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, April 1, 2024 from 3:30 p.m. to 5:00 p.m.

WESTERN MUNICIPAL WATER DISTRICT BOARD ROOM
14205 Meridian Parkway
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 March 28, 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, April 1, 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 March 4, 2024** – Page 4

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: The Five-Year Traffic Monitoring Study for the Meridian Specific Plan Area, North Campus, and South Campus – Page 7
   jeff Smith, Principal Planner
   B) Report/Discussion: C&S Companies: Scope of Services for the Taxiway G Realignment and Pavement Management Areas 4, 5, 12, 13, 14, and 15 – Page 75
   Lauren Sotelo, Senior Planner
   C) Report/Discussion: GP 23-02: March Joint Powers Authority Environment Justice Element – Page 92
   Dan Fairbanks, Planning Director
   D) Subject: Rolling Calendar and Future Agenda Items – Page 162
   Dr. Grace Martin, Chief Executive Officer

7. **TAC representation and report at the next scheduled JPC Regular Meeting – April 24, 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: March 28, 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

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

MEETING MINUTES

Present: Tisa Rodriguez, Chair (arrived at 3:39 p.m.)
Mike Lee, City of Moreno Valley
Kenneth Phung, City of Perris
Juan Perez, County of Riverside
Rafael Guzman, City of Riverside

Absent: None

Others in Attendance:
Dr. Grace Martin, March JPA
Cindy Camargo, March JPA
Bree Bettencourt, March JPA
Jeff Smith, March JPA
Michele Patterson, City of Moreno Valley
Melissa McClaine, City of Moreno Valley
Geremy Holm, BB&K
Dan Fairbanks, March JPA
Carlos Orellana, March JPA
Thao Le, March JPA
Nina Schumacher, March JPA
Tina Grande, County of Riverside

1. **Call to Order**
   Chair Rodriguez called the meeting to order at 3:39 p.m.

2. **Roll Call**
   Lee, Phung, Perez, Guzman, Rodriguez

3. **Matters Subsequent to Posting Agenda**
   Approval of Agenda Additions or Corrections, as Necessary.
   None.

3. **Approval of the Minutes of the Special TAC Meeting held on January 8, 2024 February 5, 2024 Cancelled.**
   Motion to approve: Phung
   Second: Lee
   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.

A Public Comment was received via email from Michael McCarthy on Item 6 (A).

6. **Reports, Discussions and Actions**

A) **Report/Discussion: Five-Year Traffic Monitoring Study**

Dan Fairbanks, Planning Director provided an update on this item

No questions or comments.

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

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

Member Guzman asked if the $1 million from the Green Acres fund is separate from March Lifecare. Dr. Martin answered, yes. Member Guzman stated that the report says 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. He asked if that gets applied to the first million, the second million or both. Dr. Martin answered that it would be applied to funds under the March JPA fund. Member Guzman asked if it was 100% recharge of those monies or would it be a portion. Dr. Martin answered that it would be the full million. Member Perez asked if this would be the last outstanding obligation of the Utility Authority and at that point can it dissolve. Dr. Martin responded that improvements would help start dissolution of the Utility Authority.

C) **Report/Discussion: March Inland Port Airport Update**

Carlos Orellana, Airport Coordinator provided an update on this item

Member Guzman asked if Sheriff helicopters count toward MIPAA operation limits. Mr. Orellana stated that they keep track of all the aircraft that come in but public safety operations, to include Sheriff or CHP, do not count towards the 21,000 operations limit within the Joint Use Agreement. Mr. Orellana added that military contracted aircraft parked at MIPAA do not count toward the JUA limitations as they are treated as military operations which are exempt.

D) **Report: Federal Aviation Administration (FAA) Grants Partnership**

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

Member Perez stated that he met with Angie, County airport manager, and there is a challenge with the timing of the funding as County doesn't have a shovel ready project yet this year. He added that it's a very short timeline, six months or so. Member Perez stated that the County wants to help. Dr. Martin responded that staff is wrapping up the MIPAA airport masterplan and it includes the FAA approved pavement management plan for MIPAA. Dr. Martin stated that the airport engineering team is trying to see if they can expand approved plans to utilize expiring FAA funds this year. MIPAA team is working on a phasing plan for capital improvements at the airport to ensure we're staying compliant with FAA criteria, and spending down grant funds in a timely manner.

E) Report: Rolling Calendar and Future Agenda Items

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

Dr. Martin stated that because of a public comment, the five-year study is going to be deferred to a later meeting. She also added that negotiations are ongoing on lease agreements with the airport FBO, Million Air. Those agreements will be scheduled for a future TAC meeting when they are ready.

7. TAC representation and report at the next scheduled JPC Regular Meeting – March 13, 2024

Chair Rodriguez stated that she will be at the next JPC meeting to provide a TAC report.

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

None.

9. Adjournment

The meeting adjourned at 4:24 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: April 1, 2024

Report/Discussion: The Five-Year Traffic Monitoring Study
for the Meridian Specific Plan Area, North Campus, and South Campus

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 Dive
  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).

On March 7, 2024, five driveways were also surveyed in order to capture additional segments that would capture traffic generated by uses within the Meridian Specific Plan Area that would not be reflected in the street counts collected above. The driveways/additional segments include:

13. Pizza Factory Driveway | South of Van Buren Boulevard
14. Driveway west of Economic | North of Van Buren Boulevard
15. Driveway west of Meridian Parkway | North of Van Buren Boulevard
16. Driveway west of Opportunity | North of Van Buren Boulevard
17. Driveway east of Opportunity | North of Van Buren Boulevard

Meridian Specific Plan Area Traffic Count Summary

South Campus

The attached traffic study indicates that the existing (2023/2024) daily traffic entering and exiting the Meridian South Campus area consists of 14,482 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, 12,468 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	**14,482**	**2,941**	**17,423**
Meridian South Campus Specific Plan[3]	26,950	4,474	31,424
Remaining Trips (SP - 2023 Trips)	**12,468**	**1,533**	**14,001**

North Campus

In addition, the existing (2023/2024) daily traffic entering and exiting the Meridian North Campus area (including potential pass-through traffic along Meridian Parkway and Cactus

Avenue) consists of 55,414 passenger car trips per day and 4,380 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 4,172 passenger car trips and 4,410 truck trips that remain before the Project daily trip generation thresholds evaluated in the 2010 and 2017 EIRs 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	**59,414**	**4,380**	**63,794**
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)	**4,172**	**4,410**	**8,582**

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 April 24, 2024, or shortly thereafter.

Attachments:
1) Meridian Specific Plan Five Year Traffic Monitoring Study
   Urban Crossroads (October 25, 2023 | Updated Driveway Counts, March 7, 2024)

2) Traffic Study Review Letter,
   VRPA Technologies, Inc. (March 27, 2024)

ATTACHMENT 1

Meridian Specific Plan Five Year Traffic Monitoring Study
Urban Crossroads
October 23, 2023 | Updated Driveway Counts, March 7, 2024

MEMORANDUM

URBAN | CROSSROADS

DATE: October 25, 2023
TO: Dan Fairbanks, March Joint Powers Authority
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 11488-12 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 Dive
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).

The following 5 driveways were surveyed on March 7, 2024, in order to capture additional segments that would capture traffic generated by uses within the Meridian Specific Plan that would not be reflected in the street counts collected above:

1. Pizza Factory Driveway – South of Van Buren Boulevard
2. Driveway west of Economic – North of Van Buren Boulevard
3. Driveway west of Meridian Parkway – North of Van Buren Boulevard
4. Driveway west of Opportunity – North of Van Buren Boulevard
5. Driveway east of Opportunity – North of Van Buren Boulevard

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 and 2024 roadway segment counts). As shown on Table 1, the existing (2023/2024) daily traffic entering and exiting the Meridian South Campus area consists of 14,482 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, 12,468 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 (2023/2024) daily traffic entering and exiting the Meridian North Campus and Lower Plateau areas (including potential pass-through traffic along Meridian Parkway and Cactus Avenue) consists of 59,414 passenger car trips per day and 4,380 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, 4,172 passenger car trips and 4,410 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 cso@urbanxroads.com.

TABLE 1: MERIDIAN SPECIFIC PLAN 2023/2024 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	Pizza Factory Driveway, South of Van Buren Bl.	NB	22	0	22
		SB	42	0	42
8	Bundy Av., south of Krameria Av.[2]	SB	-1,130	-22	-1,152
		NB	-1,119	-21	-1,140
Total 2023 Trips			**14,482**	**2,941**	**17,423**
Meridian South Campus Specific Plan[3]			26,950	4,474	31,424
Remaining Trips (SP - 2023 Trips)			**12,468**	**1,533**	**14,001**
North Campus/Lower Plateau:					
9	Meridian Pkwy., South of Alessandro Bl.	SB	10,631	766	11,397
		NB	7,617	301	7,918
10	Cactus Av., East of Innovation Dr.	WB	7,645	890	8,535
		EB	12,497	1,292	13,789
11	Driveway west of Economic, North of Van Buren Bl.	SB	13	0	13
		NB	1	0	1
12	Economic, North of Van Buren Bl.	SB	59	12	71
		NB	56	9	65
13	Driveway west of Meridian Pkwy., North of Van Buren Bl.	SB	118	1	119
		NB	206	2	208
14	Meridian Pkwy., North of Van Buren Bl.	SB	6,800	318	7,118
		NB	4,675	370	5,045
15	Driveway west of Opportunity, North of Van Buren Bl.	SB	448	4	452
		NB	193	5	198
16	Opportunity Wy., North of Van Buren Bl.	SB	3,446	203	3,649
		NB	2,552	197	2,749
17	Driveway east of Opportunity, North of Van Buren Bl.	SB	491	0	491
		NB	1,966	10	1,976
Total 2023 Trips			**59,414**	**4,380**	**63,794**
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)			**4,172**	**4,410**	**8,582**

[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 Giess 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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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
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				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
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
	107	**14**	**1**	**1**	**123**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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
	666	**6**	**0**	**0**	**672**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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
	0	**0**	**0**	**0**	**0**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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
	2369	**215**	**34**	**81**	**2699**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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
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				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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
	3236	**155**	**129**	**625**	**4145**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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
	1119	**10**	**3**	**8**	**1140**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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
	7617	**129**	**39**	**133**	**7918**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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
	12497	**183**	**241**	**868**	**13789**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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
	59	**3**	**5**	**4**	**71**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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
	6800	**123**	**33**	**162**	**7118**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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
	3446	**52**	**31**	**120**	**3649**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Riverside
Location: Van Buren East of Opportunity Driveway
Date: Thursday, March 7, 2024
Count Type: Classified Driveway Count

	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	1	0	0	0	1
6:00	1	0	0	0	1
6:15	1	0	0	0	1
6:30	3	0	0	0	3
6:45	4	0	0	0	4
7:00	2	0	0	0	2
7:15	0	0	0	0	0
7:30	3	0	0	0	3
7:45	3	0	0	0	3
8:00	4	0	0	0	4
8:15	1	0	0	0	1
8:30	1	0	0	0	1
8:45	5	0	0	0	5
9:00	1	0	0	0	1
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	2	0	0	0	2
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	1	0	0	0	1
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	2	0	0	0	2
7:00	1	1	0	0	2
7:15	0	0	0	0	0
7:30	1	0	0	0	1
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	1	0	0	0	1
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	1	0	0	0	1
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Riverside
Location: Van Buren East of Opportunity Driveway
Date: Thursday, March 7, 2024
Count Type: Classified Driveway Count

	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	1	0	0	0	1
13:00	0	1	0	0	1
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	1	0	0	0	1
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	1	0	0	0	1
15:15	0	0	0	0	0
15:30	1	0	0	0	1
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	**41**	**1**	**0**	**0**	**42**

	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	1	0	0	0	1
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	2	0	0	0	2
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	1	0	0	0	1
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	1	0	0	0	1
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	0	0	0	0	0
16:30	2	0	0	0	2
16:45	0	0	0	0	0
17:00	2	0	0	0	2
17:15	0	0	0	0	0
17:30	3	0	0	0	3
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
	21	**1**	**0**	**0**	**22**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Riverside
Location: Van Buren West Driveway
Date: Thursday, March 7, 2024
Count Type: Classified Driveway Count

	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	1	0	0	0	1
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	1	0	0	0	1
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	1	0	0	0	1
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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Riverside
Location: Van Buren West Driveway
Date: Thursday, March 7, 2024
Count Type: Classified Driveway Count

	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	**1**	**0**	**0**	**0**	**1**

	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	2	0	0	0	2
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	1	0	0	1
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	2	0	0	0	2
14:15	0	1	0	0	1
14:30	0	0	0	0	0
14:45	1	0	0	0	1
15:00	2	0	0	0	2
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	1	0	0	0	1
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
	11	**2**	**0**	**0**	**13**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Riverside
Location: Van Buren West of Meridian Driveway
Date: Thursday, March 7, 2024
Count Type: Classified Driveway Count

	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	3	0	0	0	3
0:45	1	0	0	0	1
1:00	3	0	0	0	3
1:15	1	0	0	0	1
1:30	3	0	0	0	3
1:45	3	0	0	0	3
2:00	2	0	0	0	2
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	1	0	0	0	1
3:30	3	0	0	0	3
3:45	4	0	0	0	4
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	3	0	0	0	3
4:45	1	0	0	0	1
5:00	1	0	0	0	1
5:15	2	0	0	0	2
5:30	2	0	0	0	2
5:45	5	0	0	0	5
6:00	4	0	1	0	5
6:15	5	0	0	0	5
6:30	5	0	0	0	5
6:45	4	0	0	0	4
7:00	2	0	0	0	2
7:15	3	0	0	0	3
7:30	5	0	0	0	5
7:45	4	0	0	0	4
8:00	3	0	0	0	3
8:15	5	0	0	0	5
8:30	2	0	0	0	2
8:45	10	0	0	0	10
9:00	10	0	0	0	10
9:15	6	0	0	0	6
9:30	1	1	0	0	2
9:45	5	0	0	0	5
10:00	7	0	0	0	7
10:15	1	0	0	0	1
10:30	1	0	0	0	1
10:45	2	0	0	0	2
11:00	4	0	0	0	4
11:15	2	0	0	0	2
11:30	3	0	0	0	3
11:45	8	0	0	0	8

	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	1	0	0	0	1
1:15	2	0	0	0	2
1:30	0	0	0	0	0
1:45	2	0	0	0	2
2:00	2	0	0	0	2
2:15	2	0	0	0	2
2:30	3	0	0	0	3
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
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	1	0	0	0	1
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	1	0	0	0	1
7:30	1	0	0	0	1
7:45	3	0	0	0	3
8:00	2	0	0	0	2
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	1	0	0	0	1
9:00	4	0	0	0	4
9:15	0	0	0	0	0
9:30	1	0	0	0	1
9:45	3	1	0	0	4
10:00	3	0	0	0	3
10:15	3	1	0	0	4
10:30	2	0	0	0	2
10:45	6	0	0	0	6
11:00	2	0	0	0	2
11:15	2	0	0	0	2
11:30	2	0	0	0	2
11:45	3	0	1	0	4

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Riverside
Location: Van Buren West of Meridian Driveway
Date: Thursday, March 7, 2024
Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	0	0	0	3
12:15	5	0	0	0	5
12:30	3	0	0	0	3
12:45	6	1	0	0	7
13:00	2	0	0	0	2
13:15	2	0	0	0	2
13:30	5	0	0	0	5
13:45	3	0	0	0	3
14:00	4	0	0	0	4
14:15	3	0	0	0	3
14:30	2	0	0	0	2
14:45	3	0	0	0	3
15:00	6	0	0	0	6
15:15	2	0	0	0	2
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	2	0	0	0	2
16:15	1	0	0	0	1
16:30	2	0	0	0	2
16:45	0	0	0	0	0
17:00	1	0	0	0	1
17:15	3	0	0	0	3
17:30	0	0	0	0	0
17:45	0	1	0	0	1
18:00	0	0	0	0	0
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	0	0	0	0	0
20:00	0	0	1	0	1
20:15	0	0	0	0	0
20:30	1	0	0	0	1
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	1	0	0	1
TOTAL	**202**	**4**	**2**	**0**	**208**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	0	0	0	3
12:15	0	0	0	0	0
12:30	1	0	0	0	1
12:45	2	0	0	0	2
13:00	3	0	0	0	3
13:15	2	0	0	0	2
13:30	1	0	0	0	1
13:45	2	0	0	0	2
14:00	3	0	0	0	3
14:15	1	0	0	0	1
14:30	2	0	0	0	2
14:45	0	0	0	0	0
15:00	5	0	0	0	5
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	5	1	0	0	6
16:00	5	0	0	0	5
16:15	1	0	0	0	1
16:30	3	0	0	0	3
16:45	3	0	0	0	3
17:00	3	0	0	0	3
17:15	4	0	0	0	4
17:30	1	0	0	0	1
17:45	0	0	0	0	0
18:00	2	0	0	0	2
18:15	1	0	0	0	1
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	2	0	0	0	2
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	1	0	0	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	2	0	0	0	2
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
	115	**3**	**1**	**0**	**119**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Riverside
Location: Van Buren East of Meridian Driveway
Date: Thursday, March 7, 2024
Count Type: Classified Driveway Count

