



MARCH JOINT POWERS AUTHORITY

NOTICE OF A REGULAR TAC MEETING

THE TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY

NOTICE IS HEREBY GIVEN
A REGULAR MEETING OF THE TECHNICAL ADVISORY COMMITTEE
OF THE MARCH JOINT POWERS AUTHORITY

WILL BE HELD ON

Monday, March 4, 2024 from 3:30 p.m. to 5:00 p.m.

MARCH JOINT POWERS AUTHORITY OFFICE
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

I hereby certify that the foregoing notice is a full, true and correct copy of a notice that was sent to the following locations:

1. County of Riverside
County Administrative Center
4080 Lemon Street
Riverside, CA
2. City of Perris
City Hall
101 North D Street
Perris, CA
3. City of Riverside
City Hall
3900 Main Street
Riverside, CA
4. City of Moreno Valley
City Hall
14177 Frederick Street
Moreno Valley, CA
5. March Joint Powers Authority Office
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

I hereby further certify that a copy of the foregoing notice was dispatched by me on February 29, 2024 to each member of the Technical Advisory Committee of the March Joint Powers Authority.

Cindy Camargo

Cindy Camargo, Secretary to the TAC

**Meeting
of the
TECHNICAL ADVISORY COMMITTEE (TAC)
of the
MARCH JOINT POWERS AUTHORITY**

Monday, March 4, 2024 at 3:30 p.m.

**MARCH JOINT POWERS AUTHORITY
14205 Meridian Parkway, Suite 140
Riverside, CA 92518**

AGENDA

- 1. Call to Order**
- 2. Roll Call**
- 3. Matters Subsequent to Posting Agenda**
Approval of Agenda Additions or Corrections, as Necessary.
- 3. Approval of the Minutes of the Special TAC Meeting held on January 8, 2024 – Page 4
February 5, 2024 Cancelled**
- 5. Public Comments**
Any person may address the Technical Advisory Committee on any subject pertaining to March Joint Powers Authority, March Inland Port Airport Authority, Successor Agency/former March Joint Powers Redevelopment Agency, and March Joint Powers Utilities Authority business not listed on the Agenda during this portion of the Meeting. A limitation of three (3) minutes shall be set for each person desiring to address the Commission.
- 6. Reports, Discussions and Actions**
 - A) Report/Discussion: Five-Year Traffic Monitoring Study – Page 8
Dan Fairbanks, Planning Director
 - B) Report/Discussion: Northeast Corner and Green Acres Gas Line Infrastructure – Page 66
Dr. Grace Martin, Chief Executive Officer
 - C) Report/Discussion: March Inland Port Airport Update – Page 68
Carlos Orellana, Airport Coordinator
 - D) Report: Federal Aviation Administration (FAA) Grants Partnership – Page 69
Dr. Grace Martin, Chief Executive Officer
 - E) Report: Rolling Calendar and Future Agenda Items – Page 70
Dr. Grace Martin, Chief Executive Officer
- 7. TAC representation and report at the next scheduled JPC Regular Meeting –
March 13, 2024**
- 8. Reports and comments from Staff or TAC members regarding activities in their
jurisdictions**

9. Adjournment

In accordance with Government Code section 65009, anyone wishing to challenge any action taken by the members appointed by the March Joint Powers Commission of the entity listed in this agenda above in court may be limited to raising only those issues raised at the public hearing described in the notice or raised in written correspondence delivered to the hearing body, at or prior to the public hearing. Any written correspondence submitted to one or more of the March JPA Commissioners regarding a matter on this Agenda shall be carbon copied to the Commission Clerk and the project planner, if applicable, at or prior to the meeting date first referenced above.

Copies of written documentation relating to each item of business described above are on file in the office of the March Joint Powers Authority (March JPA), 14205 Meridian Parkway, Ste. 140, Riverside, California and are available for public inspection during regular office hours which are 7:30 a. m. to 5:00 p.m., Monday through Thursday, Friday-Closed. Written materials distributed to the March Joint Powers Technical Advisory Committee (TAC) within 72 hours of the TAC meeting are available for public inspection immediately upon distribution in the March JPA office at 14205 Meridian Parkway, Suite 140, Riverside, California (Government Code Section 54957.5(b)(2)). Copies of written materials may be purchased for \$0.20 per page. Pursuant to State law, this agenda was posted at least 72 hours prior to the meeting.

I hereby certify under penalty of perjury, under the laws of the State of California, that the foregoing agenda was posted in accordance with the applicable legal requirements.

Dated: February 29, 2024

Signed: *Cindy Camargo*

Cindy Camargo, Secretary
MJPA Technical Advisory Committee

ADA: If you require special accommodations during your attendance at a meeting, please contact the March JPA at (951) 656-7000 at least 24 hours in advance of the meeting time.

**March Joint Powers Authority
14205 Meridian Parkway, Suite 140, Riverside, CA 92518
Phone: (951) 656-7000 FAX: (951) 653-5558**

Special Meeting
of the
TECHNICAL ADVISORY COMMITTEE (TAC)
of the
MARCH JOINT POWERS AUTHORITY

Monday, January 8, 2024 at 3:30 p.m.

MARCH JOINT POWERS AUTHORITY
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

MEETING MINUTES

Present: Tina Grande, County of Riverside
Mike Lee, City of Moreno Valley
Clara Miramontes, City of Perris

Absent: Tisa Rodriguez, Chair
Rafael Guzman, City of Riverside

Others in Attendance:

Dr. Grace Martin, March JPA	Jeremy Holm, BB&K
Cindy Camargo, March JPA	Dan Fairbanks, March JPA
Bree Bettencourt, March JPA	Simon Housman, ALUC
Lauren Sotelo, March JPA	Thao Le, March JPA
Michele Patterson, City of Moreno Valley	
Guest with Michele Patterson, City of Moreno Valley	
Scott Hildebrandt, Albert A. Webb Associates	

1. Call to Order

Acting Chair Miramontes called the meeting to order at 3:34 p.m.

2. Roll Call

Grande, Lee, Miramontes

3. Matters Subsequent to Posting Agenda

Approval of Agenda Additions or Corrections, as Necessary.

None.

4. Approval of the Minutes of the Regular TAC Meeting held on December 4, 2023

Motion to approve: Lee

Second: Miramontes

Abstain: None

5. Public Comments

Any person may address the Technical Advisory Committee on any subject pertaining to March Joint Powers Authority, March Inland Port Airport Authority, Successor Agency/former March

Joint Powers Redevelopment Agency, and March Joint Powers Utilities Authority business not listed on the Agenda during this portion of the Meeting. A limitation of three (3) minutes shall be set for each person desiring to address the Commission.

None.

6. Reports, Discussions and Actions

A) Report/Discussion: Meridian Storm Drain Extension Project Final Update

Lauren Sotelo, Senior Planner provided an update on this item.

No questions or comments.

B) Report/Discussion: Budget Adjustments Update

Dr. Grace Martin, Chief Executive Officer, provided an update on this item.

Member Lee asked if the Hillwood project was on an airport property. Dr. Martin answered yes and it's on a long-term ground lease reflected in the March Inland Port (MIP) fund.

Acting Chair Miramontes inquired on the percentage of the budget that is cash on hand. Dr. Martin referred to the cover page of attachments.

Member Lee asked if various JPA funds are co-mingled for LLMD's, CFD's and Green Acres. Thao Le, March JPA Finance, responded that funds cannot be co-mingled. Member Lee asked if MIP can be co-mingled and Ms. Le answered that MIP funds are specific to the airport. Member Lee inquired about how salaries were account for on funds and Ms. Le explained that salaries are distributed throughout funds depending on JPA employees' functions.

C) Report/Discussion: March LifeCare Campus Specific Plan Program EIR and findings under the State CEQA Guidelines section 15162, a Fifth Amendment to the March LifeCare Campus Disposition and Development Agreement.

Dr. Grace Martin, Chief Executive Officer, provided an update on this item.

Member Grande stated that the County is not going to build a temporary flood control facility for Cactus Channel but are going to provide part of the funding. Member Grande asked what happens if March1 doesn't meet the October deadline. Dr. Martin answered that they will be in breach of their contract and the JPA can move forward with cancelling the agreement with the master developer. TAC members asked questions about the Cactus Channel crossing and proposed in-lieu fee in the new agreement. Scott Hildebrandt, March1 LLC consultant, reported that the original master plot plan and specific plan contemplated that the Cactus channel would not be constructed beyond what it is today so an interim crossing was planned by for the medical campus. Mr. Hildebrandt added that an interim crossing structure required under the DDA would be torn down by Riverside County Flood Control when the permanent channel goes in and it seemed like a waste of money. With the proposed in-lieu fee the current crossing would stay in place and Riverside County Flood Control would complete the channel correctly.

Member Grande asked about the environmental work for required SCE sub-station. Mr. Hildebrandt responded that Edison does their own designs and they will be the lead on construction. He added that Edison will let private developers build during the process of

moving from conceptual design to final design. Mr. Hildebrandt stated that SCE discovered an old set of plans in a vault somewhere that showed they had a 33KV facility at the northeast corner of 4th Street and Meyer. He added that Edison doesn't have 33KV circuits in that facility because according to them they only need about 12-1/2 KV to power this area. Mr. Hildebrandt stated that Edison used to have 33KV circuits in the northeast corner when there were more uses out there and they believe that the KV that they have in there today is adequate. He added that what they're looking to do is move the location from the northwest corner of the campus behind the PRV to the northeast corner of Meyer and 4th Street where existing Edison facilities are already located. That area, Mr. Hildebrandt stated, has been covered under the environmental document for the medical campus and it was covered under the specific plan. The master plot plan shows that area as a parking lot primarily because of its proximity to the old officers club and the swimming pool that's is an environmental area cap so they cannot build any buildings over it so basically it's going to be a parking lot in the future.

Acting Chair Miramontes asked if the Cactus Channel in-lieu fee would satisfy the requirement of the Cactus channel crossing in the DDA, and Dr. Martin responded 'yes'.

Member Lee expressed concerns about the in-lieu fee of \$3 Million being paid in segments and recommended that the full amount be required up front. Acting Chair Miramontes and Member Grande agreed. Member Lee also expressed concerns about a lack of CEQA validation for the SCE substation. Mr. Hildebrandt responded that the proposed substation location was covered under the original CEQA with the entire boundary of the project. Member Lee expressed concerns about the developer's lack of compliance with the DDA performance schedule and recommended stronger force majeure language within Section 9 of the DDA Fifth Amendment. Ms. Mouawad responded that regardless of where environmental reviews land on the substation, the project deadline stands at October 3, 2024. She added that regardless of where the substation is located, and if they need to do further environmental reviews, there is still a commitment that the substation will be constructed and completed by October 3, 2024. Member Lee insisted on stronger force majeure language in the agreement and that the \$3 Million in-lieu fee payment for Cactus channel be paid in full in 2024. Member Grande asked how much the temporary Cactus channel crossing was going to cost. Dr. Martin answered that it was going to be about half a million per crossing and there are two crossings. Member Lee asked that the DDA reflect all milestones identified in previous DDAs to include a traffic signal at Riverside Drive and Cactus Avenue, the relocation of the SCE substation and the crossings. Member Lee asked how long March 1 would have to negotiate a restated DDA and Dr. Martin responded that a restated DDA is due in October as well. Ms. Mouawad reiterated that DDA deadlines stick with or without the restated DDA. Dr. Martin stated that TAC comments and recommendations will be shared with the Commission and staff will work to strengthen the force majeure provisions in the agreement. Member Lee reminded TAC members that Moreno Valley has an asset in the Northeast Corner that can't develop because of missing backbone improvements by the March LifeCare development.

D) Report: Military Compatibility Use Study (MCUS) Update

Simon Housman, ALUC provided an update on this item.

Acting Chair Miramontes asked what this will do to the existing solar panels. Mr. Housman stated that it has no impact on any existing solar panels. The ALUC has no jurisdiction over anything that is already built.

Member Lee asked when this study is going to the Commission. Mr. Housman stated that the MCUS is first going to the Airport Land Use Commission, the sponsoring agency, and is going to be presented to the ALUC for adoption in February. Member Lee asked if there were any recommendations on future buildings. Mr. Housman responded ‘no’. He then offered to meet with TAC members and their staff so they are familiar with the new study.

E) Report: Rolling Calendar and Future Agenda Items

Dr. Grace Martin, Chief Executive Officer provided an update on the Rolling Calendar
No questions or comments.

**7. TAC representation and report at the next scheduled JPC Regular Meeting –
January 10, 2023**

Michele Patterson, City of Moreno Valley alternate, stated that she would provide an update to the Commission.

8. Reports and comments from Staff or TAC members regarding activities in their jurisdictions

Dr. Martin shared that the JPA is working with the County on the land use wind-down plan for 2025 and the JPA staff is working on a new two-year budget to show the last fiscal year for JPA as the land use authority in March, and the first fiscal year as the standalone airport authority.

Acting Chair Miramontes inquired about disbursements under the revenue sharing agreement for cities. Member Grande stated that the first disbursement through the County would be in April. Ms. Miramontes inquired about the sharing of HdL data within JPA boundaries and Member Grande clarified that HdL data cannot be shared due to confidential information. County finance staff, Scott Bruckner, is compiling a plan with backup information that will be shared with the TAC in the future.

9. Adjournment

This meeting adjourned at 4:48 p.m.

March Joint Powers Authority
14205 Meridian Parkway, Suite 140, Riverside, CA 92518
Phone: (951) 656-7000 FAX: (951) 653-5558

**MARCH JOINT POWERS AUTHORITY
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY**

***Reports, Discussion and Action
Agenda Item No. 6.A***

Meeting Date: March 4, 2024

Report/Discussion: The Five-Year Traffic Monitoring Study

Background:

A key requirement in the approval of the March Business Center Focused EIR, Mitigation Measures, was the requirement for an updated traffic study to be performed every five years. The attached Five-Year Traffic Monitoring was prepared by Urban Crossroads, Incorporated. Urban Crossroads collected average daily traffic (ADT) counts to determine if the external trips from the Meridian Specific Plan Area, North Campus, and South Campus, is within the Project daily trip generation thresholds evaluated in:

- 2003 March Business Center Final Environmental Impact Report (February 2003)
- Meridian North Campus Subsequent Final EIR (July 2010) and the Meridian Specific Plan Amendment Traffic Impact Analysis (April 2010)
- Meridian West Campus-Lower Plateau Project Environmental Impact Report (EIR) (October 2017, referred to as 2017 EIR)
- South Campus Subsequent EIR (September 2020 Draft and December 2020 Errata) and the Meridian South Campus Traffic Impact Analysis (April 2020)

This five-year traffic monitoring is a mitigation measure in the 2003 EIR and was last conducted in 2018.

Traffic Count Roadway Segments

Traffic counts were conducted on October 17, 2023, on the following 12 roadway segments:

- South Campus
 1. Gless Ranch Road – East of Barton Street
 2. Krameria Avenue – East of Barton Street
 3. Lurin Avenue – East of Barton Street
 4. Coyote Bush Road – South of Van Buren Boulevard
 5. Orange Terrace Parkway – South of Van Buren Boulevard
 6. Krameria Avenue – West of Village West Drive
 7. Bundy Road – South of Krameria Avenue (to subtract out other uses to the south)

➤ North Campus

8. Meridian Parkway – South of Alessandro Boulevard
9. Cactus Avenue – East of Innovation Drive
10. Economic – North of Van Buren Boulevard
11. Meridian Parkway – North of Van Buren Boulevard
12. Opportunity Way – North of Van Buren Boulevard

The above count locations were selected so that all the traffic associated with the existing development within the Meridian Specific Plan Area (both North Campus and South Campus) is captured. However, it should be noted that the traffic counts would also capture pass-through traffic along Meridian Parkway which might not be part of the traffic generated by the Project. As such the ADT volumes reported are conservative (i.e., it overstates the traffic generated by the Project).

Meridian Specific Plan Area Traffic Count Summary

South Campus

The attached traffic study indicates that the existing (2023) daily traffic entering and exiting the Meridian South Campus area consists of 14,418 passenger car trips per day and 2,941 truck trips per day, which is less than the 26,950 passenger car trips and 4,474 truck trips evaluated in the South Campus Subsequent EIR (September 2020) and the Meridian South Campus Traffic Impact Analysis (April 2020) (October 2017, referred to as 2017 EIR). As such, 12,532 passenger car trips and 1,533 truck trips remain before the Project daily trip generation thresholds evaluated in the 2020 EIR are reached.

At the time of the traffic counts, approximately 66.2 % of the land area of the south campus was developed. The traffic counts identify that approximately 53.7 percent of the estimated passenger vehicle trips were occurring and 65.7% of the estimated truck trips were occurring. The under representation of passenger vehicle trips in the traffic counts is expected as the remaining lots adjacent to Van Buren Boulevard consist of Office, Commercial and Business Park uses that would be expected to have a proportionally higher passenger vehicle generation rate and a lower truck trip generation rate.

