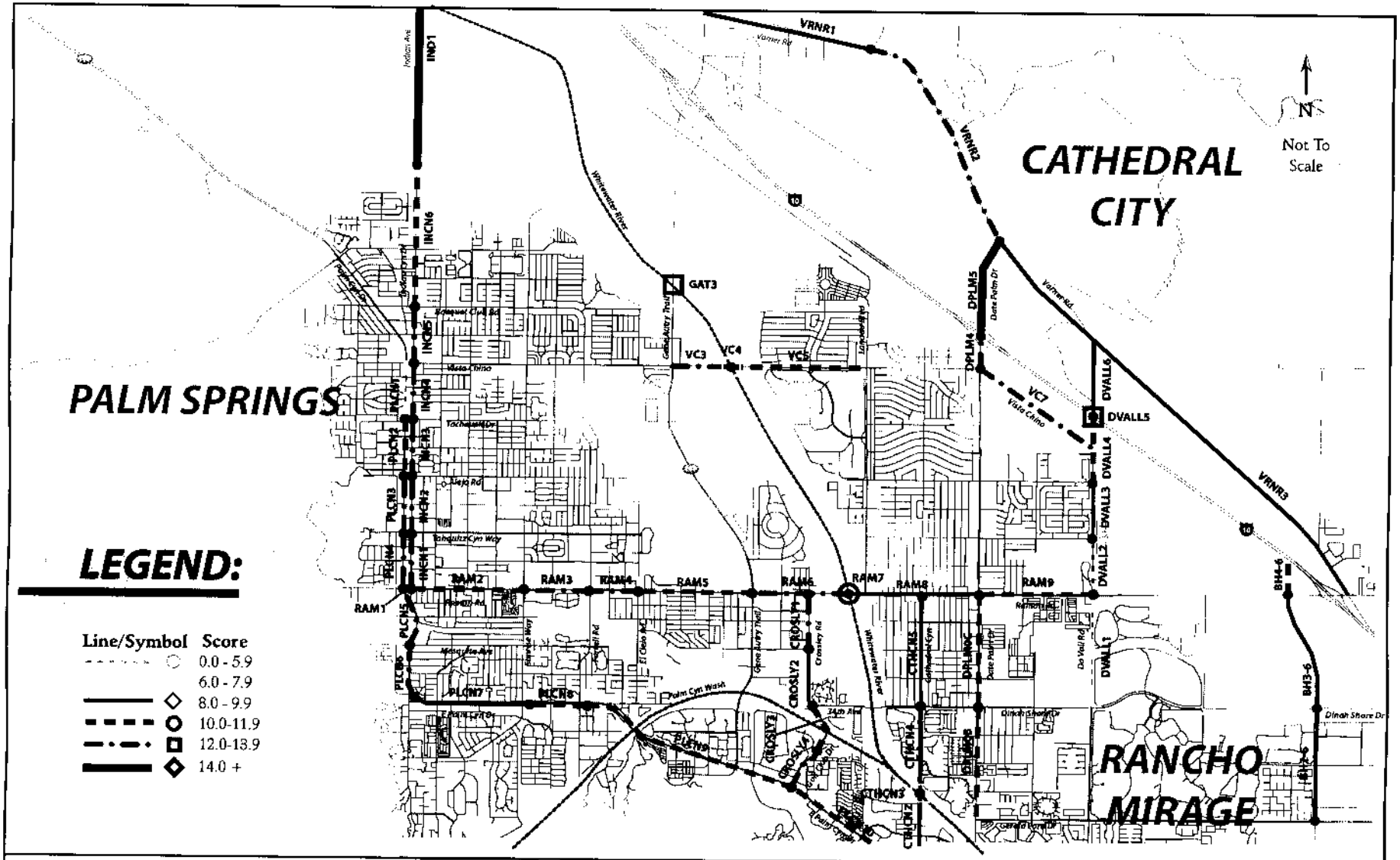

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Figure S-2

Studied Segments and Total Scores