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

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Riverside
Location: Van Buren East of Meridian Driveway
Date: Thursday, March 7, 2024
Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	9	0	0	0	9
12:15	3	0	1	0	4
12:30	8	0	0	0	8
12:45	4	0	0	0	4
13:00	7	0	0	0	7
13:15	4	0	0	0	4
13:30	1	0	0	0	1
13:45	2	0	0	0	2
14:00	3	0	0	0	3
14:15	5	0	0	0	5
14:30	3	0	0	0	3
14:45	1	0	0	0	1
15:00	3	0	0	0	3
15:15	1	0	0	0	1
15:30	5	0	0	0	5
15:45	0	0	0	0	0
16:00	4	0	0	0	4
16:15	1	0	0	0	1
16:30	4	0	0	0	4
16:45	4	0	0	0	4
17:00	3	0	0	0	3
17:15	4	0	0	0	4
17:30	3	0	0	0	3
17:45	3	0	0	0	3
18:00	2	0	0	0	2
18:15	1	0	0	0	1
18:30	2	0	1	0	3
18:45	7	0	0	0	7
19:00	2	0	0	0	2
19:15	4	0	0	0	4
19:30	2	0	0	0	2
19:45	2	0	1	0	3
20:00	2	0	0	0	2
20:15	4	0	0	0	4
20:30	1	0	0	0	1
20:45	1	0	1	0	2
21:00	1	0	0	0	1
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	1	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	3	0	0	0	3
TOTAL	**192**	**1**	**4**	**1**	**198**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	14	1	0	0	15
12:15	8	0	0	0	8
12:30	17	0	1	0	18
12:45	8	0	0	0	8
13:00	9	0	1	0	10
13:15	16	1	1	0	18
13:30	9	0	0	0	9
13:45	7	0	0	0	7
14:00	7	0	0	0	7
14:15	3	0	0	0	3
14:30	4	0	0	0	4
14:45	4	0	0	0	4
15:00	10	0	0	0	10
15:15	3	0	0	0	3
15:30	5	0	0	0	5
15:45	4	0	0	0	4
16:00	8	0	0	0	8
16:15	5	0	0	0	5
16:30	2	0	0	0	2
16:45	8	0	0	0	8
17:00	7	0	0	0	7
17:15	6	0	0	0	6
17:30	1	0	0	0	1
17:45	4	0	0	0	4
18:00	10	0	0	0	10
18:15	6	0	0	0	6
18:30	3	0	0	0	3
18:45	2	0	0	0	2
19:00	9	0	0	0	9
19:15	6	0	0	0	6
19:30	6	0	0	0	6
19:45	6	0	0	0	6
20:00	3	1	0	0	4
20:15	4	0	0	0	4
20:30	3	0	0	0	3
20:45	4	0	0	0	4
21:00	2	0	0	0	2
21:15	9	0	0	0	9
21:30	3	0	0	0	3
21:45	0	0	0	0	0
22:00	3	0	0	0	3
22:15	2	0	0	0	2
22:30	2	0	0	0	2
22:45	3	0	0	0	3
23:00	2	0	0	0	2
23:15	1	0	0	0	1
23:30	2	0	0	0	2
23:45	0	0	0	0	0
	436	**12**	**4**	**0**	**452**

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Corona, CA 92878
(951) 268-6268

City: Riverside
Location: Van Buren East of Opportunity Driveway
Date: Thursday, March 7, 2024
Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	8	0	0	0	8
0:15	4	0	0	0	4
0:30	10	0	0	0	10
0:45	5	0	0	0	5
1:00	3	0	0	0	3
1:15	3	0	0	0	3
1:30	8	0	0	0	8
1:45	1	0	0	0	1
2:00	1	0	0	0	1
2:15	5	0	0	0	5
2:30	1	0	0	0	1
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	3	0	0	0	3
3:30	3	0	0	0	3
3:45	3	0	0	0	3
4:00	4	0	0	0	4
4:15	10	0	0	0	10
4:30	15	0	0	0	15
4:45	12	0	0	0	12
5:00	10	0	0	0	10
5:15	11	0	0	0	11
5:30	16	1	0	0	17
5:45	17	0	3	0	20
6:00	24	0	1	0	25
6:15	17	0	0	0	17
6:30	30	0	0	0	30
6:45	19	0	0	0	19
7:00	34	0	0	0	34
7:15	33	0	0	0	33
7:30	45	0	0	0	45
7:45	29	1	0	0	30
8:00	30	0	0	0	30
8:15	32	0	1	0	33
8:30	36	2	0	0	38
8:45	27	0	0	0	27
9:00	34	0	0	0	34
9:15	20	0	0	0	20
9:30	18	0	0	0	18
9:45	21	1	1	0	23
10:00	23	0	0	0	23
10:15	30	2	0	0	32
10:30	39	0	0	0	39
10:45	42	3	0	0	45
11:00	43	2	1	0	46
11:15	31	1	0	0	32
11:30	38	0	0	0	38
11:45	35	0	0	0	35

	Exiting				
	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	0	0	0	0	0
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	2	0	0	0	2
2:15	2	0	0	0	2
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	1	0	0	0	1
4:45	4	0	0	0	4
5:00	3	0	0	0	3
5:15	1	0	0	0	1
5:30	1	0	0	0	1
5:45	3	0	0	0	3
6:00	1	0	0	0	1
6:15	2	0	0	0	2
6:30	4	0	0	0	4
6:45	4	0	0	0	4
7:00	5	0	0	0	5
7:15	9	0	0	0	9
7:30	12	0	0	0	12
7:45	11	0	0	0	11
8:00	8	0	0	0	8
8:15	8	0	0	0	8
8:30	4	0	0	0	4
8:45	6	0	0	0	6
9:00	3	0	0	0	3
9:15	7	0	0	0	7
9:30	8	1	0	0	9
9:45	3	0	0	0	3
10:00	3	0	0	0	3
10:15	5	0	0	0	5
10:30	3	0	0	0	3
10:45	6	0	0	0	6
11:00	7	0	0	0	7
11:15	6	0	0	0	6
11:30	11	0	0	0	11
11:45	15	0	0	0	15

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City:	Riverside
Location:	Van Buren East of Opportunity Driveway
Date:	Thursday, March 7, 2024
Count Type:	Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	43	0	0	0	43
12:15	42	0	0	0	42
12:30	40	0	0	0	40
12:45	31	0	0	0	31
13:00	24	0	0	0	24
13:15	24	1	0	0	25
13:30	29	1	0	0	30
13:45	35	0	0	0	35
14:00	38	0	0	0	38
14:15	30	0	0	0	30
14:30	29	0	0	0	29
14:45	34	1	1	0	36
15:00	22	1	0	0	23
15:15	26	2	0	0	28
15:30	19	1	0	0	20
15:45	21	1	0	0	22
16:00	30	0	0	0	30
16:15	23	0	0	0	23
16:30	27	1	0	0	28
16:45	33	1	0	0	34
17:00	31	0	1	0	32
17:15	28	0	0	0	28
17:30	17	0	0	0	17
17:45	16	1	0	0	17
18:00	15	1	0	0	16
18:15	21	0	0	0	21
18:30	20	2	0	0	22
18:45	18	1	0	0	19
19:00	24	0	0	0	24
19:15	21	0	0	0	21
19:30	14	0	0	0	14
19:45	24	0	0	0	24
20:00	16	0	0	0	16
20:15	20	0	0	0	20
20:30	16	0	0	0	16
20:45	19	0	0	0	19
21:00	9	0	1	0	10
21:15	12	0	0	0	12
21:30	14	0	0	0	14
21:45	7	0	0	0	7
22:00	11	0	0	0	11
22:15	16	0	0	0	16
22:30	21	0	0	0	21
22:45	12	0	0	0	12
23:00	9	1	0	0	10
23:15	9	0	0	0	9
23:30	4	0	0	0	4
23:45	9	0	0	0	9
TOTAL	**1937**	**29**	**10**	**0**	**1976**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	10	0	0	0	10
12:15	8	0	0	0	8
12:30	12	0	0	0	12
12:45	12	0	0	0	12
13:00	7	0	0	0	7
13:15	5	0	0	0	5
13:30	3	1	0	0	4
13:45	10	0	0	0	10
14:00	6	1	0	0	7
14:15	7	0	0	0	7
14:30	5	0	0	0	5
14:45	13	0	0	0	13
15:00	14	0	0	0	14
15:15	9	0	0	0	9
15:30	6	0	0	0	6
15:45	9	0	0	0	9
16:00	6	0	0	0	6
16:15	8	0	0	0	8
16:30	3	0	0	0	3
16:45	0	0	0	0	0
17:00	10	0	0	0	10
17:15	7	0	0	0	7
17:30	5	0	0	0	5
17:45	2	0	0	0	2
18:00	8	0	0	0	8
18:15	8	0	0	0	8
18:30	10	0	0	0	10
18:45	9	0	0	0	9
19:00	13	0	0	0	13
19:15	8	0	0	0	8
19:30	14	0	0	0	14
19:45	7	0	0	0	7
20:00	10	0	0	0	10
20:15	13	0	0	0	13
20:30	5	0	0	0	5
20:45	6	0	0	0	6
21:00	6	0	0	0	6
21:15	5	0	0	0	5
21:30	4	0	0	0	4
21:45	1	0	0	0	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	1	0	0	0	1
22:45	1	0	0	0	1
23:00	5	0	0	0	5
23:15	0	0	0	0	0
23:30	3	0	0	0	3
23:45	1	0	0	0	1
	488	**3**	**0**	**0**	**491**

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

URBAN CROSSROADS

Meridian South Campus

TRAFFIC IMPACT ANALYSIS

MARCH JOINT POWERS AUTHORITY (MARCH JPA)

PREPARED BY:

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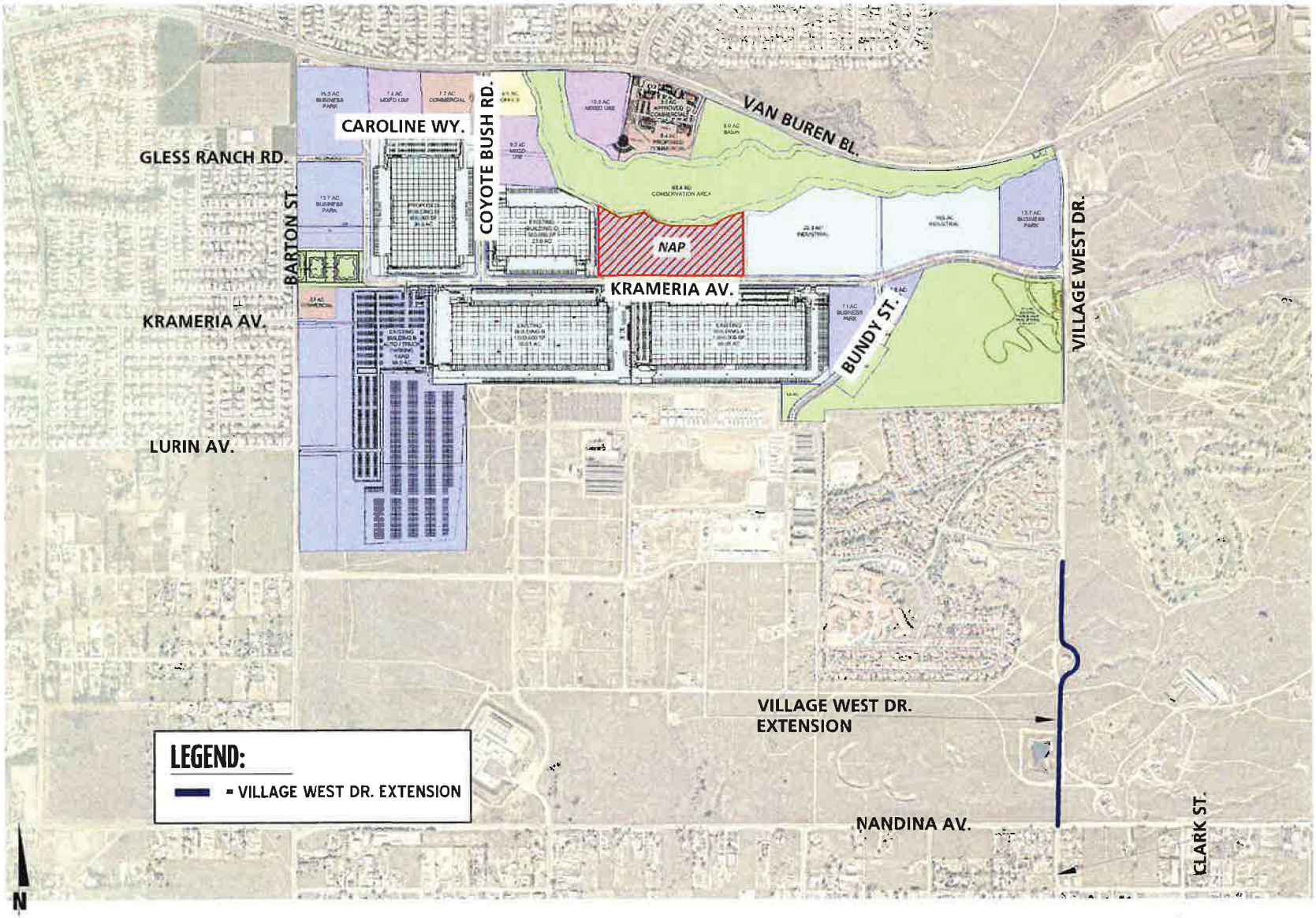
APRIL 29, 2020

EXHIBIT 1-1: PRELIMINARY SITE PLAN



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 In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Rates[1]									
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 Trips[2]			*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 In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Built/Entitled Land Uses									
LGB6 (Building A)[4]	1,000.000	TSF							
LGB6 (Building A) Passenger Cars			*222*	*87*	*309*	*127*	*235*	*362*	*2,306*
LGB6 (Building A) Truck Trips			*57*	*22*	*79*	*33*	*60*	*93*	*592*
LGB6 (Building A) Subtotal			279	109	388	160	295	455	2,898
Parcel Delivery Site (Building B + Parking Lot)[5]	1,000.000	TSF							
Parcel Delivery Site (Building B + Parking Lot) Passenger Cars			*341*	*132*	*473*	*221*	*410*	*631*	*2,952*
Parcel Delivery Site (Building B + Parking Lot) Truck Trips			*151*	*59*	*210*	*61*	*113*	*174*	*1,720*
Parcel Delivery Site (Building B + Parking Lot) Subtotal			492	191	683	282	523	805	4,672
Commercial (Parcel 72)[6]	15.485	TSF	65	56	121	66	71	137	1,534
Commercial Passenger Cars (98%)			*64*	*55*	*119*	*65*	*70*	*135*	*1,502*
Commercial Truck Trips (2%)			*1*	*1*	*2*	*1*	*1*	*2*	*32*
Warehousing (Building C)[6]	500.000	TSF							
Warehousing (Building C) Passenger Cars			*46*	*14*	*60*	*20*	*54*	*74*	*550*
Warehousing (Building C) Truck Trips			*21*	*6*	*27*	*5*	*15*	*20*	*320*
Warehousing (Building C) Subtotal			67	20	87	25	69	94	870
Built/Entitled Passenger Car Trips			*673*	*288*	*961*	*433*	*769*	*1,202*	*7,310*
Built/Entitled Truck Trips			*230*	*88*	*318*	*100*	*189*	*289*	*2,664*
Built/Entitled Total Trips[2]			*903*	*376*	*1,279*	*533*	*958*	*1,491*	*9,974*
Vacant + Built/Entitled Passenger Car Trips			***1,946***	***658***	***2,604***	***1,165***	***2,311***	***3,477***	***29,944***
Vacant + Built/Entitled Truck Trips			***340***	***121***	***461***	***136***	***279***	***414***	***4,972***
Vacant + Built/Entitled Subtotal Trips[2]			***2,286***	***779***	***3,065***	***1,301***	***2,590***	***3,891***	***34,916***
Vacant + Built/Entitled Passenger Car Trips (With 10% Internal Trip Reduction)			*1,751*	*592*	*2,344*	*1,049*	*2,080*	*3,129*	*26,950*
Vacant + Built/Entitled Truck Trips (With 10% Internal Trip Reduction)			*306*	*109*	*415*	*122*	*251*	*374*	*4,475*
Vacant + Built/Entitled Subtotal Trips (With 10% Internal Trip Reduction)			***2,057***	***701***	***2,759***	***1,171***	***2,331***	***3,503***	***31,424***
Previous EIR Ph. III Trips			***2,965***	***648***	***3,613***	***808***	***2,907***	***3,715***	***31,267***
Previous EIR Ph. III Passenger Car Trips (92.6%) (With 10% Internal Trip Reduction)			*2,471*	*540*	*3,011*	*673*	*2,423*	*3,096*	*26,058*
Previous EIR Ph. III Truck Trips (7.4%) (With 10% Internal Trip Reduction)			*197*	*43*	*240*	*54*	*194*	*248*	*2,082*
Previous EIR Ph. III Subtotal Trips (With 10% Internal Trip Reduction)			***2,668***	***583***	***3,251***	***727***	***2,617***	***3,344***	***28,140***
Proposed Project Net Passenger Car Trips[7]			***-720***	***52***	***-667***	***376***	***-343***	***33***	***892***
Proposed Project Net Truck Trips[7]			***109***	***66***	***175***	***68***	***57***	***126***	***2,393***
Proposed Project Net Trip Generation[7]			***-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