	Driveway Counts		
	Cars	Trucks	Totals
Total 2023 Trips	14,418	2,941	17,359
Meridian South Campus Specific Plan ³	26,950	4,474	31,424
Remaining Trips (SP - 2023 Trips)	12,532	1,533	14,065

North Campus

In addition, the existing (2023) daily traffic entering and exiting the Meridian North Campus area (including potential pass-through traffic along Meridian Parkway and Cactus Avenue) consists of 55,978 passenger car trips per day and 4,358 truck trips per day, which is less than the 63,586 passenger car trips and 8,790 truck trips evaluated in the Meridian North Campus Subsequent EIR (July 2010), the Meridian Specific Plan Amendment Traffic Impact Analysis (April 2010), and the and the Meridian West Campus-Lower Plateau Project Environmental Impact Report (EIR). There are 7,608 passenger car trips and 4,432 truck trips that remain before the Project daily trip generation thresholds evaluated in the 2010 EIR are reached. Given the near build-out condition of the North Campus, it is expected that actual traffic counts will remain significantly below the traffic estimates within the prior environmental review.

	Driveway Counts		
	Cars	Trucks	Totals
Total 2023 Trips	55,978	4,358	60,336
Meridian Specific Plan Amendment (SPA) ⁴	57,632	7,012	64,644
Meridian West Campus - Lower Plateau ⁵	5,954	1,778	7,732
Remaining Trips (SPA + Lower Plateau - 2023 Trips)	7,608	4,432	12,040

March JPA Traffic Consultant, VRPA Technologies, has reviewed the attached Meridian Specific Plan Five-Year Traffic Monitoring Report. VRPA agrees with the trip generation and traffic count methodology detailed in the Report.

Commission Report:

It is anticipated that the Traffic Monitoring Study will be reported to the March Joint Powers Commission on March 13, 2024, or shortly thereafter.

Attachments:

- 1) Meridian Specific Plan Five Year Traffic Monitoring Study, Urban Crossroads (October 25, 2023)
- 2) Traffic Study Review Letter, VRPA Technologies, Inc. (February 29, 2024)

ATTACHMENT 1

Meridian Specific Plan Five Year Traffic Monitoring Study
Urban Crossroads (October 25, 2023)

DATE: October 25, 2023
TO: Dan Fairbanks, March Joint Powers Authority
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 11488-10 2023 Traffic Monitoring



MERIDIAN SPECIFIC PLAN FIVE-YEAR TRAFFIC MONITORING

Urban Crossroads, Inc. is pleased to provide the following Five-Year Traffic Monitoring for the Meridian Specific Plan development (**Project**), which is located in the March Joint Powers Authority (**March JPA**). The purpose of this analysis is to collect 24-hour average daily traffic (**ADT**) counts and determine if the external trips from the Meridian Specific Plan area is within the Project daily trip generation thresholds evaluated in:

- 2003 March Business Center Final Environmental Impact Report (EIR) (February 2003, referred to as **2003 EIR**)
- Meridian North Campus Subsequent Final EIR (July 2010, referred to as **2010 EIR**) and the Meridian Specific Plan Amendment (SPA) Traffic Impact Analysis (April 2010, referred to as **2010 Traffic Study**)
- Meridian West Campus-Lower Plateau Project Environmental Impact Report (EIR) (October 2017, referred to as **2017 EIR**)
- South Campus Subsequent EIR (September 2020 Draft and December 2020 Errata, referred to as **2020 EIR**) and the Meridian South Campus Traffic Impact Analysis (April 2020, referred to as **2020 Traffic Study**)

This five-year traffic monitoring is a mitigation measure in the 2003 EIR and was last conducted in 2018.

STUDY AREA

24-hour directional classified roadway segment counts were conducted on October 17, 2023, on the following 7 roadway segments:

1. Gless Ranch Road – East of Barton Street
2. Krameria Avenue – East of Barton Street
3. Lurin Avenue – East of Barton Street
4. Coyote Bush Road – South of Van Buren Boulevard
5. Orange Terrace Parkway – South of Van Buren Boulevard
6. Krameria Avenue – West of Village West Drive
7. Bundy Road – South of Krameria Avenue (to subtract out other uses to the south)
8. Meridian Parkway – South of Alessandro Boulevard
9. Cactus Avenue – East of Innovation Drive
10. Economic – North of Van Buren Boulevard
11. Meridian Parkway – North of Van Buren Boulevard
12. Opportunity Way – North of Van Buren Boulevard

The above count locations were selected so that all the traffic associated with the existing development within the Meridian Specific Plan (both North Campus and South Campus) is captured. However, it should be noted that the traffic counts would also capture pass-through traffic along Meridian Parkway which might not be part of the traffic generated by the Project. As such the ADT volumes reported are conservative (i.e., it overstates the traffic generated by the Project).

TRIP MONITORING

A summary of the existing ADT along with a comparison to the daily trip generation thresholds in both traffic studies prepared for Meridian North Campus and South Campus is summarized on Table 1 (see Attachment A for the 2023 roadway segment counts). As shown on Table 1, the existing (2023) daily traffic entering and exiting the Meridian South Campus area consists of 14,418 passenger car trips per day and 2,941 truck trips per day, which is less than the 26,950 passenger car trips and 4,474 truck trips evaluated in the 2020 EIR and 2020 Traffic Study. For reference, trip generation excerpts from the 2020 Traffic Study for the Meridian South Campus project are provided in Attachment B. As such, 12,532 passenger car trips and 1,533 truck trips remain before the Project daily trip generation thresholds evaluated in the 2020 EIR are reached.

As shown on Table 1, the existing (2023) daily traffic entering and exiting the Meridian North Campus area (including potential pass-through traffic along Meridian Parkway and Cactus Avenue) consists of 55,978 passenger car trips per day and 4,358 truck trips per day, which is less than the 63,586 passenger car trips and 8,790 truck trips evaluated in the 2010 EIR, 2010 Traffic Study, and 2017 Traffic Study (Meridian West Campus-Lower Plateau). Trip generation excerpts from the 2010 and 2017 Traffic Study are provided in Attachment C and Attachment D for reference, respectively. As such, 7,608 passenger car trips and 4,432 truck trips remain before the Project daily trip generation thresholds evaluated in the 2010 EIR and 2017 Traffic Study are reached. The trip generation as utilized in the Air Quality Model for the 2003 EIR is provided in Attachment E.

If you have any questions or comments, I can be reached at cs@urbanxroads.com.

TABLE 1: MERIDIAN SPECIFIC PLAN 2023 DAILY TRAFFIC COUNT SUMMARY

#	Roadway Segment	Direction of Travel	Driveway Counts ¹		
			Cars	Trucks	Total
South Campus:					
1	Gless Ranch Rd., East of Barton St.	WB	107	16	123
		EB	77	26	103
2	Krameria Av., East of Barton St.	WB	666	6	672
		EB	618	10	628
3	Lurin Av., East of Barton St.	WB	0	0	0
		EB	0	0	0
4	Coyote Bush Rd., South of Van Buren Bl.	SB	2,239	414	2,653
		NB	2,369	330	2,699
5	Orange Terrace Pkwy., South of Van Buren Bl.	SB	2,258	94	2,352
		NB	2,023	74	2,097
6	Krameria Av., West of Village West Dr.	WB	3,074	1,105	4,179
		EB	3,236	909	4,145
7	Bundy Av., south of Krameria Av. ²	SB	-1,130	-22	-1,152
		NB	-1,119	-21	-1,140
Total 2023 Trips			14,418	2,941	17,359
Meridian South Campus Specific Plan ³			26,950	4,474	31,424
Remaining Trips (SP - 2023 Trips)			12,532	1,533	14,065
North Campus:					
8	Meridian Pkwy., South of Alessandro Bl.	SB	10,631	766	11,397
		NB	7,617	301	7,918
9	Cactus Av., East of Innovation Dr.	WB	7,645	890	8,535
		EB	12,497	1,292	13,789
10	Economic, North of Van Buren Bl.	SB	59	12	71
		NB	56	9	65
11	Meridian Pkwy., North of Van Buren Bl.	SB	6,800	318	7,118
		NB	4,675	370	5,045
12	Opportunity Wy., North of Van Buren Bl.	SB	3,446	203	3,649
		NB	2,552	197	2,749
Total 2023 Trips			55,978	4,358	60,336
Meridian Specific Plan Amendment (SPA) ⁴			57,632	7,012	64,644
Meridian West Campus - Lower Plateau ⁵			5,954	1,778	7,732
Remaining Trips (SPA + Lower Plateau - 2023 Trips)			7,608	4,432	12,040

¹ Source: Traffic counts collected by Counts Unlimited, Inc. on Tuesday, October 17, 2023.

² ADT volume on Bundy Av. is subtracted as it captures other uses to the south that travel through the South Campus roadways for access.

³ Source: [Meridian South Campus Traffic Impact Analysis](#), prepared by Urban Crossroads, Inc., dated April 2020 for the [Meridian South Campus Specific Plan & Village West Drive Extension Draft Subsequent EIR](#).

⁴ Source: [Meridian Specific Plan Amendment \(SPA\) Traffic Impact Analysis](#), prepared by Kimley-Horn & Associates, Inc., dated April 2010.

⁵ Source: [Meridian West Campus - Lower Plateau](#), prepared by Dudek, dated October 2017.

ATTACHMENT A: TRAFFIC COUNTS FROM OCTOBER 17, 2023



City: County of Riverside
 Location: DW at Gless Ranch Road; E/O Barton St
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	1	0	0	0	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	1	0	0	0	1
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	1	0	0	0	1
6:15	0	0	0	0	0
6:30	1	0	0	0	1
6:45	1	0	0	0	1
7:00	3	0	0	0	3
7:15	3	0	0	0	3
7:30	2	0	0	0	2
7:45	0	0	0	0	0
8:00	3	0	0	0	3
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	3	0	0	0	3
9:00	1	0	0	0	1
9:15	0	0	0	0	0
9:30	3	0	0	0	3
9:45	2	0	0	0	2
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	2	0	0	0	2
10:45	0	0	0	0	0
11:00	1	0	0	0	1
11:15	2	0	0	0	2
11:30	4	0	0	0	4
11:45	3	0	0	0	3

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	1	0	0	0	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	1	0	0	0	1
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	3	0	0	0	3
7:00	0	0	0	0	0
7:15	4	0	0	0	4
7:30	4	0	0	0	4
7:45	0	0	0	0	0
8:00	4	0	0	0	4
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	1	0	0	0	1
9:00	3	7	0	0	10
9:15	1	4	0	0	5
9:30	5	0	0	0	5
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	1	0	0	0	1
10:45	1	0	0	0	1
11:00	1	0	0	0	1
11:15	1	0	0	0	1
11:30	3	0	0	0	3
11:45	1	0	0	0	1



City: County of Riverside
 Location: DW at Gless Ranch Road; E/O Barton St
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Entering				Total
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	
12:00	2	0	0	0	2
12:15	1	0	0	0	1
12:30	3	0	0	0	3
12:45	0	0	0	1	1
13:00	3	0	0	0	3
13:15	1	0	0	0	1
13:30	1	0	0	0	1
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	1	0	0	0	1
14:30	2	0	0	0	2
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	1	0	0	0	1
16:15	2	1	0	0	3
16:30	1	1	0	0	2
16:45	1	0	0	0	1
17:00	0	3	0	0	3
17:15	1	1	0	0	2
17:30	1	3	0	0	4
17:45	1	3	0	0	4
18:00	0	0	0	0	0
18:15	2	4	0	0	6
18:30	2	3	0	0	5
18:45	0	0	0	1	1
19:00	2	1	0	0	3
19:15	1	1	0	0	2
19:30	0	2	0	0	2
19:45	0	0	0	0	0
20:00	1	0	0	0	1
20:15	0	0	0	0	0
20:30	1	0	0	0	1
20:45	1	1	0	0	2
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	77	24	0	2	103

	Exiting				Total
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	
12:00	3	0	0	0	3
12:15	3	0	0	0	3
12:30	0	0	0	0	0
12:45	2	0	0	1	3
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	1	0	0	0	1
13:45	3	0	0	0	3
14:00	1	1	0	0	2
14:15	0	0	0	0	0
14:30	4	0	0	0	4
14:45	0	0	0	0	0
15:00	1	0	1	0	2
15:15	2	0	0	0	2
15:30	4	0	0	0	4
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	3	0	0	0	3
16:30	2	0	0	0	2
16:45	3	0	0	0	3
17:00	1	0	0	0	1
17:15	1	0	0	0	1
17:30	1	0	0	0	1
17:45	4	0	0	0	4
18:00	5	1	0	0	6
18:15	2	0	0	0	2
18:30	4	0	0	0	4
18:45	1	0	0	0	1
19:00	2	0	0	0	2
19:15	1	1	0	0	2
19:30	1	0	0	0	1
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	1	0	0	0	1
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	2	0	0	0	2
21:30	2	0	0	0	2
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	2	0	0	0	2
23:15	2	0	0	0	2
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	107	14	1	1	123



City: County of Riverside
 Location: DW at Krameria Ave; E/O Barton St
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	2	0	0	0	2
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	2	0	0	0	2
1:15	2	0	0	0	2
1:30	4	0	0	0	4
1:45	0	0	0	0	0
2:00	1	0	0	0	1
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	1	0	0	0	1
3:15	7	0	0	0	7
3:30	9	0	0	0	9
3:45	10	0	0	0	10
4:00	17	0	1	0	18
4:15	16	0	0	0	16
4:30	12	0	0	0	12
4:45	1	0	0	0	1
5:00	1	0	0	0	1
5:15	3	0	0	0	3
5:30	3	0	0	0	3
5:45	6	0	0	0	6
6:00	2	0	0	0	2
6:15	4	0	0	0	4
6:30	5	0	0	0	5
6:45	3	0	0	0	3
7:00	8	0	0	0	8
7:15	21	0	0	0	21
7:30	11	0	0	0	11
7:45	13	0	0	0	13
8:00	10	0	0	0	10
8:15	13	0	0	0	13
8:30	20	0	0	0	20
8:45	21	0	0	0	21
9:00	10	0	0	0	10
9:15	8	0	0	0	8
9:30	9	0	0	0	9
9:45	4	0	0	0	4
10:00	6	0	0	0	6
10:15	8	0	0	0	8
10:30	3	0	0	0	3
10:45	6	0	0	0	6
11:00	4	0	0	0	4
11:15	6	0	0	0	6
11:30	14	1	0	0	15
11:45	14	0	0	0	14

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	5	0	0	0	5
0:15	9	0	0	0	9
0:30	9	0	0	0	9
0:45	6	0	0	0	6
1:00	2	0	0	0	2
1:15	5	0	0	0	5
1:30	6	0	0	0	6
1:45	2	0	0	0	2
2:00	1	0	0	0	1
2:15	2	0	0	0	2
2:30	0	0	0	0	0
2:45	3	0	0	0	3
3:00	3	0	0	0	3
3:15	3	0	0	0	3
3:30	5	0	0	0	5
3:45	2	0	0	0	2
4:00	3	0	0	0	3
4:15	2	0	0	0	2
4:30	4	0	0	0	4
4:45	1	0	0	0	1
5:00	4	0	0	0	4
5:15	0	0	0	0	0
5:30	2	0	0	0	2
5:45	3	0	0	0	3
6:00	1	0	0	0	1
6:15	1	0	0	0	1
6:30	4	0	0	0	4
6:45	3	0	0	0	3
7:00	3	0	0	0	3
7:15	5	0	0	0	5
7:30	6	0	0	0	6
7:45	5	0	0	0	5
8:00	11	0	0	0	11
8:15	7	0	0	0	7
8:30	6	0	0	0	6
8:45	3	0	0	0	3
9:00	15	0	0	0	15
9:15	18	4	0	0	22
9:30	15	1	0	0	16
9:45	4	0	0	0	4
10:00	14	0	0	0	14
10:15	13	0	0	0	13
10:30	7	0	0	0	7
10:45	7	0	0	0	7
11:00	3	0	0	0	3
11:15	2	0	0	0	2
11:30	6	0	0	0	6
11:45	4	0	0	0	4



City: County of Riverside
 Location: DW at Krameria Ave; E/O Barton St
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	12	0	0	0	12
12:15	17	0	0	0	17
12:30	22	0	0	0	22
12:45	16	0	0	0	16
13:00	5	0	0	0	5
13:15	1	1	0	0	2
13:30	8	0	0	0	8
13:45	2	0	0	0	2
14:00	2	0	0	0	2
14:15	1	0	0	0	1
14:30	5	0	0	0	5
14:45	1	0	0	0	1
15:00	2	0	0	0	2
15:15	3	0	0	0	3
15:30	2	0	0	0	2
15:45	5	0	0	0	5
16:00	8	0	0	0	8
16:15	2	0	0	0	2
16:30	10	0	0	0	10
16:45	8	0	0	0	8
17:00	10	2	0	0	12
17:15	17	0	0	0	17
17:30	6	2	0	0	8
17:45	20	1	0	0	21
18:00	19	1	0	0	20
18:15	21	0	0	0	21
18:30	12	1	0	0	13
18:45	14	0	0	0	14
19:00	10	0	0	0	10
19:15	1	0	0	0	1
19:30	2	0	0	0	2
19:45	6	0	0	0	6
20:00	1	0	0	0	1
20:15	1	0	0	0	1
20:30	2	0	0	0	2
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	1	0	0	0	1
21:30	6	0	0	0	6
21:45	3	0	0	0	3
22:00	2	0	0	0	2
22:15	2	0	0	0	2
22:30	0	0	0	0	0
22:45	2	0	0	0	2
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	2	0	0	0	2
23:45	1	0	0	0	1
TOTAL	618	9	1	0	628