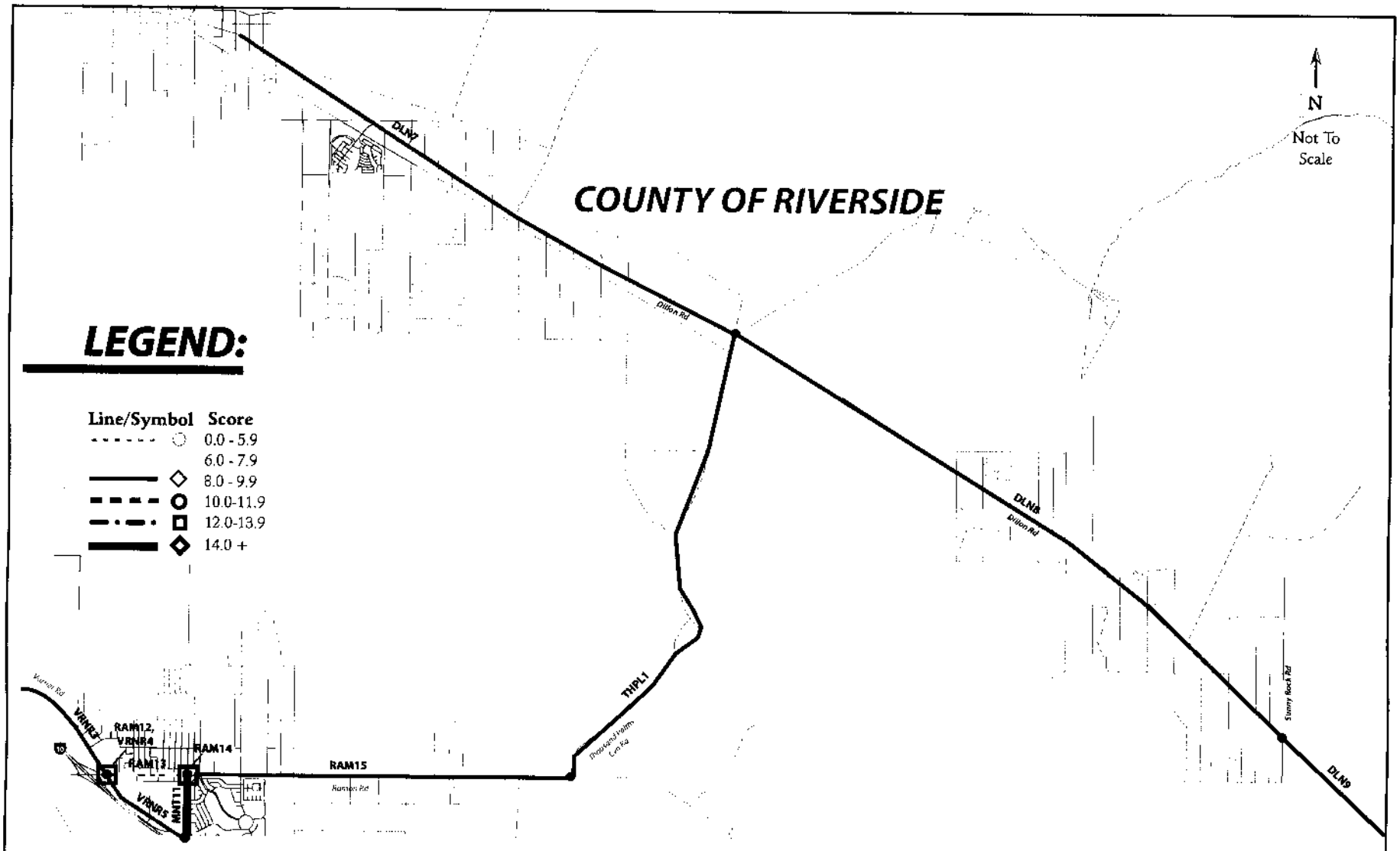

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Figure S-3