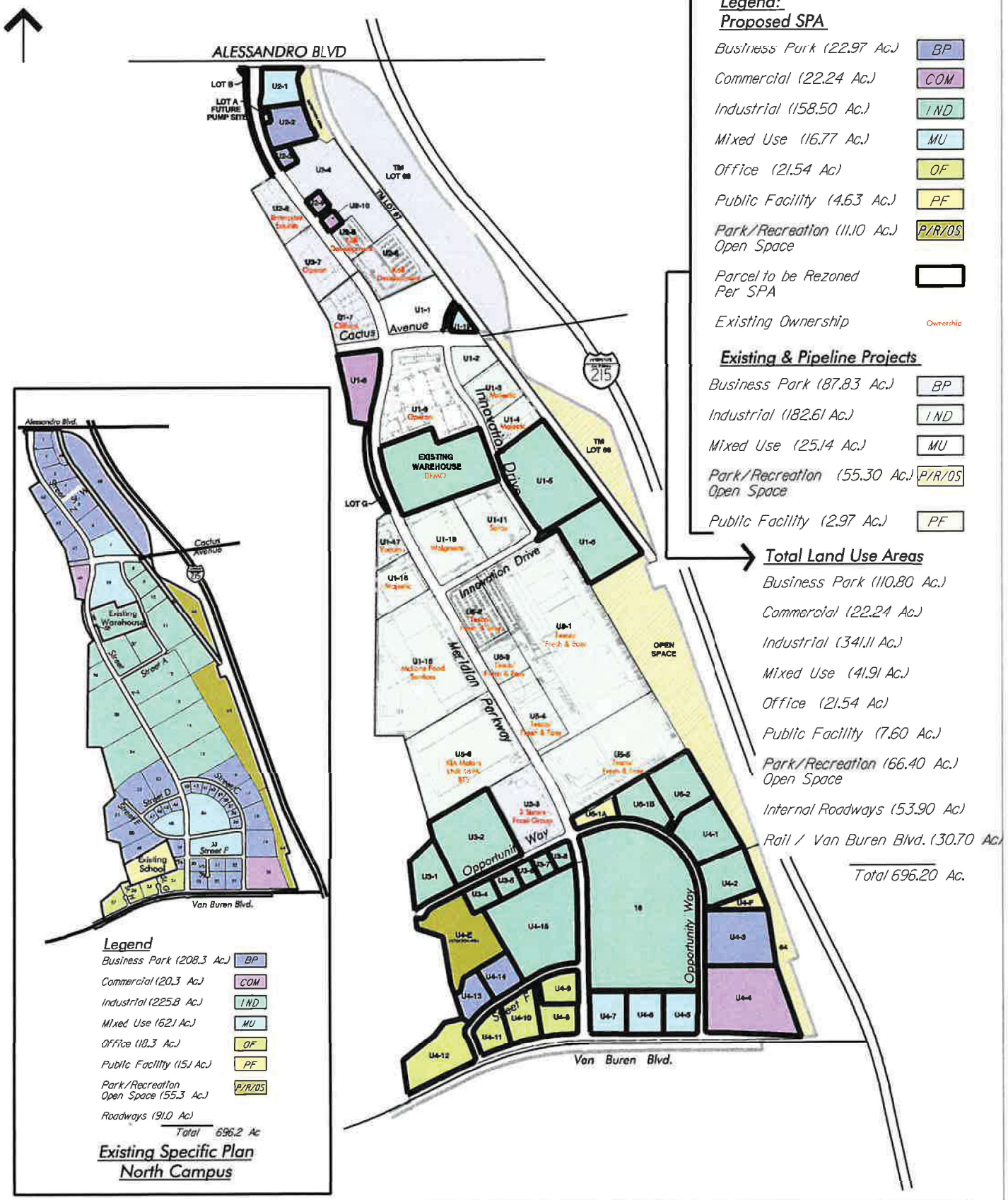
Meridian Specific Plan Amendment (SPA)

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



Legend:
Proposed SPA

Business Park (22.97 Ac.)	BP
Commercial (22.24 Ac.)	COM
Industrial (158.50 Ac.)	IND
Mixed Use (116.77 Ac.)	MU
Office (21.54 Ac)	OF
Public Facility (4.63 Ac.)	PF
Park/Recreation (111.10 Ac.) Open Space	P/R/OS
Parcel to be Rezoned Per SPA	
Existing Ownership	Ownership

Existing & Pipeline Projects

Business Park (87.83 Ac.)	BP
Industrial (182.61 Ac.)	IND
Mixed Use (25.14 Ac.)	MU
Park/Recreation (55.30 Ac.) Open Space	P/R/OS
Public Facility (2.97 Ac.)	PF

Total Land Use Areas

Business Park (110.80 Ac.)	
Commercial (22.24 Ac.)	
Industrial (341.11 Ac.)	
Mixed Use (41.91 Ac.)	
Office (21.54 Ac)	
Public Facility (7.60 Ac.)	
Park/Recreation (66.40 Ac.) Open Space	
Internal Roadways (53.90 Ac)	
Rail / Van Buren Blvd. (30.70 Ac.)	
Total 696.20 Ac.	

Legend

Business Park (208.3 Ac.)	BP
Commercial (20.3 Ac.)	COM
Industrial (225.8 Ac.)	IND
Mixed Use (62.1 Ac.)	MU
Office (10.3 Ac.)	OF
Public Facility (15.1 Ac.)	PF
Park/Recreation Open Space (55.3 Ac.)	P/R/OS
Roadways (91.0 Ac)	
Total 696.2 Ac	

Existing Specific Plan North Campus

Figure E-1

PLOTTED : 3/30/2010
X:\Meridian\95500281\Traffic Study\2009 SPA Traffic Study\X-NC-PROP-ZONING.dgn
X-NC-PROP-ZONING dgn 3/30/2010 3 22 18 PM

FIGURE 1-5
Planning Areas and Regions

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 Campus [1]							
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 Lots [2]							
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 Lots [3]							
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 SPA [4]							
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 Increase [5]							
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\09530002B\TrafficStudy\2009 SPA Traffic Study\Excel\[Trip Generation Summary Tables.xlsm]Trip Gen Summary

TABLE 5-2
MERIDIAN SPA TRIP GENERATION SUMMARY
NORTH CAMPUS - TOTAL TRIPS (TRUCKS AND PASSENGER CARS)

Land Use	Units[1]	Trip Rate[2]	Calculated Daily Trips	Truck Trips	Passenger Car Trips	Internal Capture %	Internal Capture Trips (-)	Total Passenger Cars and Trucks with Internal Capture	AM Peak-Hour % of ADT[3]	AM Peak-Hour In:Out Ratio[4]	AM Peak Hour (No PCEs) In	AM Peak Hour (No PCEs) Out	AM Peak Hour (No PCEs) Total	PM Peak-Hour % of ADT[3]	PM Peak-Hour In:Out Ratio[4]	PM Peak Hour (No PCEs) In	PM Peak Hour (No PCEs) Out	PM Peak Hour (No PCEs) Total
Approved and Occupied Projects																		
General Light Industrial	267 ksf	n a [5]	2,584	370	2,614	15%	392	2,591	n a (a)		295	25	319	n a (a)		42	311	353
General Office Building	42 ksf	n a [5]	447	0	447	15%	67	380	n a (a)		47	6	53	n a (a)		9	43	51
Warehousing	2,233 ksf	n a [5]	11,187	2,316	8,871	15%	1,331	9,856	n a (a)		394	195	589	n a (a)		96	562	658
Large Industrial Park	761 ksf	n a [5]	1,016	224	792	15%	119	897	n a (a)		35	19	54	n a (a)		20	40	60
Manufacturing	180 ksf	n a [5]	874	24	850	15%	128	747	n a (a)		111	31	142	n a (a)		51	91	142
Light Rail Transit Station w/ Parking	0 Parking Space(s)	n a [5]	0	0	0	15%	0	0	n a (a)		0	0	0	n a (a)		0	0	0
Approved and Occupied Projects Subtotal			16,507	2,934				14,471			881	277	1,158			218	1,046	1,264
Approved and Unoccupied Projects																		
General Light Industrial	31 ksf	n a [5]	315	36	279	15%	42	273	n a (a)		31	4	35	n a (a)		4	33	37
General Office Building	464 ksf	n a [5]	3,967	26	3,941	15%	591	3,376	n a (a)		418	57	475	n a (a)		77	378	456
Warehousing	590 ksf	n a [5]	748	52	696	15%	104	644	n a (a)		48	12	60	n a (a)		14	46	60
Large Industrial Park	250 ksf	n a [5]	299	74	225	15%	34	265	n a (a)		10	6	16	n a (a)		6	12	18
Light Rail Transit Station w/ Parking	1,200 Parking Space(s)	n a [5]	230	0	230	15%	35	196	n a (a)		71	14	86	n a (a)		22	88	110
Approved and Unoccupied Projects Subtotal			5,559	188				4,753			579	94	672			124	556	680
Pipeline Projects Total			22,066	3,122				19,224			1,460	370	1,830			342	1,602	1,944
Proposed North Campus																		
General Light Industrial	1,188 ksf	6.97 ksf	8,067	1,305	1,963	13%	255	2,812	13.20%	0.88 0.12	310	74	384	13.92%	0.12 0.88	45	327	371
Fire Station	2 station	50.00 station	50	20	30	13%	4	46	8.00%	0.30 0.70	1	1	2	10.00%	0.70 0.30	2	1	3
General Office Building	540 ksf	ln(T) 0.77ln(x) + 3.65 ksf	8,057	0	8,057	13%	1,047	7,010	ln(t) 0.80ln(x) + 1.55	0.88 0.12	854	116	970	t 1.12x - 78.81	0.17 0.83	206	1,006	1,212
Warehousing	1,127 ksf	3.56 ksf	6,221	1,258	4,963	13%	645	5,576	8.43%	0.79 0.21	360	96	456	8.99%	0.25 0.75	122	365	486
High-Cube Warehouse	450 ksf	1.44 ksf	709	261	448	13%	58	651	6.25%	0.65 0.35	25	13	39	6.94%	0.33 0.67	14	29	43
Manufacturing	127 ksf	3.82 ksf	1,625	1,246	379	13%	49	1,576	19.11%	0.78 0.22	211	59	270	19.11%	0.36 0.64	97	173	270
Medical Office	171 ksf	36.13 ksf	5,439	0	5,439	13%	707	4,732	6.37%	0.79 0.21	238	63	301	9.58%	0.27 0.73	122	331	453
Business Hotel	277 Occupied rm	7.27 Occupied rm	2,014	0	2,014	13%	262	1,752	7.98%	0.59 0.41	82	57	140	8.53%	0.60 0.40	90	60	149
Specialty Retail Center	130 ksf	44.32 ksf	4,339	0	4,339	13%	636	4,253	0.00%	0.00 0.00	0	0	0	6.11%	0.44 0.56	114	146	260
Fast Food Restaurant w/ D.T.	32 ksf	490.12 ksf	4,465	0	4,465	13%	580	3,885	9.95%	0.51 0.49	197	189	386	6.82%	0.52 0.48	138	127	265
Quality Restaurant	8 ksf	89.95 ksf	720	0	720	13%	94	626	0.00%	0.00 0.00	0	0	0	8.33%	0.67 0.33	35	17	52
High Turn-over (sit down) Restaurant	8 ksf	127.15 ksf	1,017	0	1,017	13%	132	885	9.06%	0.52 0.48	42	38	80	8.77%	0.59 0.41	46	32	78
Coffee/Donut Shop w/ D.T.	6 ksf	818.58 ksf	6,385	0	6,385	13%	830	5,555	13.53%	0.51 0.49	383	368	752	5.24%	0.50 0.50	146	146	291
Bread/Donut/Bagel Shop w/ D.T.	6 ksf	300.84 ksf	2,347	0	2,347	13%	305	2,042	12.27%	0.50 0.50	125	125	251	6.50%	0.50 0.50	66	66	133
Coffee/Donut Shop w/o D.T.	2 ksf	841.08 ksf	1,620	0	1,620	13%	211	1,410	13.93%	0.51 0.49	100	96	196	4.81%	0.50 0.50	34	34	68
Bread/Donut/Bagel Shop w/o D.T.	2 ksf	523.17 ksf	1,046	0	1,046	13%	136	910	13.42%	0.47 0.53	57	65	122	5.35%	0.50 0.50	24	24	49
Gasoline Station w/ Convenience Market	12 Fueling Position(s)	162.78 Fueling Position(s)	1,953	0	1,953	13%	254	1,699	6.24%	0.50 0.50	53	53	106	8.22%	0.50 0.50	70	70	140
Proposed North Campus Total			51,626	3,890				45,420			3,039	1,416	4,455			1,371	2,953	4,324
NET TRIP GENERATION =			73,692	7,012				64,644			4,499	1,786	6,286			1,713	4,555	6,268
APPROVED EXTERNAL TRIPS =				3,465				44,966			3,882	1,016	4,898			1,276	3,865	5,141
NET INCREASE (EXTERNAL) =				**3,547**				**19,678**			**617**	**770**	**1,388**			**437**	**690**	**1,127**

Note:
1) ksf = Thousand Square Feet Occupied rm = Occupied room, ln = natural log t = trips x = thousand square feet
2) The ADT trip generation rate for the Warehousing uses were taken from the Fontana Truck Trip Generation Study (2003), all other trip generation rates were from ITE Trip Generation Manual, Eighth Edition
3) Traffic generation data was supplied by Marsh RPA based on previous CEQA documentation
4) Internal Capture is 15% for approved uses and 13% for proposed uses
5) For General Office Building land use, the equation was used on a parcel by parcel basis, and the total number is different than if the equation was used with the total square foot of all parcels that are classified as General Office Building
a) Fire Station trip rates were assumed based on having a staff of 10 people, which was approximated as having the same trip generation as 3 single family homes, and 10 service calls per day
b) The ADT trip rate for Bread/Donut/Bagel Shop with and without D.T. and Coffee/Donut Shop without D.T. land use were estimated using the same ratio for peak-hour to daily trips as the Coffee/Donut Shop with D.T. land use. The peak-hour trip rates are from ITE Trip Generation Manual, Eighth Edition

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 A [1]					
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 sudy (2003) will be generated.
Internal Capture is 13% for proposed uses.

K:\Meridian\095300028\TrafficStudy\2009 SPA Traffic Study\Excel\[Trip Generation Summary Tables xlsm]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:

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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*	
Lot 2									
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
Lot 3									
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
Building A									
General Light Industrial	142.000	Passenger Cars	90	12	103	13	95	108	778
		Trucks	25	3	28	4	26	29	212
Building B									
General Light Industrial	110.000	Passenger Cars	70	10	80	10	73	84	603
		Trucks	19	3	22	3	20	23	164
Building C									
General Light Industrial	110.000	Passenger Cars	70	10	80	10	73	84	603
		Trucks	19	3	22	3	20	23	164
Mixed Use Sub-Area									
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 Grams/Mile	LDT Grams/Mile	HDD 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/ft²/year)*	0
Project Square Footage	0
Natural Gas Usage Rate (ft³/ft²/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	
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.
March 27, 2024

March 27, 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 with updated driveway counts dated March 7, 2024. 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 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.