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	4	0	0	0	4
12:15	8	0	0	0	8
12:30	7	0	0	0	7
12:45	11	0	0	0	11
13:00	4	0	0	0	4
13:15	5	0	0	0	5
13:30	5	0	0	0	5
13:45	4	0	0	0	4
14:00	5	0	0	0	5
14:15	3	0	0	0	3
14:30	7	0	0	0	7
14:45	2	0	0	0	2
15:00	9	0	0	0	9
15:15	3	0	0	0	3
15:30	11	0	0	0	11
15:45	4	0	0	0	4
16:00	9	0	0	0	9
16:15	11	0	0	0	11
16:30	7	0	0	0	7
16:45	5	0	0	0	5
17:00	9	0	0	0	9
17:15	9	1	0	0	10
17:30	11	0	0	0	11
17:45	20	0	0	0	20
18:00	23	0	0	0	23
18:15	19	0	0	0	19
18:30	31	0	0	0	31
18:45	15	0	0	0	15
19:00	19	0	0	0	19
19:15	9	0	0	0	9
19:30	10	0	0	0	10
19:45	6	0	0	0	6
20:00	8	0	0	0	8
20:15	5	0	0	0	5
20:30	7	0	0	0	7
20:45	4	0	0	0	4
21:00	5	0	0	0	5
21:15	7	0	0	0	7
21:30	6	0	0	0	6
21:45	7	0	0	0	7
22:00	5	0	0	0	5
22:15	6	0	0	0	6
22:30	5	0	0	0	5
22:45	11	0	0	0	11
23:00	7	0	0	0	7
23:15	13	0	0	0	13
23:30	7	0	0	0	7
23:45	13	0	0	0	13
TOTAL	666	6	0	0	672



City: County of Riverside
 Location: DW at Lurin Ave; E/O Barton St
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0



City: County of Riverside
 Location: DW at Lurin Ave; E/O Barton St
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	0	0	0	0	0

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	0	0	0	0	0



City: County of Riverside
 Location: DW at Coyote Bush Rd; S/o Van Buren Blvd
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	10	0	0	2	12
0:15	9	0	0	2	11
0:30	7	0	0	1	8
0:45	13	0	2	2	17
1:00	8	0	0	0	8
1:15	4	0	0	2	6
1:30	21	2	0	3	26
1:45	11	1	0	1	13
2:00	4	1	0	3	8
2:15	2	0	1	2	5
2:30	6	0	0	2	8
2:45	12	0	2	1	15
3:00	35	0	1	1	37
3:15	31	0	0	1	32
3:30	20	1	0	0	21
3:45	39	0	0	0	39
4:00	35	0	0	2	37
4:15	52	0	0	1	53
4:30	26	0	1	2	29
4:45	25	2	0	1	28
5:00	26	1	0	1	28
5:15	25	1	0	0	26
5:30	20	0	0	0	20
5:45	20	0	0	1	21
6:00	22	2	0	1	25
6:15	28	1	0	1	30
6:30	37	0	0	0	37
6:45	57	0	0	1	58
7:00	35	1	0	4	40
7:15	63	0	0	0	63
7:30	33	1	2	0	36
7:45	37	1	0	3	41
8:00	40	1	1	0	42
8:15	41	1	1	1	44
8:30	88	0	3	1	92
8:45	41	1	0	3	45
9:00	31	1	0	5	37
9:15	34	2	0	3	39
9:30	35	1	0	3	39
9:45	28	0	1	1	30
10:00	20	0	0	1	21
10:15	33	0	1	2	36
10:30	28	2	1	4	35
10:45	16	0	0	1	17
11:00	25	0	1	2	28
11:15	22	1	0	2	25
11:30	38	1	0	3	42
11:45	26	1	0	3	30

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	25	0	1	0	26
0:15	18	0	1	0	19
0:30	17	1	0	2	20
0:45	19	0	0	0	19
1:00	17	0	0	0	17
1:15	11	0	0	1	12
1:30	7	0	0	0	7
1:45	11	0	0	0	11
2:00	7	1	0	1	9
2:15	10	1	0	0	11
2:30	12	0	0	1	13
2:45	20	1	0	1	22
3:00	17	0	1	1	19
3:15	4	0	0	0	4
3:30	10	0	1	1	12
3:45	2	0	0	0	2
4:00	9	0	0	0	9
4:15	7	0	0	0	7
4:30	16	0	0	1	17
4:45	13	0	0	2	15
5:00	12	4	2	5	23
5:15	8	2	2	0	12
5:30	3	6	0	0	9
5:45	7	2	0	2	11
6:00	7	0	0	0	7
6:15	3	1	0	0	4
6:30	29	0	3	1	33
6:45	15	0	2	0	17
7:00	23	1	0	2	26
7:15	13	1	1	2	17
7:30	14	1	0	1	16
7:45	13	0	0	1	14
8:00	10	3	1	2	16
8:15	6	0	0	1	7
8:30	22	0	1	0	23
8:45	19	1	1	0	21
9:00	16	61	1	4	82
9:15	52	71	0	0	123
9:30	26	7	0	0	33
9:45	13	3	0	1	17
10:00	34	8	1	1	44
10:15	42	1	0	2	45
10:30	41	0	1	3	45
10:45	24	0	0	1	25
11:00	35	13	1	0	49
11:15	61	2	0	2	65
11:30	52	0	0	2	54
11:45	62	2	0	0	64



City: County of Riverside
 Location: DW at Coyote Bush Rd; S/o Van Buren Blvd
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	43	0	2	1	46
12:15	47	0	0	2	49
12:30	70	2	2	3	77
12:45	56	1	0	1	58
13:00	20	0	2	1	23
13:15	18	1	1	1	21
13:30	15	0	1	4	20
13:45	19	0	0	3	22
14:00	12	1	1	3	17
14:15	17	1	0	0	18
14:30	13	2	0	0	15
14:45	14	0	1	2	17
15:00	14	1	3	5	23
15:15	6	1	2	1	10
15:30	14	1	0	3	18
15:45	20	1	0	0	21
16:00	15	1	0	2	18
16:15	13	1	0	1	15
16:30	15	2	0	2	19
16:45	18	3	1	0	22
17:00	17	2	1	0	20
17:15	29	6	0	2	37
17:30	33	13	0	4	50
17:45	55	2	1	2	60
18:00	51	13	0	3	67
18:15	48	14	0	2	64
18:30	27	12	1	0	40
18:45	24	20	1	2	47
19:00	21	15	1	5	42
19:15	10	6	0	2	18
19:30	27	10	1	3	41
19:45	21	9	0	6	36
20:00	21	3	1	2	27
20:15	16	5	0	1	22
20:30	26	2	3	1	32
20:45	15	0	0	1	16
21:00	10	0	0	2	12
21:15	10	1	3	0	14
21:30	7	2	2	3	14
21:45	8	0	2	2	12
22:00	9	1	2	1	13
22:15	13	0	1	1	15
22:30	8	0	0	0	8
22:45	10	1	4	3	18
23:00	4	0	0	5	9
23:15	8	0	1	0	9
23:30	11	0	2	5	18
23:45	12	0	0	1	13
TOTAL	2329	183	61	170	2743

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	45	1	0	5	51
12:15	47	2	1	4	54
12:30	57	0	0	2	59
12:45	47	3	0	2	52
13:00	32	2	0	1	35
13:15	16	1	0	0	17
13:30	27	0	0	1	28
13:45	20	0	1	0	21
14:00	20	0	1	0	21
14:15	8	0	0	0	8
14:30	57	2	0	2	61
14:45	29	0	0	1	30
15:00	21	0	1	1	23
15:15	23	0	0	0	23
15:30	28	1	0	2	31
15:45	29	0	1	0	30
16:00	65	0	0	1	66
16:15	25	0	0	1	26
16:30	42	0	0	0	42
16:45	33	0	0	1	34
17:00	30	0	0	0	30
17:15	18	1	0	0	19
17:30	43	3	0	0	46
17:45	39	0	0	0	39
18:00	66	1	0	1	68
18:15	51	0	0	0	51
18:30	51	0	0	1	52
18:45	54	0	0	1	55
19:00	41	0	0	0	41
19:15	33	0	0	0	33
19:30	28	1	0	0	29
19:45	22	0	0	1	23
20:00	21	0	1	1	23
20:15	18	0	2	1	21
20:30	30	0	0	2	32
20:45	17	0	0	1	18
21:00	18	1	0	1	20
21:15	20	0	1	0	21
21:30	16	0	1	0	17
21:45	18	0	1	1	20
22:00	19	1	0	0	20
22:15	18	1	0	0	19
22:30	17	0	0	0	17
22:45	16	0	1	0	17
23:00	20	0	1	0	21
23:15	24	0	0	0	24
23:30	22	0	0	2	24
23:45	14	0	0	0	14
TOTAL	2369	215	34	81	2699



City: County of Riverside
 Location: DW at Orange Terrace Pkwy; S/o Van Buren Blvd
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	16	0	1	0	17
0:15	3	0	0	0	3
0:30	5	0	0	0	5
0:45	5	0	0	0	5
1:00	2	0	0	0	2
1:15	1	0	0	1	2
1:30	4	0	0	0	4
1:45	4	0	0	0	4
2:00	7	0	0	0	7
2:15	0	0	0	1	1
2:30	2	0	0	0	2
2:45	4	0	1	0	5
3:00	2	0	0	0	2
3:15	1	0	0	0	1
3:30	7	0	1	0	8
3:45	7	0	0	0	7
4:00	8	0	0	1	9
4:15	6	0	0	0	6
4:30	4	0	0	2	6
4:45	7	0	0	0	7
5:00	10	1	0	0	11
5:15	5	0	2	0	7
5:30	8	0	1	0	9
5:45	16	1	0	0	17
6:00	10	0	0	0	10
6:15	25	0	0	0	25
6:30	35	1	0	0	36
6:45	23	0	1	0	24
7:00	27	1	1	0	29
7:15	20	2	1	0	23
7:30	21	0	0	0	21
7:45	33	1	0	0	34
8:00	32	0	1	0	33
8:15	41	1	0	0	42
8:30	17	1	0	0	18
8:45	27	2	0	0	29
9:00	23	2	2	0	27
9:15	25	1	0	0	26
9:30	28	1	1	0	30
9:45	19	1	1	0	21
10:00	31	2	1	0	34
10:15	31	1	0	0	32
10:30	32	3	0	0	35
10:45	35	2	1	0	38
11:00	49	1	0	0	50
11:15	60	0	0	1	61
11:30	43	0	0	1	44
11:45	38	0	0	0	38

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	13	0	1	0	14
0:15	3	0	0	0	3
0:30	2	0	0	0	2
0:45	2	0	0	1	3
1:00	3	0	0	0	3
1:15	2	0	0	0	2
1:30	2	0	0	1	3
1:45	3	0	0	0	3
2:00	2	0	0	0	2
2:15	4	0	1	1	6
2:30	1	0	0	0	1
2:45	1	0	0	0	1
3:00	3	0	1	0	4
3:15	1	0	0	0	1
3:30	9	0	1	0	10
3:45	7	0	0	0	7
4:00	4	0	0	0	4
4:15	7	0	0	0	7
4:30	6	0	0	2	8
4:45	3	0	0	0	3
5:00	7	0	0	0	7
5:15	7	0	2	0	9
5:30	6	0	0	0	6
5:45	6	1	0	0	7
6:00	9	0	0	0	9
6:15	15	0	0	0	15
6:30	25	0	0	0	25
6:45	22	0	0	0	22
7:00	24	0	0	0	24
7:15	19	2	1	0	22
7:30	16	0	2	0	18
7:45	29	0	0	0	29
8:00	27	1	0	0	28
8:15	28	0	0	0	28
8:30	23	1	0	0	24
8:45	21	1	0	0	22
9:00	14	1	0	0	15
9:15	22	0	2	0	24
9:30	17	3	0	0	20
9:45	14	0	1	0	15
10:00	30	1	0	0	31
10:15	28	3	1	0	32
10:30	32	1	0	0	33
10:45	30	1	0	0	31
11:00	33	1	1	0	35
11:15	45	0	0	1	46
11:30	51	1	1	0	53
11:45	33	0	0	0	33



City: County of Riverside
 Location: DW at Orange Terrace Pkwy; S/o Van Buren Blvd
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	53	0	0	0	53
12:15	50	2	0	0	52
12:30	61	2	1	0	64
12:45	22	1	0	0	23
13:00	29	1	0	0	30
13:15	34	0	0	0	34
13:30	40	0	0	0	40
13:45	38	0	0	0	38
14:00	29	0	0	0	29
14:15	31	0	0	1	32
14:30	39	0	0	1	40
14:45	54	0	0	0	54
15:00	33	0	1	0	34
15:15	31	0	0	0	31
15:30	23	0	0	0	23
15:45	36	0	0	0	36
16:00	32	0	0	0	32
16:15	36	1	0	0	37
16:30	29	0	1	0	30
16:45	31	0	0	1	32
17:00	48	0	0	0	48
17:15	40	0	0	0	40
17:30	39	0	0	0	39
17:45	35	2	0	0	37
18:00	42	0	0	0	42
18:15	27	2	0	0	29
18:30	42	0	0	0	42
18:45	41	2	0	0	43
19:00	44	1	0	0	45
19:15	39	1	0	0	40
19:30	32	2	1	0	35
19:45	20	3	0	0	23
20:00	25	1	0	0	26
20:15	29	3	0	0	32
20:30	23	1	0	1	25
20:45	17	1	0	0	18
21:00	21	2	0	0	23
21:15	17	3	0	0	20
21:30	9	0	2	0	11
21:45	17	0	0	0	17
22:00	18	1	0	0	19
22:15	13	1	0	0	14
22:30	6	0	1	0	7
22:45	4	0	1	0	5
23:00	4	0	0	0	4
23:15	6	0	0	0	6
23:30	3	0	0	0	3
23:45	7	0	1	0	8
TOTAL	2258	58	25	11	2352

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	42	1	0	0	43
12:15	40	0	0	0	40
12:30	42	0	0	0	42
12:45	39	2	0	0	41
13:00	29	0	1	0	30
13:15	26	2	0	0	28
13:30	31	0	0	0	31
13:45	39	0	0	0	39
14:00	29	0	0	0	29
14:15	31	0	0	0	31
14:30	31	0	0	0	31
14:45	45	0	0	1	46
15:00	41	0	0	0	41
15:15	24	0	0	0	24
15:30	30	0	0	1	31
15:45	26	0	0	0	26
16:00	32	0	0	0	32
16:15	30	0	0	0	30
16:30	33	0	1	0	34
16:45	23	0	0	0	23
17:00	30	0	0	0	30
17:15	40	0	0	0	40
17:30	32	0	0	1	33
17:45	39	0	0	0	39
18:00	39	0	0	0	39
18:15	36	1	0	0	37
18:30	31	0	0	0	31
18:45	41	1	0	0	42
19:00	37	3	0	0	40
19:15	46	0	0	0	46
19:30	25	2	0	0	27
19:45	24	2	0	0	26
20:00	23	2	0	0	25
20:15	36	2	0	0	38
20:30	21	0	0	0	21
20:45	23	1	0	0	24
21:00	15	2	0	0	17
21:15	20	1	0	1	22
21:30	11	2	1	0	14
21:45	12	0	0	0	12
22:00	17	0	0	0	17
22:15	13	1	0	0	14
22:30	12	1	1	0	14
22:45	6	0	0	0	6
23:00	3	0	0	0	3
23:15	5	0	1	0	6
23:30	4	0	0	0	4
23:45	8	0	0	0	8
2023	44	20	10	2097	



City: County of Riverside
 Location: DW at Krameria Ave; W/o Village W Dr
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Eastbound				Total
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	
0:00	12	0	2	4	18
0:15	5	0	1	9	15
0:30	7	0	3	9	19
0:45	8	0	2	9	19
1:00	8	0	2	15	25
1:15	10	2	0	8	20
1:30	4	1	1	10	16
1:45	4	1	3	8	16
2:00	2	0	2	8	12
2:15	3	0	3	7	13
2:30	4	1	4	4	13
2:45	27	0	4	2	33
3:00	11	1	3	5	20
3:15	8	2	2	3	15
3:30	11	3	0	5	19
3:45	4	1	3	1	9
4:00	7	0	3	5	15
4:15	10	0	6	2	18
4:30	39	1	1	8	49
4:45	26	0	3	4	33
5:00	63	1	2	6	72
5:15	19	3	5	3	30
5:30	10	1	0	3	14
5:45	13	0	2	1	16
6:00	12	2	0	3	17
6:15	6	0	2	2	10
6:30	10	3	3	4	20
6:45	13	1	1	4	19
7:00	21	3	2	13	39
7:15	9	1	2	5	17
7:30	17	2	0	3	22
7:45	11	4	1	6	22
8:00	20	1	0	3	24
8:15	22	6	1	3	32
8:30	16	3	0	5	24
8:45	27	1	3	7	38
9:00	37	7	2	9	55
9:15	39	56	1	5	101
9:30	28	29	4	4	65
9:45	31	1	3	9	44
10:00	32	4	0	10	46
10:15	39	1	5	8	53
10:30	55	2	4	8	69
10:45	30	4	2	6	42
11:00	42	9	5	9	65
11:15	62	1	1	12	76
11:30	62	4	2	16	84
11:45	51	0	1	11	63