Studied Segments and Total Scores

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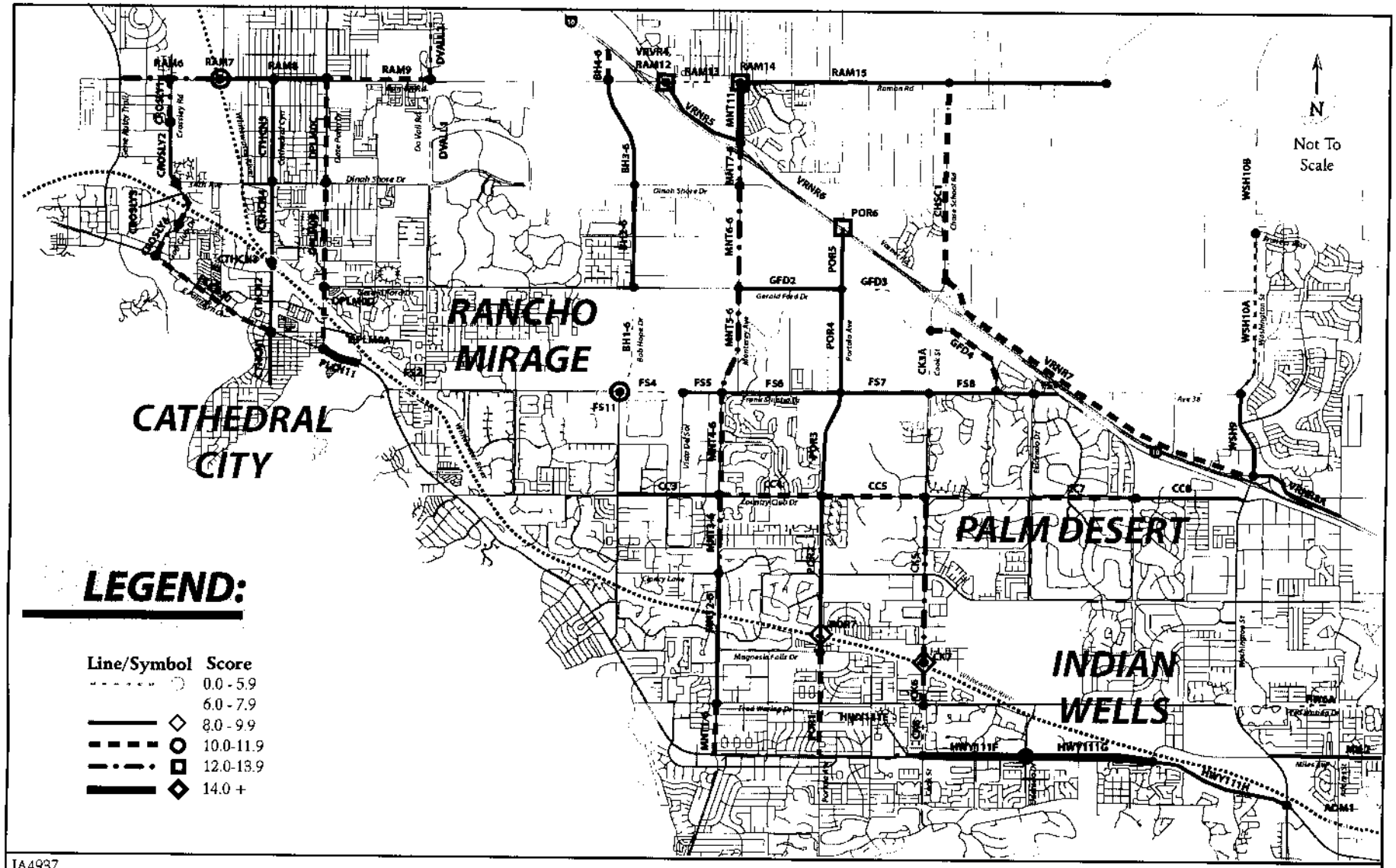