9747 Businesspark Avenue, Suite 210, San Diego, CA 92131 • Phone (858) 566-1766 • Fax (559) 271-1269
www.vrpatechnologies.com

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	**286.2**	**146.1**	**432.3**
	Land Percentage	**66.2%**	**33.8%**	

* 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	**53.7%**
Trucks	2,941	4,474	**65.7%**

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

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

Meeting Date: April 1, 2024

Report/Discussion: C&S Companies: Scope of Services for the Taxiway G Realignment and Pavement Management Areas 4, 5, 12, 13, 14, and 15

Applicant: March Inland Port Airport Authority (MIPAA)

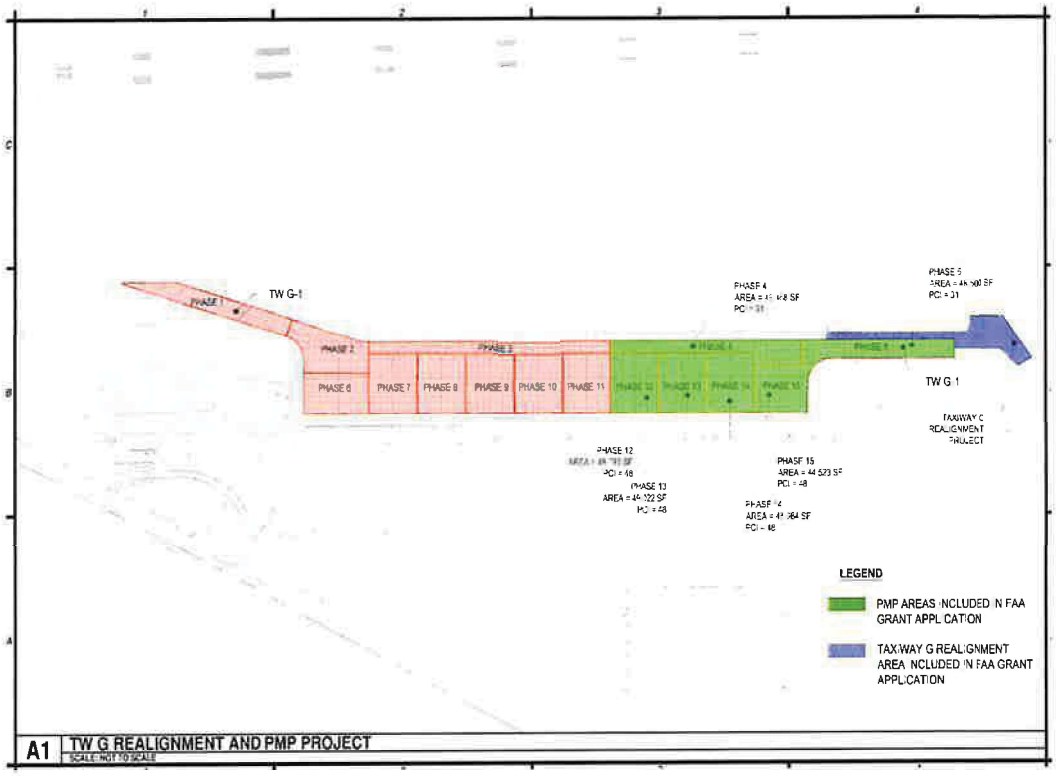
Background:

On December 13, 2023, the Commission of the March Inland Port Airport Authority (MIPAA) approved an updated 5-year Airport Capital Improvement Plan (ACIP) consistent with FAA funding criteria. The ACIP included phases of the FAA approved Pavement Management Plan (PMP) for MIPAA. The attached scope of work by MIPAA engineer, C&S Companies, is to assist in the design, bidding and awarding of the following PMP phases, pursuant to FAA guidance and standards:

1) Taxiway "G" Realignment; and
2) Rehabilitation/Reconstruction Phases 4, 5, 12, 13, 14 and 15.

Realignment of Taxiway "G" would accommodate the existing Group V aircraft which currently park on the adjacent apron. In its current configuration, the Group V aircraft encroach onto the Taxiway Object Free Area while parked. It is anticipated that the realignment would consist of approximately 1,500 square yards (SY) of new pavement surface. Phases 4, 5, 12, 13, 14 and 15 are areas that have been identified as being in poor condition (PCI 31 & 48) in the 2023 PMP.

The following image outlines airport areas that are included within the FAA approved Pavement Management Plan with the attached scope of work pertaining to areas highlighted in green and purple.



NEPA

A Categorical Exclusion was submitted to analyze all environmental impacts associated with the project and pursuant to FAA Order 10501F Section 5-6.4F. Additionally, per the request of the FAA, all 15 phases of the PMP are to be analyzed under this categorical exclusion to avoid piecemealing.

Funding:

The scope of work is proposed at approximately $1,000,000 to be covered by FAA entitlement funds for MIPAA. The sponsor (MIPAA) would contribute $100,000 toward the design, bidding and awarding of the project.

Schedule:

The scope of work is anticipated to go before the Joint Powers Commission on April 24, 2024.

Attachment(s):

1) Scope of Work Amendment
2) Project Site Plan

March 11, 2024

Dr. Grace Martin
Chief Executive Officer
14205 Meridian Parkway, Suite 140
Riverside CA 92518

Re: Professional Engineering Services
Taxiway G Realignment and PMP Phases 4,5 and 15

SCHEDULE A – Scope of Work Amendment

Dear Dr. Martin:

Original Project Description:

The CONSULTANT shall provide required engineering services for the design of the realignment of a portion of Taxiway "G" (the "Project"). The Project will be performed and constructed by the SPONSOR with grant assistance from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP).

The proposed project will consist of the realignment of Taxiway "G" to accommodate the existing Group V aircraft which currently park on the adjacent apron. In the current configuration the Group V aircraft encroach onto the Taxiway Object Free Area while parked. Project will also incorporate phases 4, 5 and 15 pavement areas identified as being in poor condition based on the Pavement Management Program Report dated April 2022.

New tasks added to the original scope of work are as follows:

This project amendment is expected to include the following additional desired improvements of the existing Remain Over Night (RON) Apron Pavement. This scope is in additional to the design services listed in the original Schedule A:

Pavement Management Program (PMP) Pavement Phases:

- Phase 12
- Phase 13
- Phase 14

Except as amended herein the aforementioned Consultant Agreement and all terms and conditions contained therein between the SPONSOR and CONSULTANT shall remain in full force and effect.

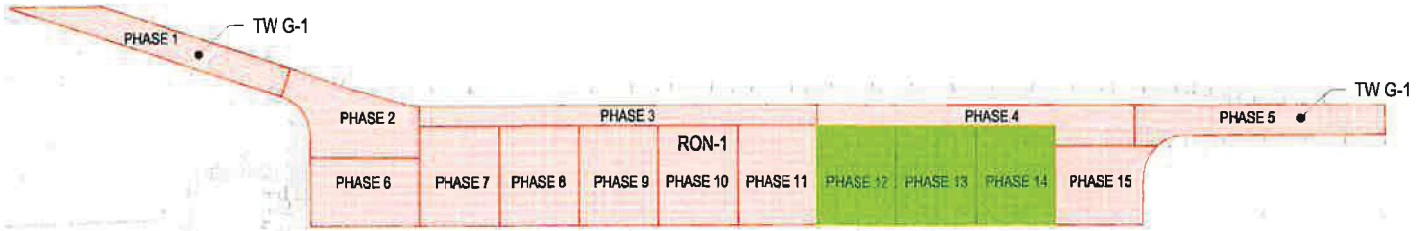
Fee

Original Fee Breakdown = $576,057.56
See Schedule B – For Revised Fee Breakdown = $423,920.08
Total Project Amendment Fee = $999,922.64

Sincerely,

C&S Engineers, Inc.

Kenneth Gethers, PE
Managing Engineer



A1 COST ESTIMATE PHASING
SCALE: NOT TO SCALE

C&S COMPANIES
C&S Engineers, Inc.
2355 Northside Drive Suite 350
San Diego, California 92108
Phone 619-296-9373
www.cscos.com

MARCH JOINT POWERS AUTHORITY
CIVILIAN AVIATION AREA
RIVERSIDE COUNTY, CALIFORNIA

MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO:	H7B.012.004
DATE:	APRIL 2022
DRAWN BY:	CM
DESIGNED BY:	JC
CHECKED BY:	BS

COST ESTIMATE PHASING

FIGURE 1

Copyright ©

MARCH INLAND PORT AIRPORT P4 12,13 & 14 PMP
TASK ORDER FEE SUMMARY

C&S Engineers, Inc

March 11, 2024

Name													
Title	Grant Administrator	Engineer	Senior Project Designer	Engineer	Project Engineer	Senior Project Engineer	Managing Engineer	Department Engineer	Surveyor Consultant	Drainage Consultant	Geotechnical Consultant		
Rate	$134.66	$157.00	$148.77	$141.54	$162.15	$208.01	$223.31	$263.00	$11,000.00	$7,700.00	$20,000.00		
Elements/Tasks												Hours	Fee
TASK 1 ADMINISTRATION PHASE													
Project Coordination with City and FAA	11						32	4				47	$9,489.78
Project Management							50	50				100	$19,761.50
Project Status Reports					10		5					15	$2,737.80
Task 1 Hours Subtotal	11	0	0	0	10	0	87	54	0	0	0	162	$31,992.78
Task 1 Fee Subtotal	$1,739.82	$0.00	$0.00	$0.00	$1,621.50	$0.00	$18,993.30	$14,202.00	$0.00	$0.00	$0.00		$35,942.72
TASK 2 SCHEMATIC DESIGN PHASE (30%)													
Pre-Design Kickoff Meeting							2					4	$886.64
Review Record Documents			4	2	8							46	$2,454.26
Airport Topographic Survey			2		2		1		1			6	$15,930.14
Site Investigations					4		4					8	$1,541.78
Acquire and Analyze Geotechnical Investigation					4		1			1	1	7	$28,371.83
Service Equipment Design and Complete Alternatives Analysis			4		20		10	2				36	$8,178.42
Develop Grading and Drainage Alternatives			12		36	10	2					60	$11,004.24
Prepare 30% Contract Drawings			40	10	30	21	8					109	$29,209.21
Prepare Technical Specs and Technical Specifications Outline				2	4		2					8	$1,305.22
Prepare Schematic Opinion of Probable Construction Costs			8	4	8	2	2					24	$4,412.38
Prepare draft ESCMP					2	2	4					20	$3,914.46
Prepare Hydrology Study and Storm Relief Applicability Checklist													$0.00
Prepare Technical Engineer's Design Report	6				16	6	6					28	$5,151.40
Quality Control Review and Revisions			8		8		16	16				48	$10,583.44
Submit Schematic Documents for Review	2				2							4	$593.66
Schematic Design Review Meeting				4		4						8	$1,412.72
Task 2 Hours Subtotal	2	0	98	18	150	73	116	18	1	1	1	484	$127,906.10
Task 2 Fee Subtotal	$269.32	$0.00	$14,589.46	$2,547.72	$24,323.70	$15,181.73	$25,911.56	$4,734.00	$11,000.00	$7,700.00	$20,000.00		$127,906.10
TASK 3 PRELIMINARY DESIGN PHASE (60%)													
Site Inspection to Verify Survey					4		6					10	$1,998.24
Preliminary Horizontal & Vertical Geometric Layout			20	16	20	10		6				72	$17,164.40
Preliminary Grading and Drainage Design			16		20	10						66	$11,791.24
Preliminary Lighting and Signage Layouts			16	16		16						48	$7,811.52
Preliminary Marking Layout			16		8							24	$3,537.36
Preliminary Design of Structural Elements					4	4						8	$1,482.16
Preliminary Perimeter Fence			10		10	4							
Update ESCMP					4	8	4					16	$3,205.84
Prepare SWPPP, SWQMP, and Erosion Control Plans					2	8	2					12	$2,434.94
Prepare Preliminary Contract Drawings			40	40	32	20	4					136	$27,814.00
Prepare General and Technical Specifications	8			16	16	10	8					58	$8,793.30
Update Opinion of Probable Construction Costs			8	4	4		1					17	$3,434.87
Update Engineer's Design Report	8			8	16	8	4					44	$6,604.84
Quality Control Review and Revisions			16	16	8	8	8	24				80	$19,931.28
Submit Preliminary Documents for Review	2				2							4	$593.66
Draft Final Review Meeting					4		4					8	$1,541.78
Task 3 Hours Subtotal	2	0	182	117	158	121	41	30	0	0	0	650	$150,248.63
Task 3 Fee Subtotal	$269.32	$0.00	$27,075.94	$17,508.18	$25,609.54	$25,177.22	$9,160.40	$7,890.00	$0.00	$0.00	$0.00		$150,248.63
TASK 4 PRELIMINARY DESIGN PHASE (90%)													
Update Grading and Drainage Design			8		16	24	2					50	$12,743.52
Update Pavement Designs and Details			2		10		1					13	$4,967.50
Update Design of Structural Elements and Details				8	8	8						24	$4,529.44
Update Lighting and Signage Layouts and Details			32	10		24		8				110	$17,905.18
Update Pavement Marking Layout and Details			20		8		4	2				34	$4,915.28
Update Perimeter Fence Layout			10		8	8							
Prepare Draft Final Contract Drawings			60	40	24	8	4	2				140	$27,141.08
Perform Quality Takeoff			16	16	8	8						42	$6,716.72
Update General and Technical Specifications				8	24	16	4					52	$10,170.24
Update ESCMP					8	8	2	2				20	$3,937.98
Update Opinion of Probable Construction Costs			4	2	4	8	1					19	$3,615.15
Update Engineer's Design Report	8				8	8	2					26	$4,837.24
Update SWPPP, SWQMP, and Erosion Control Plans			16	8	4		2					30	$5,903.34
Prepare Table			8		4		1					13	$1,947.28
Quality Control Review and Revisions			16	16	4	2	2	24				64	$14,191.28
Submit Draft Final Documents for Review	2				2							4	$593.66
Draft Final Review Meeting					4		4					8	$1,541.78
Task 4 Hours Subtotal	2	0	202	133	169	116	32	36	0	0	0	690	$159,158.73
Task 4 Fee Subtotal	$269.32	$0.00	$30,051.54	$18,832.22	$27,399.87	$24,129.36	$7,146.92	$9,468.72	$0.00	$0.00	$0.00		$159,158.73
TASK 5 FINAL DESIGN PHASE													
Prepare Final Contract Drawings			56	16	16	8	2	2				100	$12,584.64
Finalize General and Technical Specifications					40	4	2	2				48	$9,420.60
Finalize ESCMP					4	2	1					7	$1,287.84
Finalize Opinion of Probable Construction Costs			16	2	4	4	1	2				33	$5,643.30
Quality Control Review and Revisions			4		4	4	1	8				20	$4,197.32
Submit Final Documents	2				2	2						8	$1,063.48
Task 5 Hours Subtotal	2	0	76	18	70	32	7	14	0	0	0	216	$34,141.20
Task 5 Fee Subtotal	$269.32	$0.00	$11,307.76	$2,547.72	$11,348.70	$6,658.56	$1,563.17	$3,682.00	$0.00	$0.00	$0.00		$34,141.20
TASK 6 BID PHASE													
Respond to Bidder Questions					20		4					24	$3,814.56
Attend Pre-Bid Meeting					4	16	4					24	$4,861.16
Prepare Addenda			20		20	8	4					52	$9,475.32
Prepare Conformed Contract Documents			16		8							24	$3,537.36
Task 6 Hours Subtotal	0	0	36	0	52	24	12	0	0	0	0	124	$22,688.40
Task 6 Fee Subtotal	$0.00	$0.00	$5,355.72	$0.00	$8,430.24	$4,992.24	$2,679.72	$0.00	$0.00	$0.00	$0.00		$22,688.40
Total Labor Hours	19	0	593	356	574	366	310	152	1	1	1	2,159	Total Hours
Total Labor Cost	$2,826.60	$0.00	$88,230.41	$51,812.24	$93,130.57	$77,587.73	$72,603.73	$39,976.72	$11,000.00	$7,700.00	$20,000.00	Total Labor	$413,870.00

Expenses		
Air Trips (0)	$	-
Hotel Nights (1 at $200)	$	200.00
Food (2 days)	$	200.00
Car Rental (2 days)	$	400.00
Mileage	$	500.00
ADD Services	$	-
Miscellaneous	$	-
Total Expenses	**$**	**1,300.00**

TOTAL LABOR COST	$413,870.00
TOTAL EXPENSES $	1,300.00
TOTAL TASK	**$415,170.00**

Original Scope and Fee

SCHEDULE A

SCOPE OF WORK

Project Title: Taxiway "G" Realignment and Apron Project
Airport Name: MJPA
Services Provided: Design, Bidding & Award

Project Description:

The CONSULTANT shall provide required engineering services for the design for the realignment of a portion of Taxiway "G" (the "Project"). The Project will be performed and constructed by the SPONSOR with grant assistance from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP).