	Westbound				Total
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	
0:00	3	0	1	1	5
0:15	3	1	0	7	11
0:30	0	0	2	6	8
0:45	5	0	0	6	11
1:00	0	0	0	4	4
1:15	5	0	2	7	14
1:30	6	0	0	8	14
1:45	8	0	1	1	10
2:00	1	0	0	5	6
2:15	7	0	3	5	15
2:30	5	0	0	8	13
2:45	20	0	0	5	25
3:00	40	0	2	6	48
3:15	30	0	0	3	33
3:30	16	0	1	5	22
3:45	25	1	1	5	32
4:00	12	0	0	2	14
4:15	29	0	1	2	32
4:30	28	0	2	6	36
4:45	32	0	1	3	36
5:00	28	2	1	0	31
5:15	36	1	2	5	44
5:30	25	1	1	2	29
5:45	38	4	2	5	49
6:00	31	1	1	8	41
6:15	34	1	1	12	48
6:30	66	1	1	11	79
6:45	102	1	0	9	112
7:00	80	0	0	7	87
7:15	128	1	1	4	134
7:30	109	0	1	7	117
7:45	111	2	2	6	121
8:00	69	1	2	6	78
8:15	67	1	1	4	73
8:30	53	3	3	9	68
8:45	52	1	3	2	58
9:00	53	3	1	9	66
9:15	61	4	1	13	79
9:30	37	1	4	12	54
9:45	46	1	1	9	57
10:00	64	0	2	8	74
10:15	57	1	1	6	65
10:30	71	1	1	5	78
10:45	26	2	1	7	36
11:00	38	0	2	5	45
11:15	31	0	3	4	38
11:30	42	0	4	10	56
11:45	40	0	1	12	53



City: County of Riverside
 Location: DW at Krameria Ave; W/o Village W Dr
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Eastbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	88	0	4	8	100
12:15	51	0	2	19	72
12:30	51	4	5	9	69
12:45	40	4	3	10	57
13:00	53	0	4	8	65
13:15	27	1	3	11	42
13:30	49	1	2	8	60
13:45	32	0	5	11	48
14:00	37	1	3	11	52
14:15	23	7	2	8	40
14:30	50	7	4	16	77
14:45	56	2	1	18	77
15:00	50	0	7	15	72
15:15	47	1	1	12	61
15:30	37	0	3	9	49
15:45	36	0	3	6	45
16:00	71	0	2	10	83
16:15	53	0	2	16	71
16:30	61	1	2	6	70
16:45	68	0	1	6	75
17:00	83	0	0	7	90
17:15	44	2	1	8	55
17:30	87	0	1	11	99
17:45	44	1	0	9	54
18:00	97	4	1	6	108
18:15	96	3	1	6	106
18:30	52	2	0	3	57
18:45	40	0	3	9	52
19:00	38	0	4	5	47
19:15	51	0	2	5	58
19:30	24	1	4	4	33
19:45	23	1	2	7	33
20:00	31	0	3	2	36
20:15	39	0	2	2	43
20:30	26	1	2	7	36
20:45	31	1	1	5	38
21:00	33	1	3	10	47
21:15	30	0	1	6	37
21:30	39	0	2	5	46
21:45	31	0	1	5	37
22:00	19	0	2	7	28
22:15	23	0	1	7	31
22:30	19	0	2	6	27
22:45	15	0	2	3	20
23:00	26	0	2	6	34
23:15	20	0	2	6	28
23:30	15	0	3	3	21
23:45	11	0	1	5	17
TOTAL	3074	209	210	686	4179

	Westbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	65	1	1	3	70
12:15	59	1	2	6	68
12:30	70	1	2	5	78
12:45	61	5	2	5	73
13:00	34	2	3	12	51
13:15	45	0	2	8	55
13:30	30	2	6	6	44
13:45	43	2	3	7	55
14:00	36	1	1	14	52
14:15	23	0	2	10	35
14:30	16	1	1	12	30
14:45	23	0	3	7	33
15:00	36	2	3	5	46
15:15	20	2	0	6	28
15:30	25	0	1	8	34
15:45	18	2	4	6	30
16:00	21	2	1	3	27
16:15	24	2	2	8	36
16:30	13	2	1	5	21
16:45	18	2	0	7	27
17:00	15	7	0	4	26
17:15	37	13	0	10	60
17:30	49	1	1	10	61
17:45	73	1	0	5	79
18:00	77	7	1	8	93
18:15	55	8	1	8	72
18:30	21	5	1	12	39
18:45	22	13	2	4	41
19:00	24	8	0	11	43
19:15	23	4	0	8	35
19:30	21	3	0	8	32
19:45	15	5	3	16	39
20:00	19	4	0	15	38
20:15	22	3	0	6	31
20:30	26	4	3	10	43
20:45	29	3	0	2	34
21:00	23	0	3	1	27
21:15	30	0	3	4	37
21:30	28	0	1	5	34
21:45	13	0	4	3	20
22:00	19	0	3	4	26
22:15	17	0	1	2	20
22:30	8	0	1	5	14
22:45	11	0	0	7	18
23:00	3	0	0	4	7
23:15	1	0	0	6	7
23:30	2	0	0	6	8
23:45	3	0	0	6	9
TOTAL	3236	155	129	625	4145



City: County of Riverside
 Location: DW at Bundy Ave; N/o 11th Street
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Northbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	1	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	1	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	2	0	0	0	2
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	2	0	0	0	2
6:15	0	1	0	1	2
6:30	4	0	0	0	4
6:45	2	0	0	0	2
7:00	4	0	0	0	4
7:15	5	0	0	0	5
7:30	11	0	0	0	11
7:45	7	1	0	0	8
8:00	4	0	0	0	4
8:15	9	0	0	0	9
8:30	4	2	0	0	6
8:45	15	0	0	0	15
9:00	9	0	1	0	10
9:15	11	1	1	0	13
9:30	8	0	0	0	8
9:45	7	0	0	0	7
10:00	8	0	0	0	8
10:15	12	0	0	0	12
10:30	12	1	0	0	13
10:45	13	0	0	0	13
11:00	11	0	0	0	11
11:15	49	0	0	0	49
11:30	36	0	0	0	36
11:45	46	0	0	0	46

	Southbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	1	2
3:00	0	0	0	0	0
3:15	0	0	0	1	1
3:30	0	0	0	0	0
3:45	3	0	0	0	3
4:00	2	0	0	0	2
4:15	2	0	0	0	2
4:30	3	0	0	0	3
4:45	8	0	0	0	8
5:00	20	0	0	0	20
5:15	34	0	0	0	34
5:30	30	0	0	0	30
5:45	19	0	0	0	19
6:00	16	0	0	1	17
6:15	23	2	0	0	25
6:30	42	0	0	0	42
6:45	46	0	0	0	46
7:00	55	0	0	0	55
7:15	77	0	0	0	77
7:30	78	0	0	1	79
7:45	103	0	0	0	103
8:00	31	0	0	0	31
8:15	27	1	0	1	29
8:30	16	0	0	0	16
8:45	11	1	1	0	13
9:00	8	2	0	0	10
9:15	5	0	1	0	6
9:30	8	0	0	0	8
9:45	13	0	0	0	13
10:00	8	0	0	0	8
10:15	6	0	0	1	7
10:30	8	1	0	0	9
10:45	6	0	0	0	6
11:00	5	0	0	0	5
11:15	13	0	0	0	13
11:30	12	1	0	0	13
11:45	17	0	0	0	17



City: County of Riverside
 Location: DW at Bundy Ave; N/o 11th Street
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Northbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	57	1	0	0	58
12:15	29	0	0	0	29
12:30	28	1	0	0	29
12:45	9	0	0	0	9
13:00	11	1	0	0	12
13:15	10	0	0	0	10
13:30	13	0	0	0	13
13:45	16	0	0	0	16
14:00	12	0	0	0	12
14:15	9	0	0	0	9
14:30	12	0	0	0	12
14:45	27	0	0	2	29
15:00	12	2	0	1	15
15:15	29	0	0	0	29
15:30	22	0	0	0	22
15:45	60	0	0	0	60
16:00	43	0	0	0	43
16:15	44	0	0	0	44
16:30	47	0	0	0	47
16:45	66	0	1	0	67
17:00	69	0	0	0	69
17:15	17	0	0	0	17
17:30	19	0	0	0	19
17:45	23	1	0	0	24
18:00	23	0	0	0	23
18:15	51	0	0	0	51
18:30	16	0	0	0	16
18:45	4	0	0	0	4
19:00	4	0	0	0	4
19:15	15	0	0	0	15
19:30	2	0	0	0	2
19:45	1	0	0	0	1
20:00	2	0	0	0	2
20:15	14	0	0	0	14
20:30	2	0	0	0	2
20:45	2	0	0	0	2
21:00	6	0	0	0	6
21:15	3	0	0	1	4
21:30	4	0	0	0	4
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	2	0	0	0	2
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	1130	12	3	7	1152

	Southbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	39	0	0	0	39
12:15	30	0	0	0	30
12:30	37	0	0	0	37
12:45	49	1	0	0	50
13:00	17	0	0	0	17
13:15	20	0	0	0	20
13:30	11	0	0	0	11
13:45	5	0	0	0	5
14:00	12	0	0	0	12
14:15	5	0	0	0	5
14:30	6	0	0	0	6
14:45	5	0	0	0	5
15:00	11	0	0	0	11
15:15	7	0	0	0	7
15:30	9	0	0	0	9
15:45	8	0	0	0	8
16:00	3	0	0	0	3
16:15	6	0	1	0	7
16:30	1	1	0	0	2
16:45	3	0	0	0	3
17:00	1	0	0	0	1
17:15	4	0	0	0	4
17:30	10	0	0	1	11
17:45	13	0	0	0	13
18:00	10	0	0	0	10
18:15	3	0	0	0	3
18:30	1	0	0	0	1
18:45	4	0	0	0	4
19:00	9	0	0	0	9
19:15	5	0	0	0	5
19:30	1	0	0	0	1
19:45	4	0	0	0	4
20:00	0	0	0	0	0
20:15	3	0	0	0	3
20:30	1	0	0	0	1
20:45	1	0	0	0	1
21:00	0	0	0	1	1
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	3	0	0	0	3
22:30	3	0	0	0	3
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	1119	10	3	8	1140



City: County of Riverside
 Location: DW at Meridian Pkwy; S/o Alessandro Blvd
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Northbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	7	0	0	0	7
0:15	8	0	0	1	9
0:30	4	0	0	0	4
0:45	4	0	0	2	6
1:00	10	0	0	1	11
1:15	7	0	0	0	7
1:30	10	0	0	1	11
1:45	9	0	0	0	9
2:00	3	0	0	0	3
2:15	5	0	0	1	6
2:30	5	0	0	0	5
2:45	5	0	0	1	6
3:00	13	0	0	2	15
3:15	12	0	0	2	14
3:30	16	0	0	2	18
3:45	34	0	0	0	34
4:00	41	0	1	1	43
4:15	40	0	0	2	42
4:30	59	0	0	3	62
4:45	78	1	0	3	82
5:00	73	1	0	3	77
5:15	119	1	1	8	129
5:30	117	1	0	12	130
5:45	128	3	1	6	138
6:00	145	5	0	7	157
6:15	176	0	0	10	186
6:30	252	5	1	6	264
6:45	210	4	0	11	225
7:00	265	5	0	5	275
7:15	311	2	6	2	321
7:30	238	5	2	8	253
7:45	214	3	1	10	228
8:00	284	5	5	7	301
8:15	269	4	1	9	283
8:30	266	3	3	6	278
8:45	204	2	0	15	221
9:00	201	6	0	13	220
9:15	172	8	1	9	190
9:30	151	10	2	11	174
9:45	160	8	3	6	177
10:00	136	4	0	18	158
10:15	127	2	0	9	138
10:30	169	5	5	12	191
10:45	96	4	2	6	108
11:00	101	6	2	15	124
11:15	133	6	1	11	151
11:30	117	2	5	13	137
11:45	131	7	1	11	150

	Southbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	10	0	0	0	10
0:15	9	0	1	0	10
0:30	5	1	1	3	10
0:45	11	0	0	2	13
1:00	2	0	0	1	3
1:15	4	0	0	0	4
1:30	6	0	0	0	6
1:45	6	0	1	1	8
2:00	8	0	0	1	9
2:15	2	0	0	2	4
2:30	3	0	0	0	3
2:45	3	0	0	1	4
3:00	11	0	0	0	11
3:15	18	0	0	0	18
3:30	33	0	0	2	35
3:45	56	1	0	0	57
4:00	12	0	0	0	12
4:15	12	0	0	2	14
4:30	39	2	0	1	42
4:45	32	1	0	2	35
5:00	25	0	1	1	27
5:15	35	0	0	0	35
5:30	34	2	0	0	36
5:45	60	2	0	0	62
6:00	45	1	0	2	48
6:15	55	2	0	0	57
6:30	59	3	0	0	62
6:45	96	1	1	1	99
7:00	74	2	0	1	77
7:15	87	0	1	5	93
7:30	106	2	0	1	109
7:45	93	1	1	1	96
8:00	107	2	0	2	111
8:15	68	1	1	4	74
8:30	88	1	0	1	90
8:45	80	2	0	4	86
9:00	74	2	1	2	79
9:15	76	2	1	4	83
9:30	75	4	0	2	81
9:45	78	2	0	2	82
10:00	68	1	0	5	74
10:15	63	3	0	2	68
10:30	61	0	0	1	62
10:45	74	4	0	0	78
11:00	76	5	1	3	85
11:15	62	1	1	4	68
11:30	58	0	0	3	61
11:45	60	3	1	1	65



City: County of Riverside
 Location: DW at Meridian Pkwy; S/o Alessandro Blvd
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Northbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	127	3	2	7	139
12:15	148	3	2	14	167
12:30	163	2	0	13	178
12:45	124	3	0	6	133
13:00	153	4	0	10	167
13:15	137	3	1	11	152
13:30	168	4	2	5	179
13:45	192	5	0	14	211
14:00	164	2	4	5	175
14:15	236	4	1	5	246
14:30	246	5	0	10	261
14:45	217	2	3	6	228
15:00	220	6	5	12	243
15:15	169	3	4	6	182
15:30	207	2	2	7	218
15:45	202	7	1	8	218
16:00	198	4	1	4	207
16:15	190	3	1	3	197
16:30	192	3	1	1	197
16:45	233	2	1	9	245
17:00	249	4	1	2	256
17:15	186	0	0	7	193
17:30	179	2	0	5	186
17:45	143	0	0	2	145
18:00	88	1	0	1	90
18:15	95	2	0	1	98
18:30	106	1	0	0	107
18:45	71	1	2	0	74
19:00	51	0	0	0	51
19:15	38	2	1	1	42
19:30	61	3	0	0	64
19:45	42	0	0	2	44
20:00	33	0	0	1	34
20:15	33	1	0	2	36
20:30	34	1	0	1	36
20:45	20	0	0	2	22
21:00	30	1	0	1	32
21:15	22	1	0	2	25
21:30	32	0	1	2	35
21:45	19	0	0	0	19
22:00	9	1	0	0	10
22:15	13	3	0	1	17
22:30	11	0	0	0	11
22:45	6	0	0	1	7
23:00	13	0	0	0	13
23:15	8	0	0	3	11
23:30	9	0	0	0	9
23:45	9	0	0	0	9
TOTAL	10631	212	80	474	11397

	Southbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	85	2	1	1	89
12:15	88	1	0	0	89
12:30	87	1	0	1	89
12:45	97	4	0	4	105
13:00	108	3	0	1	112
13:15	103	3	0	2	108
13:30	126	2	0	2	130
13:45	113	6	1	1	121
14:00	118	2	0	4	124
14:15	122	2	2	4	130
14:30	198	1	2	3	204
14:45	134	2	0	2	138
15:00	128	3	2	2	135
15:15	160	4	0	2	166
15:30	202	2	0	1	205
15:45	195	2	0	3	200
16:00	248	3	3	1	255
16:15	203	5	4	5	217
16:30	240	0	0	0	240
16:45	208	0	1	1	210
17:00	196	3	1	2	202
17:15	187	2	0	2	191
17:30	202	0	2	2	206
17:45	185	1	1	1	188
18:00	202	1	0	1	204
18:15	199	0	0	1	200
18:30	171	1	1	0	173
18:45	152	2	1	1	156
19:00	129	2	0	0	131
19:15	115	3	1	1	120
19:30	135	2	3	0	140
19:45	86	3	0	3	92
20:00	94	1	0	0	95
20:15	59	1	0	0	60
20:30	60	1	0	0	61
20:45	36	0	0	1	37
21:00	26	1	0	1	28
21:15	25	1	0	1	27
21:30	38	0	0	0	38
21:45	22	0	0	0	22
22:00	26	0	0	0	26
22:15	18	2	0	2	22
22:30	17	0	0	0	17
22:45	14	0	0	1	15
23:00	8	0	0	2	10
23:15	14	0	0	1	15
23:30	7	0	0	0	7
23:45	12	0	0	0	12
TOTAL	7617	129	39	133	7918