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Figure S-4

Studied Segments and Total Scores

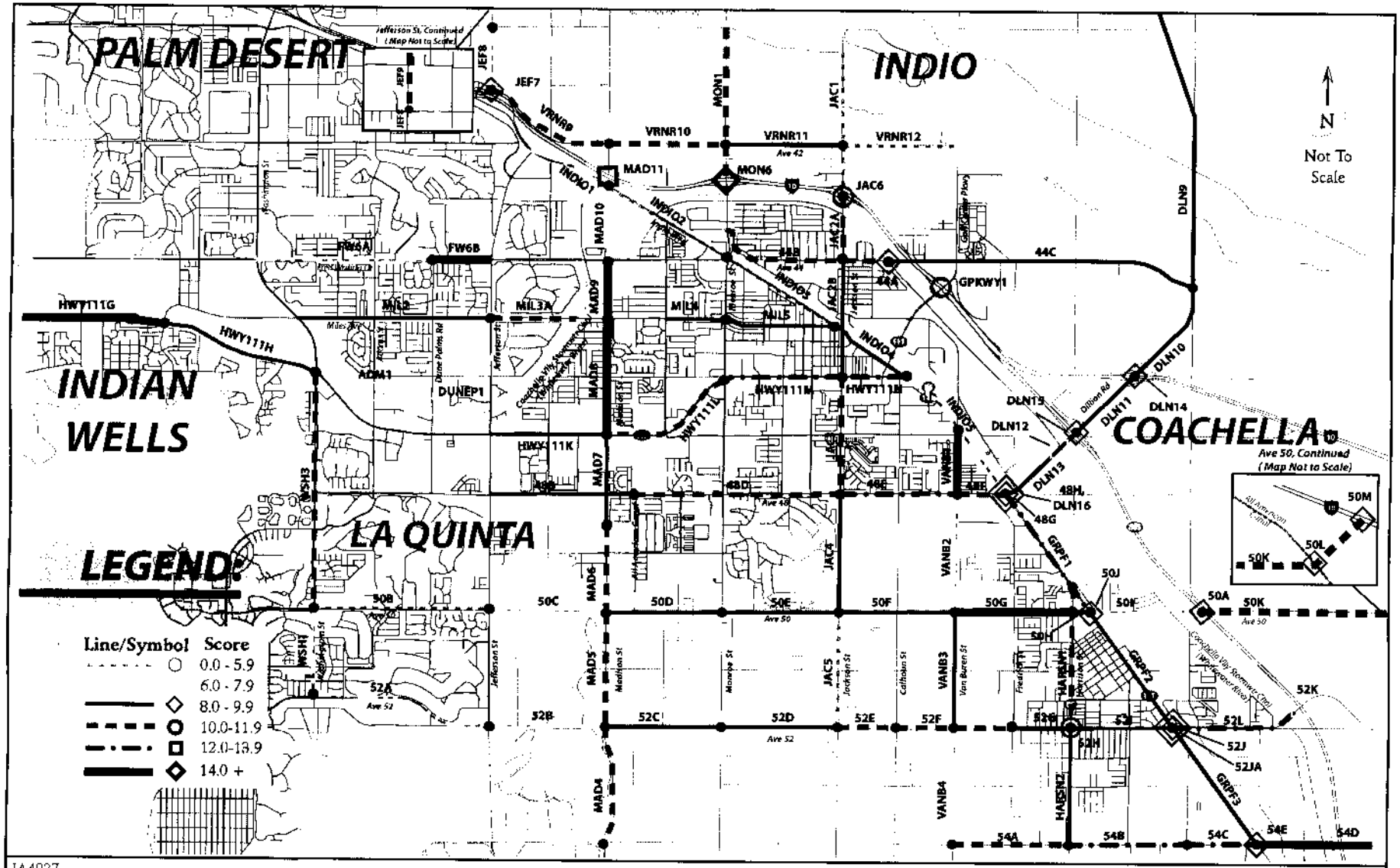

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Figure S-5