The proposed project will consist of the realignment of Taxiway "G" to accommodate the existing Group V aircraft which currently park on the adjacent apron. In the current configuration the Group V aircraft encroach onto the Taxiway Object Free Area while parked. The realignment will consist of approximately 1,500 SY of new pavement surface. Project will also include a new apron approximately 11,000 SY concrete apron for a new hangar development north of the proposed Taxiway G realignment portion of the project, as well as incorporating phases 4, 5 and 15 pavement areas identified as being in poor condition based on the Pavement Management Program Report dated April 2022.

Services to be provided by the CONSULTANT shall include civil and geotechnical engineering services, as applicable, required to accomplish the following items ("Basic Services"):

ADMINISTRATION PHASE

The CONSULTANT shall aid the SPONSOR by acting as its liaison and Project coordinator with FAA during the Project's design. In addition, the CONSULTANT shall assist the SPONSOR in the preparation of paperwork required to secure funds for the Project. The specific services to be provided or furnished for this Phase of the Project are the following:

1. Preparation of grant application packages; coordination of their execution by the Sponsor; and submission to the funding agencies.
2. Prepare quarterly progress reports for submission to the FAA.
3. Preparation of reimbursement request packages; coordination of their execution by the Sponsor; and submission to the funding agencies
4. During the Design Phase, to aid the Sponsor by acting as its liaison and Project coordinator with the funding agencies.
5. The construction budget for the Project is estimated to be 5 million. The Consultant shall evaluate the feasibility of this budget, based upon the Consultant's experience as a design professional, and keep the Sponsor apprised during each phase of the Project of the results of such evaluation. The Consultant shall advise the Sponsor as to options available for reducing construction costs to stay within the budget, if it appears likely that contractor bid prices will exceed this budget.
6. Perform project management duties such as project planning, invoice preparation, schedule coordination and coordination of design team.
7. Provide to the SPONSOR monthly project status reports.
8. Schedule coordination- consultant shall provide continued coordination so that project schedules

are met for each phase of work included in this contract. Particular phases of design may be delayed by the FAA review process.

SCHEMATIC DESIGN PHASE (30%)

The Schematic Design Phase is intended to identify and evaluate alternatives to provide cost-effective and practical solutions for the work items identified. The CONSULTANT will evaluate alternatives through contacts with local authorities, review of the pre-application, field investigations, and a practical design approach. The Project's design will take advantage of local knowledge and experience and will utilize expertise from recent construction projects in an effort to design a cost-effective Project. The specific services to be provided or furnished for this Phase of the Project are the following:

1. Schedule and conduct a pre-design meeting with the SPONSOR, FAA to review the scope of services and become familiar with the Project requirements and operational concerns during the Project's construction.
2. Acquire and review record documents (such as plans, specifications, reports, and studies) to become familiar with data that is available for the Project.
3. Perform a preliminary Project site inspection to further familiarize the design team with Project areas.
4. Prepare preliminary plans identifying required topographic field surveys, subsurface soils investigations, and other field investigative programs. Develop a schedule of completion of required surveys and investigations to minimize interference with airport and tenant operations. Coordinate schedule with SPONSOR and supervise programs at the Project site as necessary.
5. Acquire the necessary topographic survey of and utility data for, the Project site, including related office computations and drafting.
6. Acquire the necessary soils and existing pavement investigation data, including borings, pavement cores, and test pits, as well as field and laboratory tests, to identify existing pavement conditions and subsurface soil characteristics.
7. Analyze data obtained from subsurface soils and existing pavement investigation program and determine properties of existing pavement and soil materials. Document results of program, existing conditions, and recommendations in the design report.
8. Develop pavement design in accordance with FAA advisory circular 150/5320-6, latest edition. Pavement design to include 2 alternatives for new construction including asphalt concrete and portland cement concrete. Design will include documentation of traffic use of the pavement provided by the sponsor and extrapolated for the 20-year design period. CONSULTANT will use FAA software FAARFIELD to perform design analysis.
9. Develop schematic designs, including preliminary pavement horizontal geometric layouts.
10. Prepare preliminary opinion of probable construction costs for each major element of the Project.
11. Develop a draft construction safety phasing plan (CSPP) that endeavors to limit interference by the Project's construction with airport and tenant operations.
12. Submit schematic design to the sponsor, FAA for their review.
13. Schedule and conduct a schematic design review meeting with the SPONSOR to review the schematic design.

PRELIMINARY DESIGN PHASE (60%)

The services to be performed during this Phase consist generally of services required to furnish the SPONSOR with a set of Preliminary Plans, Specifications, and Engineer's Report.

The specific services to be provided or furnished for this Phase of the Project are the following:

1. Using applicable forms or FAA AGIS tool, submit requests for Modifications to FAA Standards if needed.
2. Conduct site inspections to verify topographic survey and other Project-related existing physical features and facilities, inventory pavement distresses and lighting features.
3. Finalize horizontal pavement geometrical layouts and place sufficient information on drawings to layout proposed pavements in field during construction.
4. Develop preliminary three-dimensional design in order to develop pavement centerline profiles, typical sections, and other grading details for the proposed work.
5. Develop preliminary drainage designs, including computation of surface water runoff volumes, and layout facilities necessary to accommodate expected flows.
6. Develop preliminary airfield lighting layouts, including light fixture spacing and cable circuitry requirements. Investigate existing electrical system capacities and perform preliminary design of electrical power distribution and control systems.
7. Develop preliminary airfield marking layouts.
8. Develop preliminary designs of structural Project elements, such as catch basins, manholes, and culverts.
9. Update draft CSPP based on preliminary design.
10. Develop a draft storm water pollution prevention plan, soil erosion control plan, and storm water quality management plan that encompasses all phases of the project.
11. Prepare preliminary Contract Drawings (approximately 60% complete) providing sufficient detail for review of design concepts by the CITY.
12. Develop supplemental general specifications using FAA standards from FAA AC 150/5370-10.
13. Develop technical specifications expected to be required for the proposed work using FAA standards from FAA AC 150/5370-10.
14. Update opinion of probable construction cost to reflect the outcomes of preliminary Project design.
15. Update Engineer's Design Report documenting items such as design concepts, assumptions, and alternative designs. Identify conflicts with or deviations from FAA standards for design items, and request a waiver from the FAA if necessary.
16. Perform an internal quality control review on all design documents.
17. Submit preliminary design documents to SPONSOR for their review and comment. Submittal shall include 60% Construction Drawings, opinion of probable construction cost, specifications, Engineer's Design Report and CSPP.
18. Schedule and conduct a preliminary design review meeting to discuss and resolve Sponsor comments.

PRELIMINARY DESIGN *(90%)*

The services to be performed during this Phase consist generally of services required to furnish the SPONSOR with a set of Preliminary Plans, Specifications, and Engineer's Report.

The specific services to be provided or furnished for this Phase of the Project are the following:

19. Conduct site inspections to verify topographic survey and other Project-related existing physical features and facilities.

20. Finalize horizontal pavement geometrical layouts and place sufficient information on drawings to layout proposed pavements in field during construction.
21. Develop preliminary three-dimensional design in order to develop pavement centerline profiles, typical sections, and other grading details for the proposed work.
22. Develop preliminary airfield lighting layouts, including light fixture spacing and cable circuitry requirements. Investigate existing electrical system capacities and perform preliminary design of electrical power distribution and control systems.
23. Investigate existing electrical system capacities and perform preliminary design of electrical power distribution and control systems.
24. Develop preliminary airfield marking layouts.
25. Update draft CSPP based on preliminary design.
26. Develop a soil erosion control plan that encompasses all phases of the project.
27. Prepare preliminary Contract Drawings (approximately 90% complete) providing sufficient detail for review of design concepts by the SPONSOR and FAA.
28. Develop general specifications.
29. Develop technical specifications expected to be required for the proposed work.
30. Update opinion of probable construction cost to reflect the outcomes of preliminary Project design.
31. Prepare written design report documenting items such as design concepts, assumptions, and alternative designs. Identify conflicts with or deviations from FAA standards for design items, and request a waiver from the FAA if necessary.
32. Perform an internal quality control review on all design documents.
33. Submit sufficient copies of preliminary design documents to the SPONSOR AND FAA for their review and comment.
34. Schedule and conduct a preliminary design review meeting to discuss and resolve SPONSOR and FAAcomments.

FINAL DESIGN PHASE

The services included under this Phase shall generally consist of services required to furnish the SPONSOR with a complete set of Contract Documents for the Project, including Final Plans, Specifications, Engineer's Design Report, and opinion of probable construction costs. Services to be performed or furnished during this Phase may include revising the preliminary submittal information to comply with SPONSOR and FAAcomments and then completion of the final design. Plans and Specifications, suitable for unit price bidding, will be completed; final design will be coordinated with the SPONSOR and FAAand a complete set of bid documents will be furnished to the SPONSOR and FAA. A final opinion of probable construction cost and the final Design Report will also be prepared and submitted. A final Construction Safety and Phasing Plan will be included as part of the Contract Documents.

The specific services to be provided or furnished for this Phase of the Project are the following:

1. Finalize three-dimensional design in order to finalize pavement centerline profiles, typical sections, and other grading details for the proposed work.
2. Finalize pavement designs.
3. Detail and finalize pavement keyways, rehabilitation details and pavement sections.
4. Finalize airfield lighting layouts, electrical power distribution and system designs, and detail installations.

5. Finalize pavement marking layouts, and detail installations.
6. Prepare final Contract Drawings. It is anticipated that the final drawings will consist of the following sheets:

Sheets	Name
1	Title Sheet
2	Quantities for Canvass of Bids and Sheet Index
3	General Notes and Legend
4	General Plan
5	Construction Safety Phasing Plans and Details
6-10	Demolition Plans
11-14	Soil Erosion and Sediment Control Plans & Details
15-19	Geometry Plans
20-24	Grading Plans
25-27	Profiles
28-29	Typical Sections
30-32	Pavement Details
33-37	Lighting and Signage Plans
38-39	Lighting and Signage Details
40-44	Marking Plans
45	Marking Details

7. Perform a detailed quantity takeoff of all bid items to be included on the Contract Drawings and in the General Specifications of the Contract Documents.
8. Finalize General Specifications
9. Finalize written Technical Specifications for all construction materials and installations. FAA standard technical specifications shall be used whenever possible, with supplemental specifications developed by the consultant.
10. Finalize CSPP and include in Specifications and on the Contract Drawings.
11. Prepare final opinion of probable construction costs based upon the actual bid items and quantity takeoffs.
12. Finalize design report to be consistent with the final design.
13. Submit both the construction safety phasing plan and 7460 form electronically to the FAA.
14. Perform final internal quality control review on all design documents.
15. Submit draft final documents to the SPONSOR and FAA for final review and comment.
16. Schedule and conduct draft final review meeting with the SPONSOR and FAAto discuss and resolve final comments.
17. Reproduce and submit sufficient copies of bid documents to SPONSOR for bidding purposes. Bid documents shall consist of the Contract Drawings and Specifications.

BID PHASE

The Bid Phase is that time frame between completion of the design process and beginning of actual construction when the SPONSOR publicly advertises and receives bids, awards contracts to the lowest responsible bidder, and executes a construction contract to perform the work with the successful contractor(s). The CONSULTANT shall assist the SPONSOR during this Phase as required.

The specific services to be provided or furnished for this Phase of the Project are the following:

1. Assist the SPONSOR in the advertisement of the Project and issuance of bid documents.
2. Receive and respond as required to questions from potential bidders regarding the Contract Documents.
3. Schedule and conduct pre-bid conference(s) by the SPONSOR and advise the SPONSOR on matters relating to design. Prepare meeting minutes of the pre-bid conference(s).
4. Prepare addenda to the bid documents after advertisement and prior to bidding as required upon the SPONSOR's approval.

END OF SCHEDULE A

MARCH INLAND PORT AIRPORT TAXIWAY G, APRON PROJECT AND PH 4,5,& 15 PMP
TASK ORDER FEE SUMMARY

C&S Engineers, Inc.

November 17, 2023

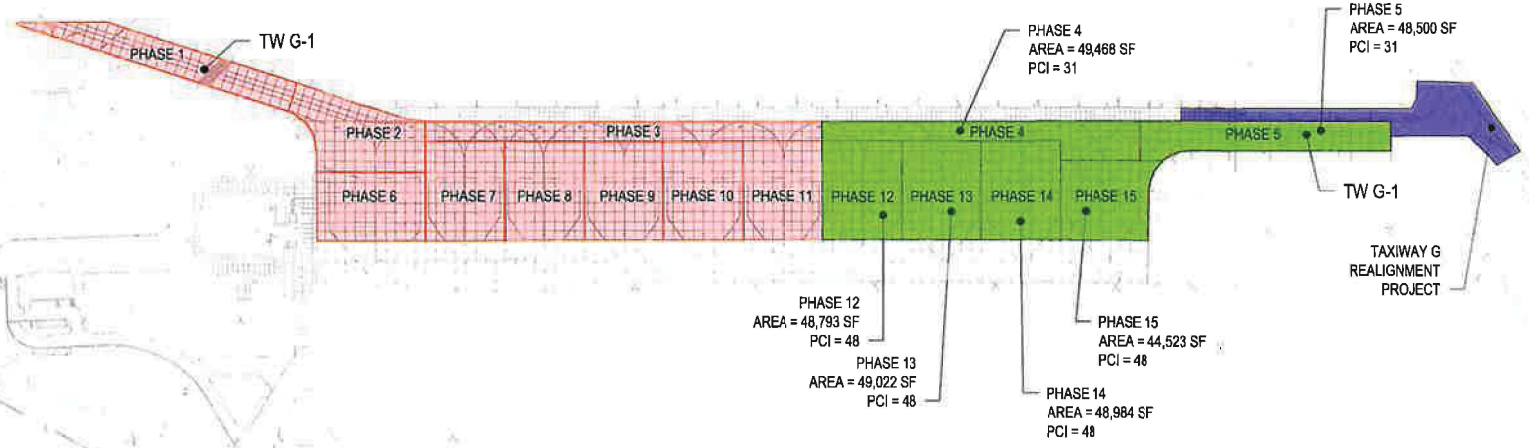
Name													
Title	Grant Administrator	Designer	Senior Project Designer	Engineer	Project Engineer	Senior Project Engineer	Managing Engineer	Department Engineer	Surveyor Consultant	Drainage Consulatant	Geotechnical Consultant		
Rate	$134.60	$107.07	$143.77	$145.54	$162.13	$208.01	$223.31	$260.02	$50,000.00	$40,000.00	$95,000.00		
Elements/Tasks												Hours	Fee
TASK 1 ADMINISTRATION PHASE													
Project Coordination with City and FAA	10	2				24		4				40	$7,992.46
Project Management						40						40	$8,320.40
Project Status Reports					10							10	$1,621.30
Task 1 Hours Subtotal	10	2	0	0	10	64	0	4	0	0	0	90	$17,534.16
Task 1 Fee Subtotal	$1,346.00	$214.14	$0.00	$0.00	$1,621.30	$13,312.64	$0.00	$1,040.08	$0.00	$0.00	$0.00		$17,534.16
TASK 2 SCHEMATIC DESIGN PHASE (30%)													
Pre-Design Kickoff Meeting						2	2					4	$862.64
Review Record Documents			4	4	10							18	$2,778.54
Acquire Topographic Survey			2		2		1					5	$835.11
Site Investigations					4	4	2		1			11	$51,927.18
Acquire and Analyze Geotechnical Investigation					4		1				1	6	$95,871.83
Develop Pavement Design and Complete Alternatives Analysis			4		24	8	4	2				42	$7,543.56
Develop Grading and Drainage Alternatives			16		16	30	2					64	$11,581.32
Develop Perimeter Fence Layout and Modifications (New Apron Development)			16		8	8	2					34	$5,708.06
Prepare 30% Contract Drawings			60	60	32	24	8					184	$29,325.48
Prepare Schematic General and Technical Specifications Outline				2	4		2					8	$1,366.22
Prepare Schematic Opinion of Probable Construction Costs			8	8	16	2	2					36	$5,771.26
Prepare draft CSPP					8	16	4					28	$5,518.44
Prepare Hydrology Study and Storm Water Applicability Checklist					2		2			0.25		4	$770.88
Prepare Schematic Engineer's Design Report	0				24	8	4					36	$6,448.44
Quality Control Review and Revisions			8		8	4	2	16				38	$7,866.18
Submit Schematic Documents for Review	2				2							4	$593.46
Schematic Design Review Meeting				4		4						8	$1,414.20
Task 2 Hours Subtotal	2	0	118	78	164	110	38	18	1	0.25	1	530	$236,222.74
Task 2 Fee Subtotal	$269.20	$0.00	$16,964.86	$11,352.12	$26,569.32	$22,881.10	$8,483.78	$4,680.36	$50,000.00	$10,000.00	$95,000.00		$246,222.74
TASK 3 PRELIMINARY DESIGN PHASE (60%)													
Site Inspection to Verify Survey					4	6	4					14	$2,789.82
Preliminary Horizontal & Vertical Geometric Layout			32	24	20	10		4				90	$14,456.38
Preliminary Grading and Drainage Design			16		20	30				0.25		66	$11,783.22
Preliminary Lighting and Signage Layouts			16	40		16						72	$11,450.08
Preliminary Marking Layout			16		8							24	$3,597.36
Preliminary Design of Structural Elements					4	4						8	$1,460.56
Preliminary Perimeter Fence			10		10	4							
Update CSPP					4	8	4					16	$3,205.74
Prepare SWPPP, SWQMP, and Erosion Control Plans					2	8	2					12	$2,434.56
Prepare Preliminary Contract Drawings			40	40	32	20	4					136	$21,814.00
Prepare General and Technical Specifications	0			16	16	10	8					50	$8,789.30
Update Opinion of Probable Construction Costs			8	8	8		1					25	$3,834.83
Update Engineer's Design Report	0			6	16	8	4					34	$6,024.64
Quality Control Review and Revisions			16	16	8	4	4	24				72	$13,891.76
Submit Preliminary Documents for Review	2				2							4	$593.46
Draft Final Review Meeting					4		4					8	$1,541.76
Task 3 Hours Subtotal	2	0	154	150	158	128	35	28	0	0.25	0	655	$121,579.01
Task 3 Fee Subtotal	$269.20	$0.00	$22,140.58	$21,831.00	$25,616.54	$26,625.28	$7,815.85	$7,280.56	$0.00	$10,000.00	$0.00		$121,579.01
TASK 4 PRELIMINARY DESIGN PHASE (90%)													
Update Grading and Drainage Design			8		35	24	2			0.25		69	$12,263.57
Update Pavement Designs and Details			8		16		1					25	$3,997.55
Update Design of Structural Elements and Details				8	8	8						24	$4,125.44
Update Lighting and Signage Layouts and Details			32	50		24		4				110	$17,909.96
Update Pavement Marking Layout and Details			20		8		1	2				31	$4,915.79
Update Perimeter Fence Layout			10		8	4							
Prepare Draft Final Contract Drawings			60	45	24	8	4	2				143	$22,143.98
Perform Quantity Takeoff			16	10	8	8						42	$6,716.64
Update General and Technical Specifications				8	24	18	8					58	$10,170.08
Update CSPP					8	8	2	2				20	$3,927.78
Update Opinion of Probable Construction Costs			8	2	4	4	1	2				21	$3,665.15
Update Engineer's Design Report	0				8	8	2					18	$3,407.74
Update SWPPP, SWQMP, and Erosion Control Plans			16	4	2		2					24	$3,653.36
Prepare 7460			8		2		1					11	$1,897.73
Quality Control Review and Revisions			16	16	8	4	4	24				72	$13,891.76
Submit Draft Final Documents for Review	2				2							4	$593.46
Draft Final Review Meeting					4		4					8	$1,541.76
Task 4 Hours Subtotal	2	0	202	143	169	116	32	36	0	0.25	0	700	$128,156.73
Task 4 Fee Subtotal	$269.20	$0.00	$29,041.54	$20,812.22	$27,399.97	$24,129.16	$7,145.92	$9,360.72	$0.00	$10,000.00	$0.00		$128,156.73