City: County of Riverside
 Location: DW at Cactus Ave; W/o I-215 SB Ramps
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Eastbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	14	0	1	2	17
0:15	13	0	0	2	15
0:30	13	0	0	3	16
0:45	24	0	0	1	25
1:00	16	0	0	3	19
1:15	10	0	0	8	18
1:30	15	0	1	4	20
1:45	9	1	0	12	22
2:00	9	0	0	2	11
2:15	13	0	0	5	18
2:30	6	0	0	5	11
2:45	10	1	0	8	19
3:00	11	0	0	7	18
3:15	11	0	0	10	21
3:30	16	0	3	11	30
3:45	34	0	2	15	51
4:00	52	1	2	10	65
4:15	28	0	1	12	41
4:30	31	0	2	14	47
4:45	31	0	0	18	49
5:00	31	0	3	5	39
5:15	25	0	1	10	36
5:30	26	0	0	4	30
5:45	42	0	0	5	47
6:00	38	0	2	9	49
6:15	37	0	2	8	47
6:30	57	1	1	8	67
6:45	73	0	1	5	79
7:00	61	0	5	3	69
7:15	50	0	1	8	59
7:30	69	3	4	8	84
7:45	66	1	1	15	83
8:00	94	1	2	7	104
8:15	79	2	0	4	85
8:30	77	1	1	7	86
8:45	83	0	0	11	94
9:00	55	1	2	7	65
9:15	50	3	3	13	69
9:30	82	4	3	8	97
9:45	64	1	0	10	75
10:00	74	1	1	6	82
10:15	71	4	4	11	90
10:30	76	2	1	8	87
10:45	71	2	5	16	94
11:00	93	2	1	7	103
11:15	78	2	3	9	92
11:30	81	1	0	6	88
11:45	89	2	1	9	101

	Westbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	7	0	0	7	14
0:15	9	0	1	9	19
0:30	28	1	0	3	32
0:45	23	0	3	9	35
1:00	7	0	2	4	13
1:15	6	0	4	6	16
1:30	13	0	0	10	23
1:45	17	1	0	11	29
2:00	8	0	3	9	20
2:15	10	0	0	7	17
2:30	16	0	2	14	32
2:45	21	0	3	7	31
3:00	34	0	1	10	45
3:15	48	0	1	9	58
3:30	129	0	2	11	142
3:45	244	0	2	6	252
4:00	63	0	3	8	74
4:15	77	1	1	3	82
4:30	79	0	2	9	90
4:45	144	2	0	8	154
5:00	93	2	4	11	110
5:15	133	1	0	5	139
5:30	169	1	1	3	174
5:45	197	2	4	13	216
6:00	157	1	1	14	173
6:15	228	0	1	14	243
6:30	318	5	1	8	332
6:45	328	3	3	9	343
7:00	330	3	1	8	342
7:15	384	1	0	10	395
7:30	350	4	2	14	370
7:45	347	2	4	12	365
8:00	391	6	3	10	410
8:15	338	8	5	13	364
8:30	283	3	4	14	304
8:45	265	7	3	14	289
9:00	233	8	8	22	271
9:15	211	2	4	17	234
9:30	177	4	5	16	202
9:45	219	3	6	14	242
10:00	148	3	6	12	169
10:15	143	7	10	21	181
10:30	153	7	5	15	180
10:45	123	4	3	10	140
11:00	119	5	3	12	139
11:15	102	5	5	8	120
11:30	98	3	3	14	118
11:45	121	3	5	10	139



City: County of Riverside
 Location: DW at Cactus Ave; W/o I-215 SB Ramps
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Eastbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	92	1	2	5	100
12:15	100	1	4	11	116
12:30	78	3	2	5	88
12:45	104	0	1	11	116
13:00	101	1	2	12	116
13:15	78	2	1	7	88
13:30	123	1	1	12	137
13:45	101	2	0	13	116
14:00	118	4	1	8	131
14:15	237	1	1	8	247
14:30	194	2	2	5	203
14:45	171	1	2	3	177
15:00	139	0	0	7	146
15:15	126	3	2	3	134
15:30	182	1	5	8	196
15:45	149	3	1	7	160
16:00	154	1	1	6	162
16:15	176	2	2	10	190
16:30	223	1	1	2	227
16:45	171	2	3	10	186
17:00	201	0	2	4	207
17:15	140	1	2	4	147
17:30	203	1	0	4	208
17:45	176	0	2	4	182
18:00	177	0	1	2	180
18:15	214	0	1	2	217
18:30	184	1	3	0	188
18:45	157	0	2	5	164
19:00	130	0	1	2	133
19:15	117	2	0	3	122
19:30	141	1	1	4	147
19:45	103	1	0	11	115
20:00	99	0	1	7	107
20:15	104	0	2	16	122
20:30	78	0	0	6	84
20:45	59	0	1	4	64
21:00	56	0	0	6	62
21:15	41	0	0	11	52
21:30	47	0	0	9	56
21:45	37	0	1	8	46
22:00	34	0	1	5	40
22:15	30	0	2	9	41
22:30	34	0	1	3	38
22:45	27	1	0	12	40
23:00	19	1	1	4	25
23:15	30	2	1	7	40
23:30	11	0	1	3	15
23:45	21	0	0	2	23
TOTAL	7645	80	121	689	8535

	Westbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	117	3	5	8	133
12:15	140	1	6	11	158
12:30	140	4	3	11	158
12:45	131	7	5	7	150
13:00	139	5	7	12	163
13:15	138	2	5	17	162
13:30	161	2	5	14	182
13:45	182	3	3	10	198
14:00	164	3	5	10	182
14:15	263	5	4	10	282
14:30	276	2	3	10	291
14:45	195	4	2	6	207
15:00	219	5	1	6	231
15:15	189	5	2	11	207
15:30	224	3	3	10	240
15:45	221	4	4	5	234
16:00	189	1	4	7	201
16:15	195	0	3	9	207
16:30	177	2	0	3	182
16:45	201	0	1	1	203
17:00	137	0	3	1	141
17:15	166	2	2	7	177
17:30	168	1	1	6	176
17:45	150	2	1	4	157
18:00	111	2	0	7	120
18:15	91	0	2	7	100
18:30	94	0	0	9	103
18:45	68	2	2	5	77
19:00	63	1	2	4	70
19:15	52	0	0	8	60
19:30	43	0	2	9	54
19:45	65	1	1	8	75
20:00	42	1	1	8	52
20:15	51	0	0	12	63
20:30	49	0	1	5	55
20:45	52	0	0	9	61
21:00	30	0	6	6	42
21:15	31	0	3	8	42
21:30	38	0	1	4	43
21:45	36	1	1	5	43
22:00	19	0	1	7	27
22:15	11	1	3	5	20
22:30	15	0	2	11	28
22:45	14	0	1	5	20
23:00	19	0	0	9	28
23:15	30	0	4	4	38
23:30	22	0	0	6	28
23:45	28	0	0	8	36
TOTAL	12497	183	241	868	13789



City: County of Riverside
 Location: DW at Economic; N/o Van Buren Blvd
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Northbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	0	0	0	0	0
4:45	2	0	0	0	2
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	1	0	0	0	1
5:45	1	0	0	0	1
6:00	2	0	0	0	2
6:15	2	0	0	0	2
6:30	1	0	0	0	1
6:45	1	0	0	0	1
7:00	3	0	0	1	4
7:15	3	0	0	0	3
7:30	0	0	0	0	0
7:45	1	0	0	0	1
8:00	1	0	0	0	1
8:15	1	0	0	1	2
8:30	0	0	0	0	0
8:45	1	0	0	0	1
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	0	0	1	0	1
10:00	3	0	0	0	3
10:15	4	0	0	0	4
10:30	2	2	0	0	4
10:45	5	0	0	0	5
11:00	1	0	0	0	1
11:15	0	0	0	0	0
11:30	1	0	0	0	1
11:45	2	1	1	1	5

	Southbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	1	0	1
2:45	0	0	0	0	0
3:00	1	0	0	0	1
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	1	0	1	1	3
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	1	1	0	2
8:00	0	0	0	0	0
8:15	2	0	0	0	2
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	3	0	0	0	3
10:45	1	1	0	0	2
11:00	1	0	0	0	1
11:15	0	0	0	0	0
11:30	1	0	0	0	1
11:45	1	1	0	0	2



City: County of Riverside
 Location: DW at Economic; N/o Van Buren Blvd
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Northbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	3	0	0	0	3
13:45	1	0	0	0	1
14:00	0	1	0	0	1
14:15	2	0	0	0	2
14:30	0	0	0	0	0
14:45	2	0	0	0	2
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	1	0	0	0	1
17:15	1	0	0	0	1
17:30	1	0	0	0	1
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	56	4	2	3	65

	Southbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	2	0	0	0	2
12:30	1	0	0	0	1
12:45	1	0	0	0	1
13:00	1	0	0	1	2
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	3	0	1	0	4
14:00	2	0	0	0	2
14:15	2	0	0	0	2
14:30	2	0	0	0	2
14:45	3	0	0	0	3
15:00	1	0	0	0	1
15:15	2	0	1	0	3
15:30	1	0	0	0	1
15:45	3	0	0	0	3
16:00	3	0	0	0	3
16:15	2	0	0	1	3
16:30	1	0	0	0	1
16:45	2	0	0	0	2
17:00	0	0	0	0	0
17:15	2	0	0	0	2
17:30	1	0	0	0	1
17:45	1	0	0	0	1
18:00	3	0	0	0	3
18:15	0	0	0	0	0
18:30	1	0	0	0	1
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	2	0	0	1	3
20:00	1	0	0	0	1
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	59	3	5	4	71



City: County of Riverside
 Location: DW at Meridian Pkwy; N/o Van Buren Blvd
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Northbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	6	0	0	0	6
0:15	9	0	0	0	9
0:30	6	0	0	0	6
0:45	12	0	0	0	12
1:00	5	0	0	1	6
1:15	7	0	0	0	7
1:30	8	0	0	2	10
1:45	7	0	0	1	8
2:00	4	0	0	4	8
2:15	1	0	0	1	2
2:30	6	0	0	0	6
2:45	13	0	0	1	14
3:00	8	0	0	1	9
3:15	12	0	0	0	12
3:30	27	0	1	0	28
3:45	34	0	0	0	34
4:00	17	0	0	2	19
4:15	10	0	1	4	15
4:30	30	0	0	0	30
4:45	32	1	0	0	33
5:00	41	1	0	3	45
5:15	45	2	2	2	51
5:30	46	0	0	2	48
5:45	60	0	1	0	61
6:00	39	1	1	1	42
6:15	48	1	0	3	52
6:30	65	0	1	4	70
6:45	92	2	0	2	96
7:00	73	1	10	0	84
7:15	81	1	1	4	87
7:30	94	1	0	0	95
7:45	99	1	1	1	102
8:00	138	2	1	1	142
8:15	118	2	1	0	121
8:30	102	1	1	1	105
8:45	61	2	0	7	70
9:00	73	3	1	7	84
9:15	65	8	1	1	75
9:30	76	8	1	2	87
9:45	70	2	0	2	74
10:00	52	1	0	8	61
10:15	57	2	0	1	60
10:30	63	1	0	4	68
10:45	58	1	1	4	64
11:00	47	4	1	1	53
11:15	56	0	1	2	59
11:30	44	3	0	7	54
11:45	70	4	0	1	75

	Southbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	11	0	0	1	12
0:15	6	0	0	0	6
0:30	11	0	0	0	11
0:45	11	1	0	1	13
1:00	5	0	0	0	5
1:15	1	0	0	0	1
1:30	15	0	0	1	16
1:45	6	0	0	2	8
2:00	10	0	0	2	12
2:15	9	0	0	3	12
2:30	7	0	0	1	8
2:45	3	0	0	2	5
3:00	16	0	0	2	18
3:15	12	1	0	1	14
3:30	9	0	0	1	10
3:45	17	0	0	1	18
4:00	19	0	0	3	22
4:15	20	0	0	4	24
4:30	21	0	0	3	24
4:45	13	1	0	6	20
5:00	14	0	0	2	16
5:15	15	1	0	0	16
5:30	25	0	0	5	30
5:45	31	0	1	4	36
6:00	33	1	0	1	35
6:15	36	0	0	2	38
6:30	56	3	0	2	61
6:45	96	5	0	5	106
7:00	69	4	0	0	73
7:15	97	5	1	4	107
7:30	151	2	0	2	155
7:45	132	1	0	3	136
8:00	115	1	0	3	119
8:15	98	1	1	2	102
8:30	86	2	1	1	90
8:45	99	3	0	2	104
9:00	62	3	0	2	67
9:15	76	2	0	2	80
9:30	62	2	0	3	67
9:45	65	1	0	6	72
10:00	61	0	1	4	66
10:15	74	3	0	3	80
10:30	71	3	0	2	76
10:45	54	1	1	4	60
11:00	61	3	0	3	67
11:15	72	2	0	6	80
11:30	54	3	0	2	59
11:45	73	0	2	2	77



City: County of Riverside
 Location: DW at Meridian Pkwy; N/o Van Buren Blvd
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Northbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	60	2	2	4	68
12:15	74	2	1	6	83
12:30	65	1	1	8	75
12:45	78	3	2	4	87
13:00	65	0	0	2	67
13:15	62	4	1	3	70
13:30	78	1	1	5	85
13:45	71	1	2	4	78
14:00	67	3	1	1	72
14:15	61	3	0	5	69
14:30	94	2	1	6	103
14:45	100	2	2	2	106
15:00	99	3	0	5	107
15:15	66	1	3	4	74
15:30	82	0	1	5	88
15:45	77	2	0	4	83
16:00	86	2	0	2	90
16:15	58	2	1	3	64
16:30	92	1	1	1	95
16:45	67	0	0	4	71
17:00	70	1	0	5	76
17:15	68	0	0	4	72
17:30	80	2	1	3	86
17:45	89	0	0	1	90
18:00	77	0	0	0	77
18:15	56	0	1	1	58
18:30	62	2	0	3	67
18:45	50	1	1	1	53
19:00	42	0	1	2	45
19:15	31	1	0	1	33
19:30	36	1	2	2	41
19:45	39	0	0	2	41
20:00	32	1	1	1	35
20:15	25	0	0	2	27
20:30	33	1	1	0	35
20:45	21	0	1	0	22
21:00	21	1	0	0	22
21:15	22	1	0	0	23
21:30	18	0	0	2	20
21:45	12	0	0	1	13
22:00	11	1	0	0	12
22:15	18	0	0	2	20
22:30	10	0	0	2	12
22:45	5	0	0	2	7
23:00	14	0	0	1	15
23:15	12	1	0	3	16
23:30	7	0	0	0	7
23:45	22	0	0	1	23
TOTAL	4672	105	57	208	5042

	Southbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	67	6	0	1	74
12:15	83	1	1	2	87
12:30	98	2	1	2	103
12:45	97	2	0	2	101
13:00	75	2	0	0	77
13:15	78	1	0	2	81
13:30	106	2	3	0	111
13:45	117	8	1	3	129
14:00	117	3	0	1	121
14:15	151	6	0	1	158
14:30	168	3	2	4	177
14:45	159	1	1	0	161
15:00	153	2	1	2	158
15:15	154	0	1	0	155
15:30	202	1	0	0	203
15:45	184	1	3	3	191
16:00	251	1	1	2	255
16:15	200	2	1	3	206
16:30	198	2	1	1	202
16:45	170	3	0	0	173
17:00	185	3	0	1	189
17:15	178	5	0	1	184
17:30	171	0	1	1	173
17:45	158	1	0	0	159
18:00	148	2	0	0	150
18:15	123	2	0	2	127
18:30	108	1	0	0	109
18:45	87	1	1	2	91
19:00	76	1	1	0	78
19:15	53	0	1	1	55
19:30	51	0	1	0	52
19:45	61	1	0	0	62
20:00	46	0	0	1	47
20:15	47	0	0	1	48
20:30	61	0	0	0	61
20:45	45	1	1	1	48
21:00	32	1	0	1	34
21:15	22	0	0	3	25
21:30	27	0	1	3	31
21:45	20	0	0	0	20
22:00	23	0	1	1	25
22:15	13	0	0	0	13
22:30	11	0	0	1	12
22:45	13	0	0	0	13
23:00	11	0	0	1	12
23:15	17	0	0	0	17
23:30	11	0	0	1	12
23:45	14	0	0	0	14
TOTAL	6800	123	33	162	7118