Studied Segments and Total Scores

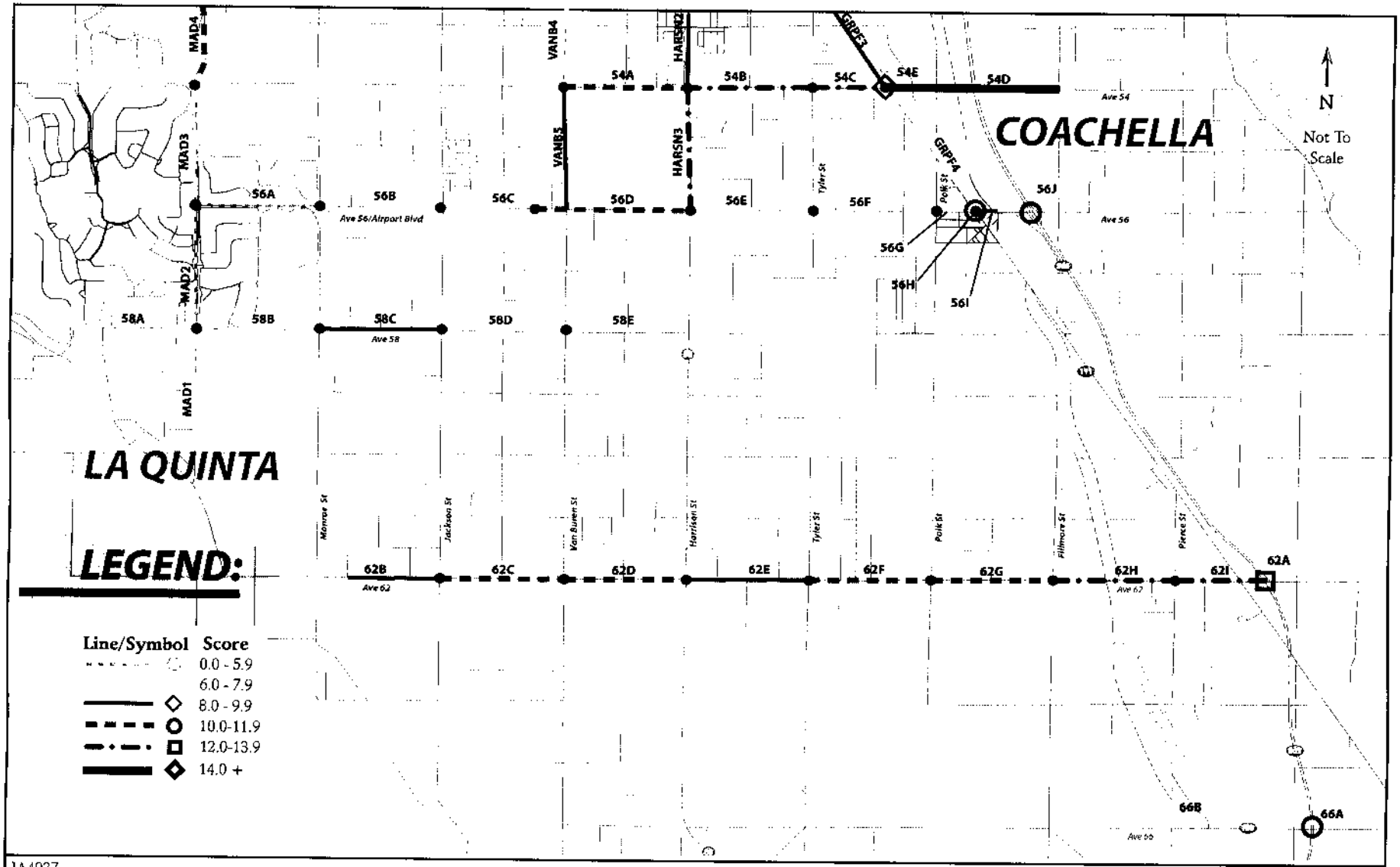

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Figure S-6

Studied Segments and Total Scores