TASK 5 FINAL DESIGN PHASE													
Prepare Final Contract Drawings			35	16	16	8	2	2		0.25		79	$12,585.41
Finalize General and Technical Specifications					10	4	2	2				18	$3,420.00
Finalize CSFP					4	2	1					7	$1,267.85
Finalize Opinion of Probable Construction Costs			16	2	4	8	1	2				33	$5,647.35
Quality Control Review and Revisions			4		4	8	1	8				25	$5,191.15
Submit Final Documents	3				2	2						6	$1,009.48
Task 5 Hours Subtotal	3	0	55	18	40	32	7	14	0	0.25	0	168	$39,141.24
Task 5 Fee Subtotal	$369.20	$0.00	$7,907.35	$2,619.72	$6,485.20	$6,656.32	$1,563.17	$3,640.28	$0.00	$10,000.00	$0.00		$39,141.24
TASK 6 BID PHASE													
Respond to Bidder Questions					20		8					28	$5,029.08
Attend Pre-Bid Meeting					4	16	4					24	$4,869.92
Prepare Addenda			20		20	8	4					52	$8,675.32
Prepare Conformed Contract Documents			16		8							24	$3,597.36
Task 6 Hours Subtotal	0	0	36	0	52	24	16	0	0	0	0	128	$22,171.68
Task 6 Fee Subtotal	$0.00	$0.00	$5,175.72	$0.00	$8,430.76	$4,992.24	$3,572.96	$0.00	$0.00	$0.00	$0.00		$22,171.68
Total Labor Hours	18	2	569	389	593	474	128	100	1	1	1	2,272	**Total Hours**
Total Labor Cost	$2,422.80	$214.14	$81,230.05	$56,615.06	$96,143.09	$68,596.74	$28,583.68	$26,002.00	$50,000.00	$40,000.00	$95,000.00	Total Labor	$574,807.56

Expenses		
Air Trips (0)	$	-
Hotel Nights (2 at $200)	$	400.00
Food (2 days)	$	200.00
Car Rental (2 days)	$	400.00
Mileage	$	250.00
AGIS Services	$	-
Miscellaneous	$	-
Total Expenses	**$**	**1,250.00**

TOTAL LABOR COST	$574,807.56
TOTAL EXPENSES $	1,250.00
TOTAL TASK	**$576,057.56**

Attachment 2



A1 TW G REALIGNMENT AND PMP PROJECT
SCALE: NOT TO SCALE

C&S COMPANIES
C&S Engineers, Inc.
2355 Northside Drive, Suite 350
San Diego, California 92108
Phone 619-296-9373
www.cscos.com

MARCH JOINT POWERS AUTHORITY
CIVILIAN AVIATION AREA
RIVERSIDE COUNTY, CALIFORNIA

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO:		H18.012.004
DATE:		APRIL 2022
DRAWN BY:		CM
DESIGNED BY:		JC
CHECKED BY:		BS

TW G REALIGNMENT AND PMP PROJECT

FIGURE 1

Copyright

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

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

Meeting Date: April 1, 2024

Report/Discussion: GP 23-02: March Joint Powers Authority Environmental Justice Element

Applicant: March Joint Powers Authority

Previous Technical Advisory Committee Discussion:

The March JPA staff presented the draft Environmental Justice Element to the Technical Advisory Committee (TAC) on December 4, 2023, and to the March Joint Powers Commission on December 12, 2023.

On December 4, 2023, the TAC encouraged planning staff to discuss the draft Environmental Justice Element at two Community workshops, as recommended by Staff, and to report the findings of the workshop discussions at a future TAC meeting. The Staff is returning this item to the TAC having completed workshop discussions on December 19, 2023 (March Field Air Museum) and on February 20, 2024 (Moreno Valley Conference and Recreation Center)

Overview

March Joint Powers Authority (March JPA) is preparing an Environmental Justice Element to the March JPA General Plan. According to the State of California, Environmental Justice is defined as "the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies."

Upon completion, the Environmental Justice Element will be included as part of the March JPA General Plan, and it will reflect the agency's commitment to reducing environmental burdens and ensuring all residents have the opportunity to access public facilities and services that improve their quality of life.

Consistent with the recently adopted 14th Amendment to the Joint Powers Agreement by and between the Cities of Moreno Valley, Perris, Riverside and the County of Riverside, the March Joint Powers Authority is planned to sunset its land use authority on July 1, 2025. As the March JPA planning jurisdiction will be absorbed by Riverside County, except for the March Inland Port Airport area, with the County fully responsible for future land use reviews and approvals after July 1, 2025, March JPA is reviewing an Environmental Justice Element based on Riverside County's adopted Environmental Justice Element.

The March JPA Environmental Justice Element would be applicable within the existing March JPA planning jurisdiction. Other nearby land, including the adjacent March Air Reserve Base and Riverside National Cemetery would not be subject to the provisions of the Environmental Justice Element.

In California, state law requires every local jurisdiction to prepare and adopt a comprehensive and long-range general plan to guide its growth and physical development. The General Plan provides a consistent framework for land use and development decisions in accordance with an established community vision. In 2016, the State of California passed Senate Bill 1000 - the Planning for Healthy Communities Act requiring cities and counties to address environmental justice within their general plans.

The March JPA Environmental Justice Element will include objectives and policies as required by Government Code section 65302(h) that have as a goal:

a) Promote Civic Engagement

b) Health Risk Reduction (e.g., Food Access, Safe and Sanitary Homes, Physical Activity, and Reduce Pollution exposure)

c) Public Facilities and Health Care Facilities

d) Other Environmental Justice Objectives (e.g., stormwater capture, solar and renewable energy, and implementation of climate action plans.

Community Workshops:

March JPA scheduled two community workshops, conducted at: 1) March Field Museum on December 19, 2023; and 2) Moreno Valley Conference Center on February 20, 2024. The first Community Workshop emphasized notice of March JPA residents, though interested parties from the RNOW organization and the regular noticing of local, regional, state, and federal entities was provided. For the second Community Workshop, additional noticing was provided to include all 1,247 property owners within 300 of March JPA as well as public noticing in the Press Enterprise.

The workshop agendas consisted of an introduction to March JPA and Michael Baker International staff, a formal presentation regarding the intent and requirements for Environmental Justice Elements as required by SB1000, an initial exercise consisting of a dot poll for attendees to rate the most important or necessary EJ policies from the draft March JPA Environmental Justice Element policies, and a second exercise to provide an open session to obtain general comments from the attendees. A summary of the workshop results is listed below and more detailed information on the dot poll and open comment session are attached to this staff report.

December 19, 2023, Community Workshop (March Field Air Museum)	
Public Notification	• 98 letters to local, regional, state, and federal agencies, including the State Deputy Attorney, Bureau of Environmental Justice and local March JPA medical providers • 477 emails for residents/interested parties for Westmont Village (281

	residents, 145 Independent/Assisted Living, and 55 memory care) • 111 residents of Green Acres • 1 letter and phone notice to Lori Allgood of US Vets • 151 interested parties associated with RNOW • 20 JPC and Technical Advisory Committee Members
Attendees	21 attendees signed in
Dot Poll Results	**From Draft EJ policies. Five Most Frequently Cited Issues:** • (11) Policy 15.2: Encourage collaboration among JPA, county, community, and community-based organizations, as well as local stakeholders and EJ focus groups promoting environmental justice. • (11) Policy 16.5: Evaluate the compatibility of unhealthy and polluting land uses being located near sensitive receptors, including impacts to ingress and egress. Encourage sensitive receptors such as housing, schools, hospitals, clinics and childcare to be located away from potential hazards to health. • (10) Policy 18.7: Discourage industrial, agricultural and other land uses that may pollute and cause health conflicts with residential land uses either directly or indirectly. Ensure that community members are properly notified and involved in the decision-making process for new land use proposals. • (9) Policy 16.6: When developing and siting large scale logistics, warehouse and distribution projects, address the Good Neighbor Policy for Logistics and Warehouse/Distribution uses criteria adopted by the Board of Supervisors on November 19, 2019 and as may be subsequently amended. • (8) Policy16.15: Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible. **(Complete list of dot poll responses are provided as an attachment)**
Open Comments	➢ Stop or postpone development until the EJ element is adopted. ➢ Establish a Community Advisory Group. ➢ How will the policies be implemented given the limited time of March JPA. (Due to the sunsetting of March JPA, it was identified that the JPA would need to create a Priority List for the most important EJ policies to be implemented) ➢ Use the City of Riverside Good Neighbor Guidelines for Siting Warehouses. ➢ Create an Accountability Plan. **(This is a sample of comments. It is not possible to prioritize them. A complete list of comments is provided as an attachment)**

February 20, 2024 Community Workshop (Moreno Valley Conference Center)	
Public Notification	• 99 letters to local, regional, state, and federal agencies, including to the State Deputy Attorney, Bureau of Environmental Justice and local March JPA medical providers • 969 emails for residents/interested parties for Westmont Village (No

	break down of resident type provided) • 111 residents of Green Acres • 1 USPS letter notice to US Vets (6 hard copies were delivered to US Vets staff for posting throughout the campus) • 322 interested parties associated with RNOW • 21 JPC and Technical Advisory Committee Members • 1,247 letters to property owners within 300' of the perimeter of March JPA, inclusive of all property owners within March JPA • Notification in the Press Enterprise published 2/6/24
Attendees	14 attendees signed in
Dot Poll Results	**From Draft EJ policies. Five Most Frequently Cited Issues:** • (6) Policy 18.7: Discourage industrial, agricultural and other land uses that may pollute and cause health conflicts with residential land uses either directly or indirectly. Ensure that community members are properly notified and involved in the decision-making process for new land use proposals. • (5) Policy 16.23: Discourage industrial and agricultural uses which produce significant quantities of toxic emissions into the air, soil, and groundwater to prevent the contamination of these physical environments. • (4) Policy 19.3: Promote pedestrian and bicycle access to parks and open space through infrastructure investments, education and improvements. • (3) Policy 15.1: In coordination with community-based organizations and community members, develop an outreach and engagement plan using multiple means for increasing public awareness and participation in the local planning process in furtherance of environmental justice planning. • (3) Policy: Incorporate open space, community greenbelt separators, and recreational amenities into development areas in order to enhance recreational opportunities and community aesthetics to improve the quality of life. **(Complete list of dot poll responses are provided as an attachment)**
Open Comments	➢ Need community advisory group to weigh in on EJ Element. ➢ Concerned with the EJ Element process and that there has been no public input on revising or adding EJ policies to what the County adopted. ➢ There needs to be a warehouse moratorium. ➢ Concern that more development will add to traffic congestion. Warehouse development along Van Buren Blvd. is dumping delivery vans on our streets. ➢ Healthier food options are needed, like a Whole Foods Grocery store. **(This is a sample of comments. It is not possible to prioritize them. A complete list of comments is provided as an attachment)**

Suggested Modification to the March JPA Environmental Justice Element:

The following changes are suggested as a result of the Native American consultation and the community workshop meetings. All changes are shown in underline, with new text shown in **bold** and deleted text shown in ~~strikethrough~~.

HC 15.2 Encourage collaboration among the March JPA, county, community, **Native American Tribes,** and community-based organizations, as well as local stakeholders, and environmental justice focus groups in promoting environmental justice.

HC 15.4 Coordinate with environmental groups, Native American **T**~~t~~ribal **Governments**~~groups~~, the business community, special interests, county and non-county agencies and the general public in the development of programs that effectively reduce greenhouse gas emissions and air pollution, and as applicable pursuant to the Community Air Protection Program (AB617).

HC 16.1 In cooperation with affected federal, state, local agencies, county departments, and impacted community residents, monitor changes to ~~the Salton Sea and other~~ bodies of water that impact air quality and water quality and seek and pursue opportunities to address impacts to the maximum extent possible, and make public the data and other information related to the status of the effort.

HC 16.22* Discourage industrial uses which use large quantities of water in manufacturing or cooling processes that result in subsequent effluent discharges and encourage agricultural businesses to limit and reduce the production and use of pesticides and chemical fertilizers to the maximum extent possible thereby minimizing contaminated infiltration and runoff, including runoff to ~~the Salton Sea and other~~ standing bodies of water.

March JPA Environmental Justice Progress Report:

Consistent with the AG Best Practices for SB1000, an "approach to ensuring the policies meet the standards is to establish a tracking system." Accordingly, March JPA has prepared a *March JPA Environmental Justice Progress Report*, to indicate the status for the individual Environmental Justice Policies. Consistent with other recommended tracking systems, and that used by the City of Riverside in the City of Riverside Action Plan, March JPA has identified the status as follows:

Status	**Expected Timeline**
Ongoing:	Currently being implemented
Short Term:	6 – 12 months - intermediate priority
Mid-Term:	12 – 36 months – secondary priority
Long Term:	36+ months – lower priority
Completed:	No further Implementation needed

The Environmental Justice Progress Report is provided as attachment 3. In summary, 58 Environmental Justice policies are identified as being in progress, 9 are identified as having short-term timing, 3 policies have mid-term timing, and 6 policies have long-term timing.

Comments (email):
March JPA received 440 comments regarding the Environmental Justice Element, which are available at https://marchjpa.com/wp-content/uploads/2024/03/EJE-Public-Comments-All.pdf. A significant portion of the comments were submitted regarding a specific project, the West Campus Upper Plateau, which is not a component of the Environmental Justice Element. However, those comments identify concerns with the Environmental Justice Element, and have thus been included with the Environmental Justice comments. Comments pertaining to the Environmental Justice Element include comments from: Channel Law Group, LULAC of Riverside, City of Riverside, Friends of Riverside Hills, Riverside Neighborhood Partnership, California Environmental Voters, Susan Phillips/Redford Conservancy, George Hague/Sierra Club, Center for Community Action and Environmental Justice, Jerry Shearer, Jen Barrett-Smith, and Mike McCarthy.