City: County of Riverside
 Location: DW at Opportunity Way; N/o Van Buren Blvd
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Northbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	12	0	1	1	14
0:15	7	0	1	2	10
0:30	13	0	0	0	13
0:45	5	1	0	1	7
1:00	3	0	0	2	5
1:15	1	0	0	1	2
1:30	6	0	0	1	7
1:45	9	0	0	2	11
2:00	2	0	0	1	3
2:15	8	0	0	0	8
2:30	6	0	0	2	8
2:45	7	0	0	0	7
3:00	3	0	0	1	4
3:15	8	0	0	1	9
3:30	14	0	1	0	15
3:45	25	0	0	3	28
4:00	11	0	1	1	13
4:15	9	0	0	1	10
4:30	7	0	0	3	10
4:45	16	0	0	6	22
5:00	18	0	0	1	19
5:15	17	0	1	2	20
5:30	19	1	0	0	20
5:45	25	0	0	0	25
6:00	24	1	0	2	27
6:15	25	0	0	0	25
6:30	29	0	1	1	31
6:45	51	1	0	4	56
7:00	48	1	0	0	49
7:15	29	1	0	1	31
7:30	38	1	0	2	41
7:45	36	0	0	0	36
8:00	22	1	0	1	24
8:15	42	1	0	0	43
8:30	30	0	0	1	31
8:45	20	1	0	1	22
9:00	34	1	0	2	37
9:15	20	4	0	1	25
9:30	29	3	1	1	34
9:45	30	0	0	2	32
10:00	29	0	1	4	34
10:15	24	0	0	3	27
10:30	33	3	0	1	37
10:45	31	0	2	1	34
11:00	25	1	1	2	29
11:15	48	3	2	0	53
11:30	53	0	0	2	55
11:45	53	3	0	2	58

	Southbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	13	0	0	0	13
0:15	13	0	1	1	15
0:30	16	0	1	3	20
0:45	18	0	0	2	20
1:00	12	0	0	0	12
1:15	10	0	0	1	11
1:30	7	0	0	1	8
1:45	7	0	0	1	8
2:00	4	0	0	0	4
2:15	0	0	0	3	3
2:30	4	0	0	3	7
2:45	4	0	0	1	5
3:00	3	0	0	1	4
3:15	4	0	0	1	5
3:30	4	0	0	6	10
3:45	7	0	1	0	8
4:00	10	0	0	2	12
4:15	12	0	0	2	14
4:30	9	0	0	4	13
4:45	20	0	1	6	27
5:00	15	1	1	1	18
5:15	22	0	1	1	24
5:30	32	1	0	3	36
5:45	24	0	0	1	25
6:00	19	0	0	2	21
6:15	15	1	0	0	16
6:30	32	0	0	2	34
6:45	25	3	0	1	29
7:00	41	1	0	0	42
7:15	56	2	2	3	63
7:30	39	1	1	0	41
7:45	46	1	0	1	48
8:00	29	0	0	2	31
8:15	29	3	0	1	33
8:30	43	0	0	0	43
8:45	33	0	0	1	34
9:00	27	0	0	1	28
9:15	34	0	0	0	34
9:30	23	1	0	3	27
9:45	33	5	0	3	41
10:00	30	1	1	3	35
10:15	31	2	0	3	36
10:30	27	1	0	4	32
10:45	42	1	0	2	45
11:00	53	1	0	1	55
11:15	49	0	1	2	52
11:30	56	2	1	2	61
11:45	64	2	1	1	68



City: County of Riverside
 Location: DW at Opportunity Way; N/o Van Buren Blvd
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Northbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	45	1	0	1	47
12:15	47	0	3	1	51
12:30	46	2	2	2	52
12:45	36	3	1	3	43
13:00	38	1	1	1	41
13:15	32	0	0	3	35
13:30	38	1	0	1	40
13:45	36	2	1	0	39
14:00	22	1	1	1	25
14:15	31	0	1	4	36
14:30	29	0	0	2	31
14:45	51	2	0	4	57
15:00	32	0	0	0	32
15:15	43	0	1	2	46
15:30	32	1	0	0	33
15:45	44	0	0	0	44
16:00	41	1	0	2	44
16:15	39	0	0	0	39
16:30	40	0	1	1	42
16:45	43	0	0	1	44
17:00	35	1	0	1	37
17:15	59	0	0	0	59
17:30	39	1	0	0	40
17:45	33	0	0	0	33
18:00	49	0	1	0	50
18:15	30	0	0	1	31
18:30	39	0	0	0	39
18:45	33	1	0	1	35
19:00	33	1	0	0	34
19:15	34	0	0	2	36
19:30	31	0	0	1	32
19:45	36	0	0	1	37
20:00	32	0	3	0	35
20:15	31	0	1	1	33
20:30	28	0	0	1	29
20:45	17	0	1	3	21
21:00	19	0	1	1	21
21:15	22	0	1	1	24
21:30	12	0	1	2	15
21:45	15	0	0	0	15
22:00	13	0	0	0	13
22:15	25	0	0	0	25
22:30	11	1	0	2	14
22:45	7	0	0	1	8
23:00	22	0	0	0	22
23:15	8	0	0	0	8
23:30	13	0	0	0	13
23:45	7	0	0	1	8
TOTAL	2552	48	34	115	2749

	Southbound				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	53	2	0	5	60
12:15	64	0	0	3	67
12:30	71	1	0	3	75
12:45	64	0	2	0	66
13:00	50	2	0	1	53
13:15	64	2	2	0	68
13:30	60	0	0	1	61
13:45	55	1	1	0	57
14:00	32	1	2	2	37
14:15	56	3	0	0	59
14:30	55	0	0	1	56
14:45	51	1	2	0	54
15:00	67	0	0	2	69
15:15	54	0	1	1	56
15:30	76	0	0	1	77
15:45	55	1	0	1	57
16:00	64	0	0	1	65
16:15	56	1	0	1	58
16:30	70	0	0	1	71
16:45	61	0	0	0	61
17:00	56	0	0	0	56
17:15	67	0	0	0	67
17:30	58	1	0	0	59
17:45	67	0	0	0	67
18:00	58	0	0	1	59
18:15	55	1	0	0	56
18:30	46	0	1	0	47
18:45	55	2	0	0	57
19:00	35	2	1	1	39
19:15	44	0	0	0	44
19:30	61	0	0	0	61
19:45	41	0	0	1	42
20:00	35	0	0	0	35
20:15	55	0	2	0	57
20:30	56	0	0	1	57
20:45	36	0	0	3	39
21:00	22	0	0	2	24
21:15	36	0	2	0	38
21:30	24	1	0	0	25
21:45	31	0	0	2	33
22:00	17	0	1	0	18
22:15	21	0	0	0	21
22:30	33	0	0	1	34
22:45	24	0	0	1	25
23:00	21	0	0	0	21
23:15	22	0	0	0	22
23:30	20	0	0	1	21
23:45	26	0	1	0	27
TOTAL	3446	52	31	120	3649

**ATTACHMENT B: EXCERPTS FROM SOUTH CAMPUS TRAFFIC
STUDY (APRIL 2020)**



Meridian South Campus

TRAFFIC IMPACT ANALYSIS

MARCH JOINT POWERS AUTHORITY (MARCH JPA)

PREPARED BY:

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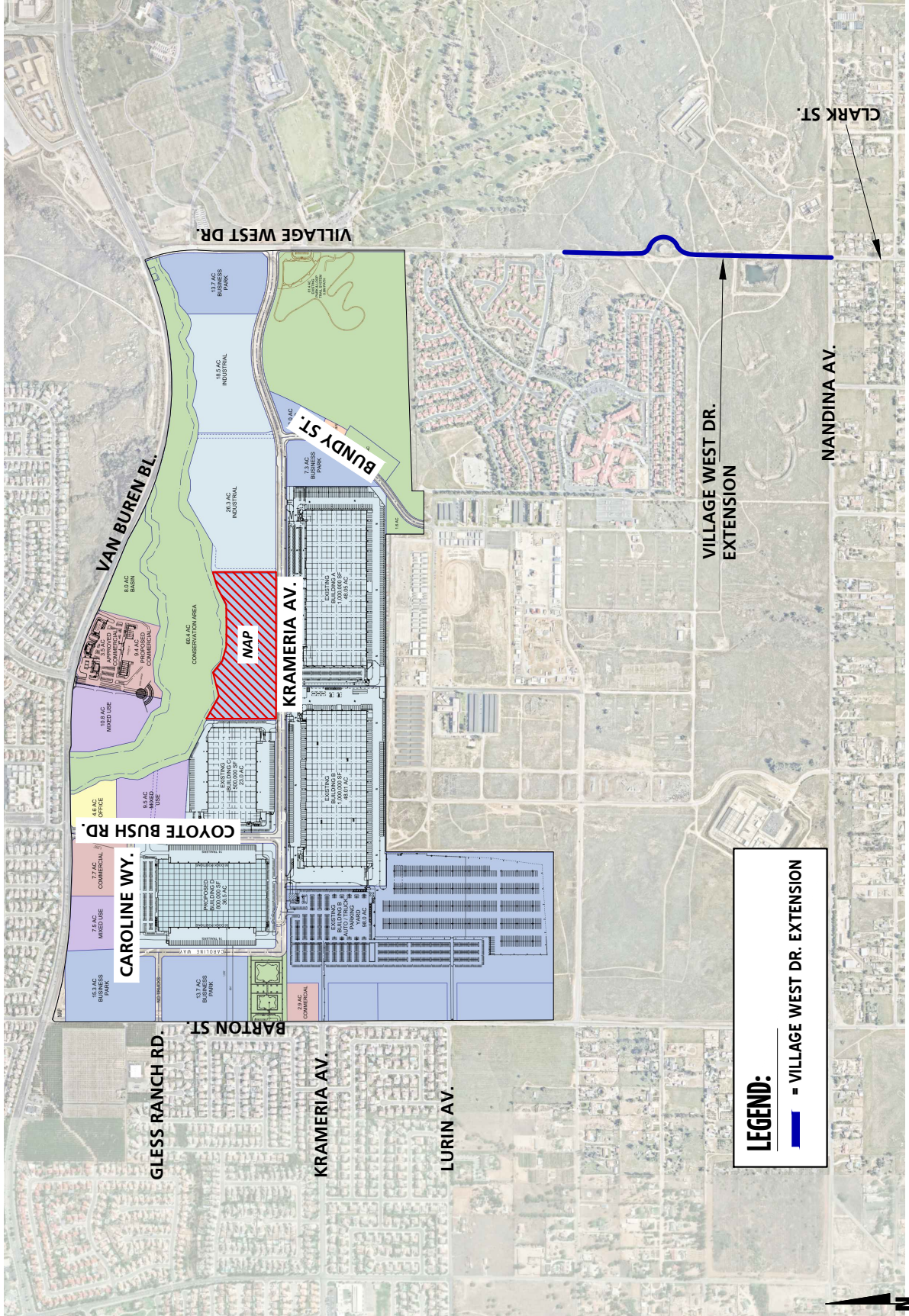
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APRIL 29, 2020

12759-17 TIA Report

EXHIBIT 1-1: PRELIMINARY SITE PLAN



LEGEND:
— - VILLAGE WEST DR. EXTENSION



4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. The proposed Project involves amending the South Campus Specific Plan to change the mix of uses. The square footage calculated based on maximum allowable floor area ratio (FAR) for each land use type is shown below:

Proposed Project

- Office – 388.011 TSF
- Commercial – 221.394 TSF
- Grocery Store – 61.336 TSF
- Business Park – 1,764.180 TSF
- High Cube Warehouse – 800.000 TSF
- High Cube Cold Storage Warehouse – 700.000 TSF
- Warehousing – 274.437 TSF
- Dog Park – 6.2 Acres

The following uses that are built or entitled, but not yet occupied and operational will also be included as part of the proposed Project scenarios:

- Amazon (Building A) – 1,000.000 TSF
- Parcel Delivery (Building B) – 1,000.000 TSF
- Parking Lot – 61.0 Acres
- Building C (Warehousing) – 500.000 TSF
- Commercial (Parcel 72) – 13.922 TSF

The report is intended to evaluate the net change in potential impacts from the 2003 EIR Phase III to the proposed Project. For analytical purposes the “without project” conditions will reflect the EIR Phase III and the “with project” conditions will reflect the proposed net change in trips to the proposed Project.

4.1 PROJECT TRIP GENERATION

4.1.1 PROPOSED PROJECT

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. Trip generation rates for the Project in actual vehicles are shown in Table 4-1.

Table 4-1

Trip Generation Rates

Land Use ¹	ITE LU Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates¹									
Warehousing ^{3,4}	150	TSF	Based on the ITE Fitted Curve Equation						
Warehousing (274.437 TSF)			0.163	0.049	0.212	0.060	0.162	0.222	1.746
Warehousing (1,234.926 TSF)			0.108	0.032	0.140	0.038	0.104	0.142	1.617
High-Cube Transload Short-Term Warehouse ^{3,4}	154	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
High-Cube Cold Storage Warehouse ^{3,4}	157	TSF	0.085	0.025	0.110	0.032	0.088	0.120	2.263
General Office	710	TSF	Based on the ITE Fitted Curve Equation						
General Office (388.011 TSF)			0.870	0.140	1.010	0.170	0.890	1.060	10.190
General Office (529.254 TSF)			0.850	0.140	0.990	0.170	0.880	1.050	10.090
Shopping Center	820	TSF	Based on the ITE Fitted Curve Equation						
Shopping Center (221.394 TSF)			0.740	0.450	1.190	2.120	2.300	4.420	46.620
Supermarket	850	TSF	Based on the ITE Fitted Curve Equation						
Supermarket (61.336 TSF)			2.368	1.452	3.820	4.516	4.339	8.855	90.660
Public Park	411	AC	Based on the ITE Fitted Curve Equation						
Public Park (6.20 AC)			0.012	0.008	0.020	2.038	1.667	3.705	14.908

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² AC = Acres; TSF = Thousand Square Feet

³ Vehicle Mix Source: ITE High Cube Warehouse Vehicle Trip Generation Analysis, October 2016 and SCAQMD.

⁴ Truck Percentage: ITE Trip Generation Handbook, 3rd Edition (2017) for Industrial Park; 2% trucks used for office commercial areas
Truck Mix Source: South Coast Air Quality Management District (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (2014).

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

The trip generation summary illustrating daily and peak hour trip generation estimates for the proposed Project are shown on Table 4-2. The building square footages were derived based on the acreages and maximum floor-area-ratios utilized in March JPA. The trip generation rates used for this analysis are based upon information collected by the ITE as provided in their Trip Generation Manual, 10th Edition, 2017. (8) In order to accurately reflect the impact that heavy trucks would have on the street system, Project trips have been further broken down between passenger cars and trucks for each of the peak hours and weekday daily trip generation. As noted on Table 4-1, refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips by vehicle mix. Total vehicle mix percentages were also obtained from the ITE Trip Generation manual in conjunction with the SCAQMD recommended truck mix, by axle type.

For the Business Park use, a blended rate has been used based on the ITE description for Business Park that the average mix is 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing. As such, 30% of the business park area has been designated as office related uses, while the remaining 70% of the business park area has been allocated to warehousing uses. For office and commercial uses, a truck percentage of 2% has been used to provide a conservative analysis. For industrial portions of the Business Park, a truck percentage of 13% has been utilized based on average truck percentage for Industrial Park in ITE Trip Generation Handbook, 3rd Edition (2017). (9)

Employees of the office use may also visit other uses on-site, such as the retail uses. In other words, trips may be made between individual retail and office uses on-site and can be made either by walking or using internal roadways without using external streets. As such, a maximum 10 percent internal capture reduction was applied to recognize the interactions that would occur between the various complementary land uses. As the project is proposed to include shopping center and grocery store uses, pass-by percentages have been obtained from the ITE Trip Generation Handbook (3rd Edition, 2017). (9)

As shown on Table 4-2, the proposed Project is anticipated to generate a total of 31,424 trip-ends per day with 2,759 AM peak hour trips and 3,503 PM peak hour trips (actual vehicles as opposed to PCE).

For the purposes of this analysis, it is proposed that the actual vehicles be utilized in order to most accurately reflect the effects of heavy trucks in the analysis. Trucks will be accounted for in the analysis as a percentage of total traffic, which will be input into the analysis software (Synchro, Version 10).