One of the letters mentioned above includes a petition that was submitted by Jen Barrett-Smith, containing 169 signatures, from individuals from Westmont Village, US Vets and Green Aces, within the March Joint Powers Authority. The petition identifies that the residents oppose rezoning property near West Campus, near Westmont Village or March LifeCare for industrial or warehouse use, and that the residents bear the burden of air pollution and traffic.

SB 18 - Tribal Consultation:
The Project includes amending the General Plan, thus, tribal consultation under SB 18 is required. On November 14, 2023, staff sent thirty letters to local Tribes to initiate consultation. March JPA is currently consulting with the Pechanga Band of Luiseno Indians

ALUC Review:
On October 26, 2023, the Riverside County Airport Land Use Commission issued a determination of consistency with the March ARB/IP Airport Compatibility Plan.

Attachment(s):

1. Redlined Draft March JPA Environmental Justice Element
2. March JPA Planning Area Exhibit
3. March JPA Environmental Justice Progress Report
4. Dot Poll Results from December 19, 2023, community workshop
5. Open Comment Session Results from December 19, 2023, community workshop
6. Dot Poll Results from February 20, 2024, community workshop
7. Open Comment Session Results from February 20, 2024, community workshop
8. EJ Element Comments from interested parties: https://marchjpa.com/wp-content/uploads/2024/03/EJE-Public-Comments-All.pdf

April 1, 2024

Technical Advisory Committee

Agenda Item 6C

Attachment 1

GENERAL PLAN

of the

MARCH JOINT POWERS AUTHORITY

Environmental Justice Element

Draft \ April 1, 2024

SECTION 7: ENVIRONMENTAL JUSTICE ELEMENT

SUMMARY

Under Government Code Section 65302(h), if a jurisdiction includes a disadvantaged community, an environmental justice element is a required element of that jurisdiction's general plan. The March JPA planning area is within a disadvantaged community (Census Tract 6065046700) as identified by CalEnviroScreen 4.0. Environmental Justice Element Exhibit 7-1 identifies that the full March JPA planning area is contained within a disadvantaged community. In addition, an irregular shaped portion of the City of Moreno Valley, generally located north of Cactus Avenue, south of Allesandro Boulevard and Cottonwood Avenue, east of Old 215 Road and Elsworth Street, and west of Frederick Street, is located within Census Tract 6065046700, but is not a part of March JPA and is not subject to the March JPA Environmental Justice Element. Finally, March Air Reserve Base and Riverside National Cemetery are within the same census tract, but Federal facilities and are not subject to the March JPA Environmental Justice Element.

This Environmental Justice Element incorporates the environmental justice policies of the County of Riverside Healthy Communities Element pursuant to Government Code Section 65301(a). The County environmental justice policies apply to the unincorporated territory within the County of Riverside. When March JPA's land use authority reverts back to the County on July 1, 2025, in accordance with 14th amendment to the March Joint Powers Agreement, the March JPA planning area will be recognized as unincorporated territory within the County of Riverside and subject to the County environmental justice policies. The County environmental justice element is sufficiently detailed, and its policies are appropriate to apply to the March JPA planning area in compliance with Government Code Sections 65301(a) and 65302(h).

The County Board of Supervisors adopted the environmental justice policies by Resolution 2021-182 on September 21, 2021.

Background

The March JPA planning area is an approximate 4,500-acre area formerly part of March Air Force Base. This area was declared surplus as part of the 1996 Base Realignment and Closure Commission (BRAC) process and transferred to March JPA for reuse, redevelopment and/or joint use with the United States Air Force Reserve. The March JPA planning area includes two residential communities: (1) Green Acres, a 111-unit historic housing area originally part of the base and excessed to March JPA as part of the 1996 BRAC process; and (2) Westmont Village, an approximate 550-unit retirement community, originally developed as a continuum of care facility for retired military officers, and subsequently purchased and modified to a market rate housing development with a majority of senior citizens.

Environmental Justice

Environmental justice is "the fair treatment of people of all races, cultures, and incomes with respect to development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." (Gov. Code, § 65040.12). To this end, the state legislature approved Senate Bill (SB) 1000 in 2016 that

requires local general plans to address environmental justice and include related policy, if a "disadvantaged community" is identified within the area covered by the general plan. In order to fully address environmental justice, the general plans must include new or existing policies intended to: (1) reduce unique or compounded health risks in disadvantaged communities; (2) promote civic engagement in public decision-making process; and (3) prioritize improvements and programs that address the needs of disadvantaged communities. (Gov. Code, § 65302(h)).

A disadvantaged community or environmental justice community ("EJ Community") is defined as a "low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation" or a geographic area that is identified by the California Environmental Protection Agency ("CalEPA") based on the area's socioeconomic, public health, and environmental hazard criteria. (Gov. Code, § 65302). Using an environmental health screening tool, CalEnviroScreen 4.0, CalEPA has identified and designated EJ Communities throughout the state that are burdened by multiple sources of pollution. The March JPA Planning Area is within a disadvantaged community (Census Tract 6065046700) as identified by CalEnviroScreen 4.0.

The goal of the Environmental Justice Element is to ensure the consideration of environmental justice policies, in order to improve public health and the environment within the March JPA Planning Area. Policies and new land use development proposed within the March JPA Planning Area will be evaluated for promoting all environmental justice policies. The land use entitlement process provides a key opportunity to address environmental justice policies through the creation of safe, healthy, and environmentally sustainable communities.

Application of Environmental Justice Policies

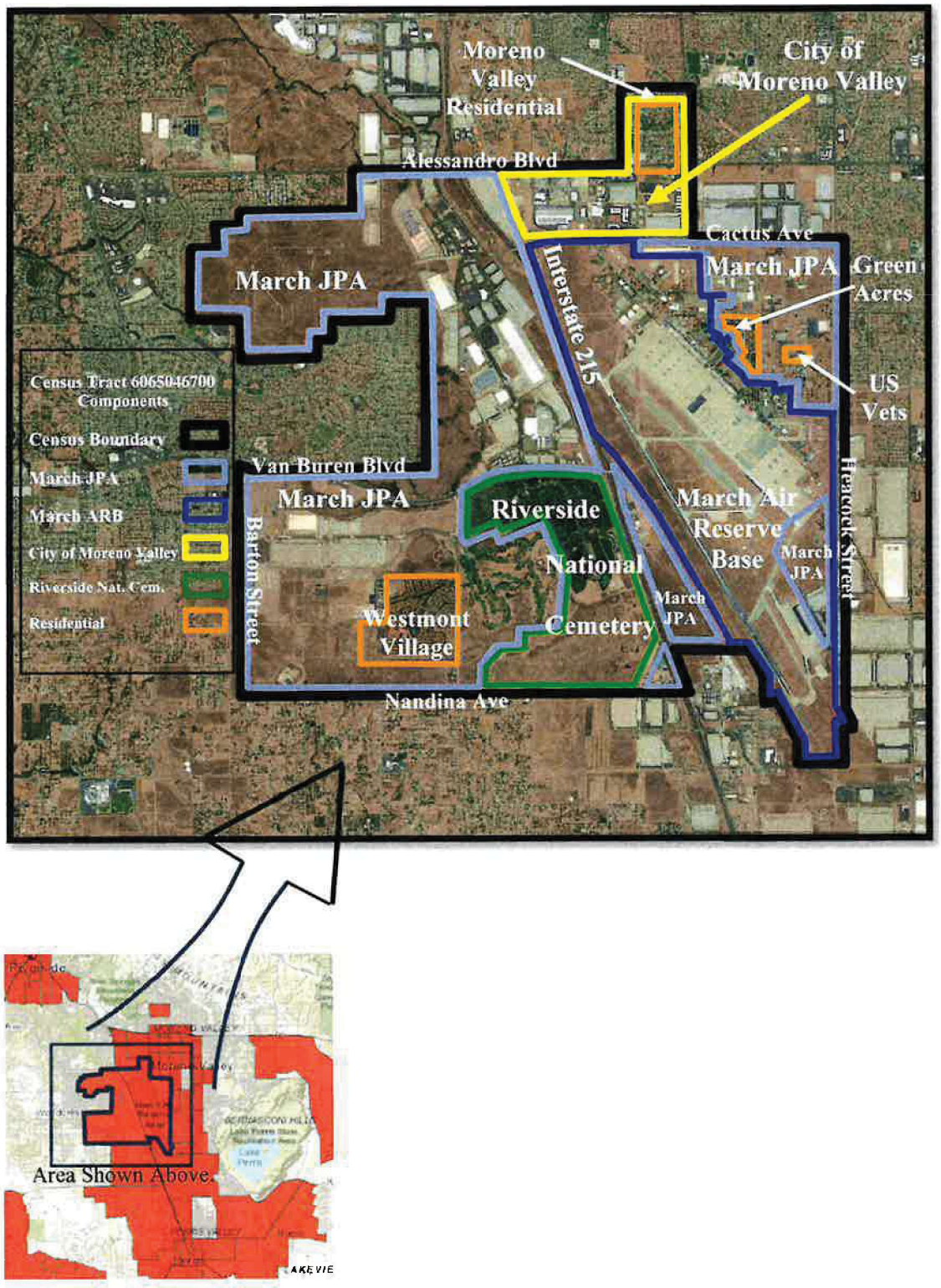
The General Plan represents the build-out vision of March JPA. It not only addresses what March JPA envisions to be achieved from new development, it also provides a framework for the collective living and working environment of its residents. Policies applicable to new development will be implemented by March JPA. Other policies to be implemented require cooperation with non-profits, community-based organizations, foundations, other government agencies, as feasible.

To be clear, the General Plan is a document consisting of goals and policies. Such goals and policies are evaluated as a continuum of direction within broad interpretation parameters. They are not regulations in the manner that a zoning code consists of regulations with which compliance must be achieved. Goals and policies are interpreted and if the direction set by the goal or policy is met, a level of compliance is achieved such that the direction set by the goal or policy is met within a continuum framework. EJ Policies are evaluated in the same manner as all other General Plan goals and policies - subject to interpretation with appropriate determinations of compliance.

In addition to the General Plan Amendment noticing requirements, future amendments to the Environmental Justice Element will be reviewed for comment and input with the residents of the March JPA Planning Area. Environmental justice policies address topics under the following categories:

Civic Engagement: this category includes policies that promote civic engagement in the decision-making process.

Exhibit 7-1
March JPA Planning Area Boundaries Within Census Tract 6065046700



SB535 Disadvantaged Communities shown in red.
See enlargement of Census Tract 6065046700.

Health Risk Reduction: this category addresses pollution prevention in the day to day living environment that are grouped under the following headings:

- Pollution Exposure
- Food Access
- Safe and Sanitary Homes
- Physical Activity

Public Facilities: this category includes policies that prioritize improvements and programs for public facilities.

- Health Care Facilities

Other: this category includes policies that do not fall under one of the above sections.

The objectives of these environmental justice policies are to increase civic engagement, reduce unique and compounded health risks, and prioritize improvements and programs for public facilities within EJ Communities. Meeting these objectives involves collaboration and coordination with the unincorporated communities and constituents, stakeholder groups, other government agencies, service districts, and the development community.

The environmental justice policies are provided below grouped under the headings discussed above.

Civic Engagement

This category includes policies that promote civic engagement in the decision-making process.

Policies:

HC 15.1 In coordination with community-based organizations and community members, develop an outreach and engagement plan using multiple means for increasing public awareness and participation in the local planning process in furtherance of environmental justice planning.

HC 15.2 Encourage collaboration among the March JPA, county, community, **Native American Tribes,** and community-based organizations, as well as local stakeholders, and environmental justice focus groups in promoting environmental justice.

HC 15.3 Work with local community-based organizations and environmental justice focus groups to promote civic engagement activities in furtherance of environmental justice as set forth in the General Plan and related programs established within environmental justice communities.

HC 15.4 Coordinate with environmental groups, Native American **t**Tribal **Governments**~~groups~~, the business community, special interests, county and non-county agencies and the general public

in the development of programs that effectively reduce greenhouse gas emissions and air pollution, and as applicable pursuant to the Community Air Protection Program (AB617).

HC 15.5 Develop a sustainability plan for siting hazardous waste and hazardous materials facilities, including solid waste and recycling facilities, through the local planning processes utilizing public outreach and engagement pursuant to policies HC 15.1, HC 15.2 and HC 15.3. The plan shall increase waste reduction measures, address illegal dumping, and increase access and affordability to composting and recycling facilities.

HC 15.6 Utilize multilingual staff personnel to assist in evacuation and short-term recovery activities and meeting general community needs.

HC 15.7 Establish a far-ranging, creative, forward-thinking public education and community-oriented outreach campaign, to inform the environmental justice communities about the following in conjunction with implementation of policy HC15.1:

a. Potential hazards.
b. The costs of not mitigating hazards and the health and environmental implications associated therewith
c. Facts about each hazard.
d. Methods to ameliorate health and environmental constraints.
e. Opportunities and constraints the March JPA has to address regarding environmental justice criteria.

Health Risk Reduction

This category includes policies that work towards reducing unique and compounded health risks. The following policies address pollution exposure and access to food and encourage safe and sanitary homes and an environment conducive to engaging in physical activity.

Pollution Exposure Policies:

HC 16.1 In cooperation with affected federal state, local agencies, county departments, and impacted community residents, monitor changes to ~~the Salton Sea and other~~ bodies of water that impact air quality and water quality and seek and pursue opportunities to address impacts to the maximum extent possible, and make public the data and other information related to the status of the effort.

HC 16.2 Pursue funding and other opportunities from state, federal, and local government and non-government sources and allocate March JPA general funds to improve public health and limit pollution exposure and promote efforts to ameliorate environmental justice constraints in environmental justice communities.

HC 16.3 Assist communities in seeking funding for community initiated clean air projects including the installation of on-site air monitoring equipment in areas of high exposure to air contaminants.

HC 16.4 Pursue funding to connect low-income residents and communities to municipal water and wastewater services. In the interim, seek financial assistance for septic system repair in order to limit groundwater contamination by poorly maintained septic systems or to provide for connections to wastewater systems as a viable alternative if such systems can be made readily available.

HC 16.5* Evaluate the compatibility of unhealthy and polluting land uses being located near sensitive receptors including possible impacts on ingress, egress, and access routes. Similarly, encourage sensitive receptors, such as housing, schools, hospitals, clinics, and childcare facilities to be located away from uses that pose potential hazards to human health and safety.

HC 16.6* When developing and siting large scale logistics, warehouse and distribution projects, address the Good Neighbor Policy for Logistics and Warehouse/Distribution uses criteria adopted by the Board of Supervisors on November 19, 2019 and as may be subsequently amended.

HC 16.7 Evaluate public and private facilities for health hazards or major sources of contamination and identify and implement alternatives for removal of contamination.

HC 16.8 Evaluate creating a cap or threshold on the number of pollution sources within EJ communities and make recommendations thereon.

HC 16.9 Explore the feasibility of creating a partnership with the South Coast Air Quality Management District (SCAQMD) to establish a mitigation program to reduce the impact of air pollution as well as assist with the implementation of air quality programs.

HC 16.10* Plan for compact development projects in appropriate locations, including in existing communities and the clustering of affordable and mixed income housing therein, that make the most efficient use of land and concentrate complementary uses in close proximity to transit or non-transit mobility options and advocate for expanded transit and non-transit mobility options to serve such areas.

HC 16.11 Implement development of bicycle and pedestrian facilities to reduce dependency on fossil fuel-based transportation and pursue funding to implement mobility plans and projects.

HC 16.12 Plan and implement complete streets which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety and rehabilitate/expand existing to achieve same or similar design features.

HC 16.13 Provide buffer spaces and vegetative barriers between high-volume roadways/ transportation and train track corridors and sensitive land uses.

HC 16.14* Assure that sensitive receptors are separated and protected from polluting point sources, as feasible, including agricultural businesses that produce or use pesticides and chemical fertilizers.

HC 16.15* Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible.

HC 16.16* Apply pollution control measures such as landscaping, vegetation, and green zones (in cooperation with the SCAQMD) and other materials, which trap particulate matter or control air pollution.

HC 16.17 Landscape by planting of trees on a community basis that removes pollutants from the air, provides shade and decreases the negative impacts of extreme heat on the community.

HC 16.18* Promote new development that emphasizes job creation and reduction in vehicle miles traveled in job-poor areas and does not otherwise contribute to onsite emissions in order to improve air quality.

HC 16.19 Promote reduction of vehicle miles traveled (VMT) by encouraging expanded multi-modal facilities, linkages between such facilities, and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes.