Table 4-2
Page 1 of 2

Proposed Project Trip Generation Summary

Project Land Uses	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Vacant Land Uses									
Office	70.132	TSF							
Office (75% of Mixed Use)	317.879	TSF							
Office Passenger Cars (98%)			331	53	384	65	338	403	3,874
Office Truck Trips (2%)			7	1	8	1	7	8	80
Office Subtotal	388.011	TSF	338	54	392	66	345	411	3,954
Commercial Retail	115.434	TSF							
Commercial Retail (25% of Mixed Use)	105.960	TSF							
Commercial Retail Subtotal	221.394	TSF	164	100	264	469	509	978	10,322
Pass-by Reduction (AM: 0%, PM/Daily: 34%) ³			0	0	0	-159	-159	-318	-3,510
Commercial (Grocery Store)	61.336	TSF	145	89	234	277	266	543	5,562
Pass-by Reduction (AM: 0%, PM/Daily: 36%) ³			0	0	0	-96	-96	-192	-2,004
Commercial Passenger Cars (98%)			303	185	488	481	510	991	10,162
Commercial Truck Trips (2%)			6	4	10	10	10	20	208
Commercial Subtotal	282.730	TSF	309	189	498	491	520	1,011	10,370
Business Park	1,764.180	TSF							
Office (30% of Business Park)	529.254	TSF	450	74	524	90	466	556	5,342
Office Passenger Cars (98%)			441	73	514	88	457	545	5,234
Office Truck Trips (2%)			9	1	10	2	9	11	108
Warehouse (70% of Business Park)	1,234.926	TSF	133	40	173	47	128	175	1,998
Warehouse Passenger Cars (69.2% AM, 78.3% PM, 63.2% Daily)			92	28	120	37	100	137	1,262
Warehouse Truck Trips (30.8% AM, 21.7% PM, 36.8% Daily)			41	12	53	10	28	38	736
Business Park Subtotal	1,764.180	TSF	583	114	697	137	594	731	7,340
Industrial	1,774.437	TSF							
Warehousing	274.437	TSF							
Warehouse Passenger Cars (69.2% AM, 78.3% PM, 63.2% Daily)			31	9	40	13	34	47	302
Warehouse Truck Trips (30.8% AM, 21.7% PM, 36.8% Daily)			14	4	18	3	10	13	178
Warehousing Subtotal			45	13	58	16	44	60	480
High-Cube Cold Storage Warehouse	700.000	TSF							
Cold Storage Passenger Cars (69.2% AM, 78.3% PM, 63.2% Daily)			41	12	53	18	48	66	1,000
Cold Storage Truck Trips (30.8% AM, 21.7% PM, 36.8% Daily)			18	6	24	5	13	18	584
High-Cube Cold Storage Warehouse Subtotal			59	18	77	23	61	84	1,584
High-Cube Transload Short-Term Warehouse (Building D)	800.000	TSF							
High-Cube Warehouse Passenger Cars (69.2% AM, 78.3% PM, 63.2% Daily)			34	10	44	17	45	63	706
High-Cube Warehouse Truck Trips (30.8% AM, 21.7% PM, 36.8% Daily)			15	5	20	5	13	17	414
High-Cube Warehousing Subtotal			49	15	64	22	58	80	1,120
Industrial Subtotal	1,774.437	TSF	153	46	199	61	163	224	3,184
Dog Park & Paseo	6.200	AC	0	0	0	13	10	23	94
Vacant Land Uses Passenger Car Trips			1,273	370	1,643	732	1,542	2,275	22,634
Vacant Land Uses Truck Trips			110	33	143	36	90	125	2,308
Vacant Land Uses Total Trips²			1,383	403	1,786	768	1,632	2,400	24,942

Table 4-2
Page 2 of 2

Proposed Project Trip Generation Summary

Project Land Uses	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Built/Entitled Land Uses									
LGB6 (Building A) ⁴	1,000.000	TSF							
<i>LGB6 (Building A) Passenger Cars</i>			222	87	309	127	235	362	2,306
<i>LGB6 (Building A) Truck Trips</i>			57	22	79	33	60	93	592
<i>LGB6 (Building A) Subtotal</i>			279	109	388	160	295	455	2,898
Parcel Delivery Site (Building B + Parking Lot) ⁵	1,000.000	TSF							
<i>Parcel Delivery Site (Building B + Parking Lot) Passenger Cars</i>			341	132	473	221	410	631	2,952
<i>Parcel Delivery Site (Building B + Parking Lot) Truck Trips</i>			151	59	210	61	113	174	1,720
<i>Parcel Delivery Site (Building B + Parking Lot) Subtotal</i>			492	191	683	282	523	805	4,672
Commercial (Parcel 72) ⁶	15.485	TSF							
<i>Commercial Passenger Cars (98%)</i>			64	55	119	65	70	135	1,502
<i>Commercial Truck Trips (2%)</i>			1	1	2	1	1	2	32
Warehousing (Building C) ⁶	500.000	TSF							
<i>Warehousing (Building C) Passenger Cars</i>			46	14	60	20	54	74	550
<i>Warehousing (Building C) Truck Trips</i>			21	6	27	5	15	20	320
<i>Warehousing (Building C) Subtotal</i>			67	20	87	25	69	94	870
<i>Built/Entitled Passenger Car Trips</i>			673	288	961	433	769	1,202	7,310
<i>Built/Entitled Truck Trips</i>			230	88	318	100	189	289	2,664
<i>Built/Entitled Total Trips²</i>			903	376	1,279	533	958	1,491	9,974
<i>Vacant + Built/Entitled Passenger Car Trips</i>			1,946	658	2,604	1,165	2,311	3,477	29,944
<i>Vacant + Built/Entitled Truck Trips</i>			340	121	461	136	279	414	4,972
<i>Vacant + Built/Entitled Subtotal Trips²</i>			2,286	779	3,065	1,301	2,590	3,891	34,916
<i>Vacant + Built/Entitled Passenger Car Trips (With 10% Internal Trip Reduction)</i>			1,751	592	2,344	1,049	2,080	3,129	26,950
<i>Vacant + Built/Entitled Truck Trips (With 10% Internal Trip Reduction)</i>			306	109	415	122	251	374	4,475
<i>Vacant + Built/Entitled Subtotal Trips (With 10% Internal Trip Reduction)</i>			2,057	701	2,759	1,171	2,331	3,503	31,424
<i>Previous EIR Ph. III Trips</i>			2,965	648	3,613	808	2,907	3,715	31,267
<i>Previous EIR Ph. III Passenger Car Trips (92.6%) (With 10% Internal Trip Reduction)</i>			2,471	540	3,011	673	2,423	3,096	26,058
<i>Previous EIR Ph. III Truck Trips (7.4%) (With 10% Internal Trip Reduction)</i>			197	43	240	54	194	248	2,082
<i>Previous EIR Ph. III Subtotal Trips (With 10% Internal Trip Reduction)</i>			2,668	583	3,251	727	2,617	3,344	28,140
<i>Proposed Project Net Passenger Car Trips⁷</i>			-720	52	-667	376	-343	33	892
<i>Proposed Project Net Truck Trips⁷</i>			109	66	175	68	57	126	2,393
<i>Proposed Project Net Trip Generation⁷</i>			-611	118	-493	444	-286	159	3,284

¹ AC = Acres; TSF = Thousand Square Feet

² Total Trips (Actual Vehicles) = Passenger Cars + Truck Trips (Actual Trucks).

³ Pass-by reduction percentage consistent with ITE *Trip Generation Handbook*, 3rd Edition (2017)

⁴ Source: *LGB6 Project Substantial Conformance Traffic Assessment* (November 13, 2017, prepared by Urban Crossroads, Inc.)

⁵ Source: *Meridian South Parcel Delivery Traffic Impact Study Report* (August 2017, prepared by VRPA Technologies, Inc.)

⁶ Source: *Meridian South Campus Addendum #3 Focused Traffic Impact Analysis* (August 15, 2018, prepared by Urban Crossroads, Inc.)

⁷ Proposed Project = Vacant + Built/Entitled Subtotal Trips (With 10% Internal Trip Reduction) - Previous EIR Ph. III Subtotal Trips (With 10% Internal Trip Reduction)

4.1.2 2003 EIR PHASE III

Trip generation for the 2003 EIR Phase III has been obtained from the March Business Center Traffic Impact Analysis, (February 2003, Kimley-Horn and Associates). Refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips by vehicle mix. Based on the 2003 EIR Phase III, a mix of 7.4% has been used to account for heavy trucks. Consistent with the proposed Project trip generation, a maximum 10 percent internal capture reduction was applied to recognize the interactions that would occur between the various complementary land uses. As shown in Table 4-2, the 2003 EIR Phase III is anticipated to generate 28,140 trip-ends per day, with 3,251 AM peak hour trips and 3,344 PM peak hour trips.

4.1.3 TRIP GENERATION COMPARISON

A trip generation comparison has been conducted in order to determine the net change in trips between the proposed Project and the 2003 EIR Phase III. As shown in Table 4-2 and as a result of the shift in mix of uses from the 2003 EIR Phase III, the proposed Project net trip generation is estimated to be 3,284 additional trips per day, with 493 fewer AM peak hour trips and 159 additional PM peak hour trips. For the purposes of this traffic analysis, the net change in vehicle trips is considered the “Project.” The “without project” condition will include the 2003 EIR Phase III traffic and the “with project” condition will reflect the net change in vehicle trips due to the shift in mix of uses.

In terms of truck traffic, the Proposed Project is anticipated to result in the addition of 2,393 truck trips per day, with an additional 175 AM peak hour truck trips and an additional 126 PM peak hour truck trips as compared to the 2003 EIR Phase III.

4.2 PROJECT TRIP DISTRIBUTION

4.2.1 2003 EIR

The trip distribution for the 2003 EIR Phase III trips has been utilized from the 2003 EIR Traffic Study. The 2003 EIR Traffic Study utilized the same trip distribution for both near-term and horizon year traffic conditions.

4.2.2 PROPOSED PROJECT

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern of passenger cars is heavily influenced by the geographical location of the site, the location of surrounding land uses, and the proximity to the regional freeway system. The passenger car trip distribution was derived based on a select-zone run from the Riverside County Transportation Analysis Model (RivTAM) modified to include the extension of Village West Drive to Nandina Avenue. The trip distribution pattern for truck traffic is also influenced by the local truck routes approved by the March JPA, City of Riverside, City of Moreno Valley, and Caltrans. The Project has constructed vertical single post type truck barriers on Village West Drive and Coyote Bush Road with overhead signs to prevent trucks from making a left turn on Van Buren Boulevard.

**ATTACHMENT C: EXCERPTS FROM MERIDIAN NORTH CAMPUS
TRAFFIC STUDY (APRIL 2010)**

Traffic Impact Analysis

Meridian Specific Plan Amendment (SPA)

April 2010

Prepared for:
LNR Property Corporation
4350 Von Karman Avenue
Suite 200
Newport Beach, CA 92660

Project No. 095300028

© Kimley-Horn and Associates, Inc. 2010

5.0 AMENDMENT TRAFFIC

The following section describes the proposed Meridian SPA project including the estimated trip generation, distribution, and assignment.

Trip Generation

The approved Specific Plan has an external trip threshold for the build-out of the North Campus and South Campus. The trip generation for the SPA is the increase in external trips above the trip threshold established in the approved Specific Plan. This approach was used since lot lines and roadway configurations have changed since the Specific Plan was approved. Trip generation rates published by the Institute of Transportation Engineers (ITE), *Trip Generation Manual 8th Edition*, were applied to the parcels within the Specific Plan that have proposed land use changes with the SPA. An internal capture of 13% was used for parcels included in the SPA. Refer to **Appendix F** for worksheets that document internal capture calculations. All lots influenced by the SPA reside in the North Campus, so the difference in trips would be determined by changes in trip generation associated with the North Campus. The number of external trips generated in the North Campus by the SPA is estimated to be approximately 64,700 daily trips. The approved Specific Plan had an external trip threshold of about 45,000 daily trips for the North Campus, resulting in the net daily trips (Amendment traffic) of 19,678 daily tips. The peak-hour trip generation results in 1,388 net SPA trips in the morning peak (618 in, 770 out) and 1,127 new SPA trips in the afternoon peak (437 in, 690 out). A summary of the trip generation is provided in **Table 5-1**. A table showing trip generation by land use for the proposed Amendment is provided in **Table 5-2**.

Truck trip rates published by the Institute of Transportation Engineers (ITE), *Trip Generation Handbook 2nd Edition*, and the City of Fontana, *2003 Truck Trip Generation Study*, were used to calculate Amendment truck traffic. The total truck traffic generated in the North Campus by the SPA is 7,012 daily truck trips. The approved Specific Plan had a truck trip volume of 3,465 daily truck trips in the North Campus, resulting in the net daily truck trips (Amendment traffic) of 3,547 daily truck trips. The truck trips were classified by the number of axles and a passenger car equivalent (PCE) factor was applied to each classification to give the corresponding number of passenger cars that would be generated by the truck traffic. Trucks with two and three axles were assigned a PCE of 2.0 and trucks with four or more axles were assigned a PCE of 3.0. It was assumed that commercial, mixed use, office, and business park land uses did not have a separate truck trip generation due to the low number of trucks that would use these land uses. To factor in trucks coming to and from these (i.e. delivery trucks), a 2% heavy vehicle factor was used in analyses. Further, no internal capture was taken for truck trips. The resulting number of passenger car trips associated with trucks generated by the Amendment is 9,079 daily trips with 555 in the morning peak (249 in, 306 out) and 270 in the afternoon peak (126 in, 144 out). A more detailed trip generation table showing axle classifications and PCE calculations is provided in **Appendix G**.

The Amendment would use a system of Planning Areas and Planning Regions to manage development in the Amendment area. Each Planning Area would be allocated a traffic generation “budget” based on assumed land uses, and the combined Planning Area budgets would be equal to the total traffic generation of the entire Amendment. When a new development is proposed within the Amendment area, its traffic generation would be calculated, and a running total would be kept for each of the Planning Areas as development proceeds. If all lots within a Planning Area are fully developed and the combined traffic generation is less than the budget, then a limited amount of excess trips may be reallocated to other Planning Areas within that Planning Region only. Trips may not be reallocated between Planning Regions. Meridian North Campus was separated into seven Planning Areas and three Planning Regions, as illustrated in Figure 1-3. A summary of the trip generation by Planning Area and Planning Region is provided in **Table 5-3**.

**TABLE 5-1
MERIDIAN SPA TRIP GENERATION SUMMARY
NORTH CAMPUS - TOTAL TRIPS (TRUCKS AND PASSENGER CARS)**

Land Use	Average Daily Traffic	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Approved Specific Plan North Campus¹							
Total External Trips	44,966	3,882	1,016	4,898	1,276	3,865	5,141
External Passenger Car Trips	41,501	3,794	903	4,697	1,187	3,790	4,977
External Truck Trips	3,465	88	113	201	89	75	164
External Truck Trips as PCEs	8,881	224	287	511	226	193	420
Approved and Occupied North Campus Lots²							
Total External Trips	14,471	881	277	1,158	218	1,046	1,264
External Passenger Car Trips	11,537	819	200	1,019	166	989	1,155
External Truck Trips	2,934	62	76	139	52	58	110
External Truck Trips as PCEs	7,596	161	196	357	134	149	284
Remaining Approved and Unoccupied North Campus Lots³							
Total External Trips	30,495	3,001	739	3,740	1,058	2,819	3,877
External Passenger Car Trips	29,964	2,975	703	3,678	1,021	2,801	3,822
External Truck Trips	531	26	37	62	37	17	54
External Truck Trips as PCEs	1,284	64	90	154	92	44	136
Proposed North Campus with SPA⁴							
Total External Trips	64,644	4,500	1,786	6,286	1,713	4,555	6,268
External Passenger Car Trips	57,632	4,314	1,553	5,866	1,575	4,423	5,998
External Truck Trips	7,012	186	233	419	138	131	269
External Truck Trips as PCEs	17,972	474	593	1,066	352	338	690
Proposed SPA Increase⁵							
Total External Trips	19,678	618	770	1,388	437	690	1,127
External Passenger Car Trips	16,131	520	650	1,169	388	634	1,021
External Truck Trips	3,547	98	121	218	49	56	105
External Truck Trips as PCEs	9,079	249	306	555	126	144	270

Note:

¹ Taken from the March Business Center *Traffic Circulation and Phasing Study* (2003), Table II-2.

² Provided by March Joint Power Authority.

³ The difference between the approved Specific Plan threshold and the Approved and Occupied lots trip generation values.

⁴ Based on the SPA proposed land uses for the North Campus, including lots unchanged by the SPA.

⁵ The increase in trips from the proposed SPA land uses above the approved Specific Plan threshold.

K:\Meridian\095300028\TrafficStudy\2009 SPA Traffic Study\Excel\Trip Generation Summary Tables.xlsx\Trip Gen Summary

TABLE 5-3
MERIDIAN SPA TRIP GENERATION SUMMARY BY PLANNING AREA
NORTH CAMPUS - TOTAL TRIPS (TRUCKS AND PASSENGER CARS)

Planning Area Number	Total ADT	Truck ADT	Passenger Car ADT	Captured Trips	External Trips
Planning Region A¹					
1	8,429	0	8,429	1,096	7,333
2	0	0	0	0	0
Subtotal	8,429	0	8,429	1,096	7,333
Planning Region B					
3	9,269	1,836	7,433	966	8,303
4	0	0	0	0	0
Subtotal	9,269	1,836	7,433	966	8,303
Planning Region C					
5	6,726	1,760	4,966	646	6,080
6	8,622	294	8,328	1,083	7,539
7	18,579	0	18,579	2,415	16,164
Subtotal	33,927	2,054	31,873	4,144	29,783
NET TRIP GENERATION =	51,625	3,890	47,735	6,206	45,419

Note:

1. Because SPA land uses within Planning Region A include Mixed Use, Commercial, and Business Park land uses, there is no truck traffic, as defined in the Fontana Truck Trip Generation study (2003) will be generated.

Internal Capture is 13% for proposed uses.

K:\Meridian\095300028\TrafficStudy\2009 SPA Traffic Study\Excel[Trip Generation Summary Tables.xlsx]Summary by Planning Area

**ATTACHMENT D: EXCERPTS FROM MERIDIAN WEST CAMPUS –
LOWER PLATEAU EIR (OCTOBER 2017)**

FINAL

**Meridian West Campus-Lower Plateau
Project EIR**

Prepared for:

March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside, California 92518
Contact: Dan Fairbanks, Planning Director

Prepared by:

DUDEK
3511 University Avenue
Riverside, California 92501
Contact: Nicole Cobleigh

OCTOBER 2017

typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and LOS analyses. The PCE factors are shown in Appendix J and are consistent with the recommended values in the San Bernardino County CMP.

**Table 4.12-18
Project Trip Generation**

Land Use	Quantity (TSF) ¹	Type of Vehicle ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<i>Lot 2</i>									
High-Cube Warehouse/ Distribution Center	650.000	Passenger Cars	36	16	52	16	36	52	676
		Trucks	13	6	20	8	18	26	416
Warehousing	350.000	Passenger Cars	67	17	84	22	67	89	991
		Trucks	17	4	21	6	17	23	255
<i>Lot 3</i>									
High-Cube Warehouse / Distribution Center	549.250	Passenger Cars	30	14	44	14	30	44	571
		Trucks	11	5	16	7	15	22	352
Warehousing	295.750	Passenger Cars	56	14	71	19	56	75	838
		Trucks	15	4	18	5	15	19	215
<i>Building A</i>									
General Light Industrial	142.000	Passenger Cars	90	12	103	13	95	108	778
		Trucks	25	3	28	4	26	29	212
<i>Building B</i>									
General Light Industrial	110.000	Passenger Cars	70	10	80	10	73	84	603
		Trucks	19	3	22	3	20	23	164
<i>Building C</i>									
General Light Industrial	110.000	Passenger Cars	70	10	80	10	73	84	603
		Trucks	19	3	22	3	20	23	164
<i>Mixed Use Sub-Area</i>									
Business Park	71.852		86	15	101	24	67	91	894
Total Net Trips			625	135	759	163	629	792	7,731

Source: Urban Crossroads 2016 (Appendix J).

Note: Buildings located on Lot 2 and Lot 3 are assumed to be split 65% High Cube Warehouse and 35% General Warehouse.

1. TSF = thousand square feet

2. Total truck percentage source from ITE Trip Generation Manual.

Project Trip Distribution

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern of passenger cars is heavily influenced by the geographical location of the Project site, the location of surrounding land uses, and the proximity to the regional freeway system. The trip distribution pattern for truck traffic is influenced by land use as well as by the local truck routes approved by the March JPA, City of

**ATTACHMENT E: EXCERPTS FROM MARCH BUSINESS CENTER EIR
(FEBRUARY 2003)**

ESTIMATED EMISSIONS FROM OPERATIONS 2005

Vehicle Inputs	
Number of Visitors	78272
% Dropped OFF	100.00%
Average Trip Distance (One Way)	15
Number of Employees	0
Average Trip Distance (One Way/ Miles)	0
Number of Buses	0
Average Trip Distance (One Way/ Miles)	0
Number of Delivery Trucks	5769
Average Trip Distance (One Way/ Miles)	15
Total Trips, POV (One Way)	78272
Total trips Bus/Truck (One Way)	5769
VMT Auto	2348160
VMT Bus/Truck	173070

Assumptions Used in EMFAC7G For Automobiles			
Chosen Speed	25	% LDA	70.00%
% Cold Start	75.00%	%LDT	30.00%
% Hot Start	25.00%	Season	winter

Assumptions Used in EMFAC7G For Bus/Trucks			
Chosen Speed	25	%HDD	100.00%
Season	summer		

EMFAC7G Inputs			
	LDA	LDT	HDD
	Grams/Mile	Grams/Mile	Grams/Mile
Carbon Monoxide (CO)	3.02	3.6	2.9
Reactive Organic Compounds (ROC)	0.19	0.2	0.65
Nitrogen Oxides (NOx)	0.25	0.3	15.97
Sulfur Oxides (SOx)	NA	NA	NA
Particulates (PM10)	0.01	0.01	0.26

Source: EMFAC2002

Bus/Truck Emissions		
	EMFAC7G Emissions Factor Grams/Mile	Est. Emissions lbs/day
Carbon Monoxide (CO)	2.9	1105.51
Reactive Organic Compounds (ROC)	0.65	247.79
Nitrogen Oxides (NOx)	15.97	6087.95
Sulfur Oxides (SOx) *	0	0.00
Particulates (PM10)	0.26	99.11

Source: Emission Factors From EMFAC2002

Energy Inputs	
Offsite Electrical Usage (kwh/ft ² /year)*	0
Project Square Footage	0
Natural Gas Usage Rate (ft ³ /ft ² /month)**	0

*Source: Table A9-11-A CEQA AQMD Handbook

**Source: Table A9-12-A CEQA AQMD Handbook

ESTIMATED EMISSIONS FROM ADDITIONAL OFF-SITE ELECTRICAL GENERATION (Stationary Source)		
Usage rate per day* =		0.00 kwh/day
Air Pollutant	Emission Factor (lbs/MWh)	Est. Emissions (lbs/day)
Carbon Monoxide (CO)	0.2	0.000
Reactive Organic Compounds (ROC)	0.01	0.000
Nitrogen Oxides (NOx)	1.15	0.000
Sulfur Oxides (SOx)	0.12	0.000
Particulates (PM10)	0.04	0.000

Source: Table A9-11-B of the CEQA Air Quality Handbook

*Source: Table A9-11-A of the SCAQMD CEQA Air Quality Handbook

ESTIMATED EMISSIONS FROM ADDITIONAL ON-SITE NATURAL GAS CONSUMPTION (Stationary Source)		
usage rate per day =		0.0000 cubic feet/day
Air Pollutant	Emission Factor (lbs/MCF)	Est. Emissions (lbs/day)
Carbon Monoxide (CO)	20	0.000
Organic	5.3	0.000
Nitrogen Oxides (NOx)	120	0.000
Sulfur Oxides (SOx)	Negligible	0.000
Particulates (PM10)	0.2	0.000

Source: Table A912-B of the CEQA Air Quality Handbook

ATTACHMENT 2

Traffic Study Review Letter
VRPA Technologies, Inc. (February 29, 2024).

February 29, 2024

Jeffrey Smith
Principal Planner
March Joint Powers Authority
14205 Meridian Parkway, Ste. 140
Riverside, CA 92518

Re: Meridian Specific Plan Five-Year Traffic Monitoring

Dear Jeffrey:

VRPA Technologies, Inc. (VRPA) has reviewed the Meridian Specific Plan Five-Year Traffic Monitoring report prepared by Urban Crossroads dated October 25, 2023. We have also had subsequent discussions with staff members of March JPA and Urban Crossroads in the time period since the report was prepared.

Following are our comments:

- ✓ VRPA agrees with the trip generation and traffic count methodology detailed in the October 25, 2023 report.
- ✓ The traffic counts and calculations indicate that the existing traffic generated by both the North Campus and South Campus areas of March JPA are below the expected total trip generation at buildout.
- ✓ At the time of the traffic counts, approximately 66.2% of the land area of the south campus was developed. The traffic counts identify that approximately 53.7% of the estimated passenger vehicle trips were occurring and 65.7% of the estimated truck trips were occurring. The underrepresentation of passenger vehicle trips in the traffic counts is expected as the remaining lots adjacent to Van Buren Boulevard consist of Office, Commercial and Business Park uses that would be expected to have a proportionally higher passenger vehicle generation rate and a lower truck trip generation rate.
- ✓ Continued traffic monitoring is recommended in order to provide an understanding of the of the actual traffic generated in the North Campus and South Campus areas in comparison with the traffic levels expected in the planning documents for these two areas.

If you have any questions regarding this letter, please feel free to contact me. I can be reached by email at eruehr@vrpatechnologies.com or by phone at (858) 361-7151.

Sincerely,



Erik O. Ruehr, P.E., Director of Traffic Engineering
VRPA Technologies, Inc.

Meridian Traffic South Campus Development Information 10/17/23

#	Lot/Use**	Developed Acreage	Undeveloped Acreage	Total
1	Building A (Amazon)	48		48
2	Building B (UPS)	146		146
3	Building C (Safavieh)	23		23
4	Building D (RNDC)	38.5		38.5
5	Building E (Vacant)		13.7	13.7
6	Building F&G (Vacant)		15.3	15.3
7	Van Buren Mixed Use (Vacant)		7.5	7.5
8	Van Buren Commercial (Vacant)		7.7	7.7
9	Van Buren Office (Vacant)		4.6	4.6
10	Van Buren Mixed Use (Vacant)		10.8	10.8
11	Van Buren Commercial	4.7	8.2	12.9
12	Seefried 1 (Vacant) *		9.4	9.4
13	Seefried 2 (Vacant) *		7.3	7.3
14	Seefried 3 (Vacant) *		3	3
15	Eagle Business Park	19.8		19.8
16	Amazon DJT6 (Vacant) *		44.8	44.8
17	Building H&I (Vacant)		13.8	13.8
18	Dog Park	6.2		6.2
	Total Acreage	<u>286.2</u>	<u>146.1</u>	<u>432.3</u>
	Land Percentage	<u>66.2%</u>	<u>33.8%</u>	

* These Projects were in construction at time of traffic counts. Though they generated construction truck and employee trips, they are counted as vacant properties for the purposes of the update

South Campus Trips	Existing Trips	Analyzed (Traffic Study)	Percent Trips Used
Cars	14,481	26,950	<u>53.7%</u>
Trucks	2,941	4,474	<u>65.7%</u>

**MARCH JOINT POWERS AUTHORITY
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY**

***Reports, Discussion and Action
Agenda Item No. 6.B***

Meeting Date: March 4, 2024

Report/Discussion: Northeast Corner and Green Acres Gas Line Infrastructure

Applicant: March Joint Powers Authority

Background:

In November of 2021, the March Joint Powers Authority submitted a Letter of Intent to the SoCal Gas Company identifying its March Joint Powers Utility Authority's (MJPUA) intent to dissolve and cease its natural gas services within the Northeast Corner Planning Area.

The MJPUA was formed on July 9th, 2002, under a Joint Exercise of Powers Agreement between the City of Moreno Valley, City of Perris and City of Riverside for the joint purpose of creating a JPA to provide utilities service to the property formerly known as March Air Force Base. With a \$38,500 loan from March JPA, the MJPUA acquired, owned and maintained former military transmission facilities for natural gas and electrical power.

Since its formation, the MJPUA has provided natural gas services to one-hundred and eleven (111) homes within the March JPA's Green Acres development; U.S. Vets Housing campus; Crossword Christian Church; a State CalFire headquarters campus; Moreno Valley's March Field Park; and six (6) federal islands that include the Army Reserve Center, Cal National Guard, USMC, Armed Forces Radio & Television, Commissary, and the Base Exchange.

While the replacement of existing utilities was anticipated under the March LifeCare Campus Development, delays in the master project have resulted in staff considering other alternatives to update the natural gas system due to various system failures throughout the Northeast Corner planning area. In January of 2024, the SoCal Gas Company completed its assessment of natural gas services within the JPA's Northeast Corner. The following findings were reported:

- 1) Immediate gas line updates are needed within the Green Acres housing community;
- 2) New backbone infrastructure, including new meters, are required in order to serve Green Acres and existing federal islands; and
- 3) New backbone infrastructure would accommodate the future development of the Northeast Corner planning area.

Initial planning efforts suggest that gas line updates, as illustrated on Exhibit A below, could cost approximately \$2 million. Based on SoCal Gas Company recommendations, staff will propose the following budget allocations toward a gas line update by the SoCal Gas Company.

- 1) March JPA General Fund: \$1 Million
- 2) Green Acres Funds: \$1 Million

Exhibit A: New SoCal Gas infrastructure alignment



It should be noted that any money expended by March JPA in furtherance of the March LifeCare Campus project is credited against the \$20.5 Million note owed to the developer for infrastructure pursuant to Article 8. Section 8.01 of the Disposition and Development Agreement.

Attachment: None.

**MARCH JOINT POWERS AUTHORITY
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY**

***Reports, Discussion and Action
Agenda Item No. 6.C***

Meeting Date: March 4, 2024

Report/Discussion: March Inland Port Airport Update

Applicant: None

Overview:

To keep TAC informed of ongoing activities at the March Inland Port Airport, staff will provide quarterly reports on airport operations and services to include any new projects of interest on airport properties.

Attachment(s): None

**MARCH JOINT POWERS AUTHORITY
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY**

***Reports, Discussion and Action
Agenda Item No. 6.D***

Meeting Date: March 4, 2024

Report/Discussion: Federal Aviation Administration (FAA) Grants Partnership

Applicant: None

Background:

The March Inland Port Airport (KRIV) is a designated reliever airport to the Ontario International Airport (ONT) and San Bernardino International Airport (SBD), within the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS). Based on its annual operations in general aviation and air cargo, KRIV receives an annual entitlement allocation of \$1 Million from the FAA. These funds are to be used toward airport capital improvement projects and approved projects must be completed within three years of fund allocation or said funds will expire. For expiring entitlement funds, FAA recommends that if a project cannot be completed prior to an expiration date that the airport should designate said funds to another FAA airport that may have a project that can readily use those expiring funds.

This year, MIPAA is slated to lose a little more than \$400,000 of its entitlement funds due to delayed airport projects. This item was presented to the JPA Finance Subcommittee on February 12, 2024, for consideration with the following recommendations:

- 1) Transfer expiring entitlement funds to Victorville Airport which currently has an active project in need of funding; or
- 2) Transfer expiring entitlement funds to a Riverside County airport project within the region.

The Finance Subcommittee opted into Option 2. It was the Subcommittee's preference that we not only keep federal funds within the region, but that MIPAA partners with an airport that can return funds as needed on future projects. Staff is in discussions with Riverside County's Airport Manager and CEO's office regarding a potential partnership agreement for the Commission's review in April.

Attachment: None

**MARCH JOINT POWERS AUTHORITY
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY**

***Reports, Discussion and Action
Agenda Item No. 6.E***

Meeting Date: March 4, 2024

Subject: Rolling Calendar and Future Agenda Items

Background:

The following information is shared to update the TAC on upcoming agenda items for Joint Powers Commission meetings in the month of June.

Attachment: March Joint Powers Commission Rolling Calendar

JPC - March 13, 2024		
	Military Compatibility Use Study (MCUS) Update (Solar Glare Study) ~ Simon Housman	Presentation
JPA	Previous JPC Meeting Minutes - February 14th ~ Clerk	Consent
	Monthly Financial Reports & Disbursements - December & January ~ Finance & Thao Le	Consent
	DO-0090 Van Buren Blvd Resurf - MJPA Agreement w/County ~ Dr. Grace Martin	Consent
	PSA Amendment - CGRME ~ Lauren Sotelo	Consent
	PSA - Team Sweep ~ Dr. Grace Martin & Nick Gonzalez	Consent
	D-1 ENA First Amendment ~ Dr. Grace Martin	Consent
	JPC Chair to attend ICSC 05/19/24 to 05/21/24 ~ Dr. Grace Martin	Consent
	Northeast Corner Gas Line Project (SoCal Gas) ~ Dr. Grace Martin	Presentation w/Proposal
	Mid-Year Budget Adjustments ~ Dr. Grace Martin	Presentation: Action
	5-Year Traffic Study ~ Dan Fairbanks	Presentation: Action
Public Hearing	US Vets Housing Project (Ground Lease Agreement) SP6, A1 PP10-02, A1 ~ Jeff Smith	Second Reading
MIPAA	Monthly Financial Reports & Disbursements - December & January ~ Finance & Thao Le	Consent
	RFP for Airport Security Systems ~ Dr. Grace Martin	Consent
	Revised Fuel Farm MOU ~ Dr. Grace Martin	Presentation: Action
	GA Terminal Lease Expansion ~ Dr. Grace Martin	Presentation: Action
	FAA Grants Agreement w-Riverside County ~ Dr. Grace Martin	Presentation: Action
	Approval of TWG Phases 4, 5, 15 and AP-5 ~ Dr. Grace Martin	Presentation: Action
	Airport Report ~ Dr. Grace Martin & Carlos Orellana	Presentation: Receive & File
MJPUA	Monthly Financial Reports & Disbursements - December & January ~ Finance & Thao Le	Consent
MJPA-SA	Nothing at this time.	
Closed Session	Nothing at this time.	Closed Session