HC 16.20 Facilitate an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies in the development of mutual policies and funding mechanisms to increase the use of alternative transportation modes. All new development should contribute and invest in increasing access to public transit and multimodal active transportation infrastructure.

HC 16.21 Require the creation of programs that increase carpooling and public transit use, decrease trips and commute times, and increase use of alternative-fuel vehicles and facilities supporting the use of such vehicles including charging stations.

HC 16.22* Discourage industrial uses which use large quantities of water in manufacturing or cooling processes that result in subsequent effluent discharges and encourage agricultural businesses to limit and reduce the production and use of pesticides and chemical fertilizers to the maximum extent possible thereby minimizing contaminated infiltration and runoff, including runoff to ~~the Salton Sea and other~~ standing bodies of water.

HC 16.23* Discourage industrial and agricultural uses which produce significant quantities of toxic emissions into the air, soil, and groundwater to prevent the contamination of these physical environments.

HC 16.24* Ensure compatibility between industrial development and agricultural uses and adjacent land uses. To achieve compatibility, industrial development and agricultural uses will be required to include criteria addressing noise, land, traffic and greenhouse gas emissions to avoid or minimize creating adverse conditions for adjacent communities.

HC 16.25* Require the conversion of mining operations into uses that are compatible with surrounding areas in accordance with the Surface Mining and Reclamation Act.

HC 16.26 Enforce the land use policies and siting criteria related to hazardous materials and wastes through continued implementation of the programs identified in the County of Riverside Hazardous Waste Management Plan including the following:

a. Ensure March JPA businesses comply with federal, state, and local laws pertaining to the management of hazardous wastes and materials including all Certified Unified Program Agency (CUPA) programs.
b. Require and promote the programs, practices, and recommendations contained in the Riverside County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.

Food Access Policies:

HC 17.1 Cooperate with transit providers in the review of transit routes to provide service to jobs, shopping, schools, libraries, parks, healthcare facilities, grocery stores, markets, food distribution centers, and healthy restaurants that provide whole grain, low fat, low salt and fresh and cooked vegetable options. This policy must also coordinate with transit policies to ensure stronger connectivity and accessibility for residents.

HC 17.2* Orient buildings closer to streets or provide landscaped promenades that connect buildings to bus stops with routes that provide access to shopping centers, grocery stores, and areas where farmers markets are held.

HC 17.3* Encourage site design for new development to accommodate interior spaces for recreational and other neighborhood uses, such as community gardens and farmer's markets in order to increase access to fresh and healthy foods; and to render such spaces convenient and available to neighboring streets, neighborhoods, and other nearby facilities to fill the void or lack of small grocery stores and increase access to fresh and healthy foods within EJ Communities.

HC 17.4 Work with community organizations to develop a food recovery plan which minimizes wasting of edible food products prioritizing after school sites and other community centers as spaces to distribute recovered food.

HC 17.5* Encourage the development of diverse food establishments prioritizing mom and pop healthy food establishments and community kitchens for homemade foods to be sold in areas with a high concentration of fast-food establishments, convenience stores and liquor stores.

HC 17.6* Work with local farmers and growers to develop a program to provide affordable access to fruits and vegetables grown in the area to the EJ communities. Identify and establish the location of grocery stores, healthy corner stores, farmers markets all which carry a complement of healthy foods to be located in close proximity to transit nodes and other active transportation system links.

HC 17.7* Promote edible landscaping and community gardens for suitable public and private land as well as for residential and mixed-use projects.

Safe and Sanitary Home Policies:

HC 18.1 Promote code compliance inspections to also identify any observed pollution sources or safety hazards and establish rehabilitation and weatherization programs to assist various housing types.

HC 18.2 Identify funding sources for an education program for housing related hazards, such as lead, asbestos, mold and pests with guidance on how to upgrade these safely, including available assistance programs.

HC 18.3 Assist and provide support to service agencies in their application for state and federal funding to upgrade water infrastructure, including wastewater and electric infrastructure giving priority to disadvantaged communities that have contaminated or vulnerable water sources.

HC 18.4 In cooperation with service agencies, ensure that sources of potable water are protected from contamination. Codevelop plans for updating dated water infrastructure and have contingency plans for when contamination occurs under unforeseen circumstances. Develop and implement a water quality testing program applicable to small water systems and domestic wells.

HC 18.5 In cooperation with service agencies, seek funding to develop the use of innovative potable water and wastewater systems in areas of diminished water quality.

HC 18.6 In cooperation with service agencies, encourage the consolidation of public potable water systems or the extension of water service from existing systems, especially for communities that lack access to clean drinking water.

HC 18.7* Discourage industrial, agricultural and other land uses that may pollute and cause health conflicts with residential land uses either directly or indirectly. Ensure that community members are properly notified and involved in the decision-making process for new land use proposals.

HC 18.8* Work with the development community including small property and mobile home park owners so new residential development, particularly for low-income households, is designed to limit their exposure to high noise levels, pesticide and fertilizer exposure, dust pollution, and other potential impacts associated with adjacent industrial and agricultural uses.

HC 18.9* Encourage the location and design of new developments to visually enhance and not degrade the character of the surrounding area through consideration of the following concepts.

a. Using design standards of the appropriate Specific Plan land use category.
b. Construction of structures in accordance with the requirements of March JPA's zoning, building, and other pertinent codes and regulations.
c. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.
d. Use of drought tolerant landscaping that incorporates adequate drought-conscious irrigation systems.
e. Application of energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy.
f. Application of water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.
g. Encourage innovative and creative design concepts.
h. Encourage the provision of public art that enhances the community's identity, which may include elements of historical significance and creative use of children's art.
i. Include consistent and well-designed signage that is integrated with the building's architectural character.
j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.
k. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
l. Mitigate noise, odor, lighting, pollution exposure and other impacts on surrounding properties.
m. Provide and maintain landscaping in open spaces and parking lots.
n. As feasible, maximize landscape coverage with emphasis on drought-tolerant landscaping.
o. Preserve, as feasible, natural features, such as unique natural terrain, arroyos, canyons, and other drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.
p. Require, as feasible, that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.
q. Design parking lots and structures to be functionally and visually integrated and connected.
r. As feasible, site building access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity where such pass-through areas include wayfinding signage, street trees, grade, and lateral separation from roads, all with consideration given to adequate safety lighting, and landscape screening.

s. Encourage safe and frequent pedestrian crossings and ensure that sidewalks and other pedestrian walkways provide continuity between land uses essential to a functional lifestyle, and as needed such sidewalks and pedestrian walkways should provide sufficient lighting and signage to ensure public safety.
t. Encourage creation of a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.
u. Recognize open space, including hillsides, arroyos, riparian areas, and other natural features as amenities that add community identity, beauty, recreational opportunities, and monetary value to adjacent developed areas.
v. Manage wild land fire hazards in the design of development proposals located adjacent to natural open space.

HC 18.10 Work with local service and utility providers to monitor and expand the capacities of infrastructure and services in coordination with outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service and that such capacity analysis also addresses the infrastructure and service needs of existing disadvantaged communities. Develop contingency plans for growing areas that are near or exceeding the current infrastructure capacity.

HC 18.11 In coordination with service agencies, limit or prohibit new development or activities in areas lacking water and access roads in the absence of a plan to address such deficiencies to meet the needs of both new development and within existing disadvantaged communities. Work with community partners and service agencies to establish future plans to meet needs for potential community growth in areas lacking water and road infrastructure.

HC 18.12* Prioritize the development of safe and affordable housing in EJ Communities while at the same time minimizing the displacement of existing residents consistent with the March JPA Housing Element and the County Housing Element, Goal 2, Action 2.1h and as may be amended by the 6th Cycle Housing Element. Affordable housing projects should include various housing types that respond to community priorities and input.

HC 18.13 Plan for the removal or remediation of hazardous material from older homes and mobile homes including but not limited to asbestos and lead containing material.

Physical Activity Policies:

HC 19.1 Collaborate with the relevant agencies to promote opportunities to provide recreational facilities for residents, including bodies of water, as applicable, that are accessible via public transit and active transportation, including pedestrian friendly local roads with sidewalks and bikeways. Other projects and amenities should be developed as identified by community members.

HC 19.2* Develop of high-quality parks, green space, hiking trails, recreational facilities and natural environments in areas where such facilities are lacking.

HC 19.3 Promote pedestrian and bicycle access to parks and open space through infrastructure investments, education and improvements.

HC 19.4 Promote the preparation of a pedestrian network plan that allows for safe travel between all areas and destinations of the community to include as feasible shade structures, street furniture, signage, and exercise areas such as par courses.

HC 19.5 Paseos, pedestrian and bicycle paths should be provided between residential structures and nonresidential structures.

HC 19.6* Plan for a system of local trails that enhances recreational opportunities and connects with regional trails.

HC 19.7* Incorporate open space, community greenbelt separators, and recreational amenities into development areas in order to enhance recreational opportunities and community aesthetics to improve the quality of life.

HC 19.8 Paseos and pedestrian/bicycle connections should be provided between the highest density residential uses and those nonresidential uses so that the local population can safely connect with ease. Alternative transportation mode connections should also be provided to the public facilities in the vicinity, including schools, libraries, and community facilities.

HC 19.9 Pursue joint use agreements with school districts for park and recreational facility use, especially when access to comparable public facilitates is not available.

Public Facilities

This category includes policies that prioritize improvements and programs for public facilities.

Policies:

HC 20.1* New development should provide for public services including but not limited to solar street lighting, shading structures at bus stops, other supporting infrastructure, and extension of trash and recyclables pickup routes.

HC 20.2* New development should promote convenient internal pedestrian circulation among land uses (existing and proposed) within each neighborhood and connecting with existing adjacent developed areas, and as applicable consistent with the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, and amendments thereto.

HC 20.3 Enhance the quality of existing residential neighborhoods by including adequate maintenance of public facilities in the March JPA's capital improvement program and requiring residents and landlords to maintain their properties in good condition and seek opportunities,

particularly funding, to enhance quality of life conditions in existing mobile home parks particularly those which are affected by deteriorating infrastructure and hardscape.

HC 20.4* New development and conservation land uses should not infringe upon existing essential public facilities and public utility corridors, which include county regional landfills, fee owned rights-of-way and permanent easements, whose true land use is that of public facilities.

HC 20.5 In working with transit service providers and developers of residential projects, promote better and safer connections between residential areas and services to include local and regional transportation hubs as well as ancillary components such as sidewalks and shade structures as being associated with these connections for better access to parks, schools, and employment areas.

HC 20.6 With the availability of funding and pursuant to health and safety considerations, ensure that surface drainage is properly captured and disposed and does not mix or otherwise interface with septic systems.

HC 20.7 Ensure that health and safety facilities such as fire stations and sheriff substations are adequately sited, improved and staffed to serve affected communities. Identify which communities need services to be built in close proximity to reduce the amount of time it takes to respond to an emergency.

HC 20.8 Review the location and extent of community recreational facilities to ensure maximum use by children and adults and use that information to develop new recreational facilities and opportunities for the community, including indoor and outdoor facilities.

HC 20.9 Ensure that safe and potable drinking and cooking water is available in the EJ communities.

Health Care Facilities Policies

This category encompasses the need for facilities to maintain community health.

HC 21.1 Review and analyze the location of medical, dental and vision clinics and staffing to ensure that community health can be maintained for routine and complex health issues and ensure that facilities have cooperative agreements in place with similar facilities in the area. Locate interim facilities and mobile clinics until permanent facilities can be built.

Other EJ Related Policies

This category includes policies not directly related to the SB1000 categories but will help improve the quality of life in EJ communities.

HC 22.1 Increase coordination and collaboration with the implementation of existing climate action plans such as the county's 2020 Climate Action Plan update, resilience action plans, mobility plans and AB 617 plans, as may be amended.

HC 22.2 Develop a stormwater capture system in areas that do not have the appropriate curb and gutter infrastructure.

HC 22.3 Work with community residents to identify a pathway for community solar projects and other renewable energy projects that do not harm the natural habitat, resources, and environment of the community.

HC 22.4 Utilizing public outreach and engagement pursuant to policies HC 15.1, HC 15.2 and HC 15.3, update specific plans, and create new plans to be determined, located in the environmental justice communities adapting the polices contained herein to address local needs including in conjunction with the County's development of an Unincorporated Communities Initiative.

HC 22.5 New specific plans or existing specific plans that includes a substantial revision that are within "disadvantaged communities," as identified by CalEPA should address Environmental Justice goals and include appropriate policies similarly to this section.

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Attachment 2

GP 23-02 March JPA Environmental Justice Element

Approximately 4,400 acres of the former March Air Force Base now within the March Joint Powers Authority

April 1, 2024

Technical Advisory Committee

Agenda Item 6C

Attachment 3

March JPA Environmental Justice Progress Report			
Section	**Environmental Justice Policy**	**Responsible Party/Status**	**Timeframe**
Civic Engagement			
HC 15.1	In coordination with community-based organizations and community members, develop an outreach and engagement plan using multiple means for increasing public awareness and participation in the local planning process in furtherance of environmental justice planning.	**March JPA**: Public outreach and engagement with community-based organizations and community members would involve continued collaboration through public notice and discussion at community meetings.	Ongoing
HC 15.2	Encourage collaboration among the March JPA, county, community, and community-based organizations, as well as local stakeholders, and environmental justice focus groups in promoting environmental justice.	**March JPA:** Continued collaboration with community-based organizations and local stakeholders will occur through public notice and discussion of development related issues at community meetings.	Ongoing
HC 15.3	Work with local community-based organizations and environmental justice focus groups to promote civic engagement activities in furtherance of environmental justice as set forth in the General Plan and related programs established within environmental justice communities.	**March JPA:** Continued collaboration with community stakeholders will occur through public notice and discussion of development related issues at community meetings.	Ongoing
HC 15.4	Coordinate with environmental groups, Native American tribal groups, the business community, special interests, county and non-county agencies and the general public in the development of programs that effectively reduce greenhouse gas emissions and air pollution, and as applicable pursuant to the Community Air Protection Program (AB617).	**March JPA:** The JPA will coordinate with environmental groups, Native American tribal groups, the business community, special interests, county and non-county agencies and the general public in the development of programs that effectively reduce greenhouse gas emissions and air pollution, as applicable pursuant to AB617.	Ongoing

HC 15.5	Develop a sustainability plan for siting hazardous waste and hazardous materials facilities, including solid waste and recycling facilities, through the local planning processes utilizing public outreach and engagement pursuant to policies HC 15.1, HC 15.2 and HC 15.3. The plan shall increase waste reduction measures, address illegal dumping, and increase access and affordability to composting and recycling facilities.	**March JPA:** To the maximum degree possible, March JPA will not accommodate hazardous waste or hazardous materials handling facilities within March JPA. A sustainability plan for citing waste facilities will be pursued to accommodate and promote access and affordability of composting and recycling facilities, while strongly discouraging hazardous materials facilities.	Short-Term
HC 15.6	Utilize multilingual staff personnel to assist in evacuation and short-term recovery activities and meeting general community needs.	**March JPA:** Starting December 2023, March JPA has used Spanish speakers/translators for major community meetings.	Ongoing
HC 15.7	Establish a far-ranging, creative, forward-thinking public education and community-oriented outreach campaign, to inform the environmental justice communities about the following in conjunction with implementation of policy HC15.1: a) Potential hazards; b) The costs of not mitigating hazards and the health and environmental implications associated therewith; c) Facts about each hazard; d) Methods to ameliorate health and environmental constraints; e) Opportunities and constraints the March JPA has to address regarding environmental justice criteria.	**March JPA:** March will coordinate with Riverside County on methods to provide public education and inform environmental justice communities about: a) potential hazards; b) The costs of not mitigating hazards and the health and environmental implications associated therewith; c) Facts about each hazard; d) Methods to ameliorate health and environmental constraints; e) Opportunities and constraints the March JPA has to address regarding environmental justice criteria.	Ongoing
Health Risk Reduction			

HC 16.1	In cooperation with affected federal, state, local agencies, county departments, and impacted community residents, monitor changes to the Salton Sea and other bodies of water that impact air quality and water quality and seek and pursue opportunities to address impacts to the maximum extent possible, and make public the data and other information related to the status of the effort.	**March JPA:** Since 2012, March JPA has been a member of the Lake Elsinore and Canyon Lake TMDL, a regional collaborative effort to improve water quality in downstream bodies of water. To date, the JPA has contributed a cumulative total of $440,341 towards downstream water quality.	Ongoing
HC 16.2	Pursue funding and other opportunities from state, federal, and local government and non- government sources and allocate March JPA general funds to improve public health and limit pollution exposure and promote efforts to ameliorate environmental justice constraints in environmental justice communities.	**March JPA:** March JPA will Pursue funding from state, federal, and local government and non-government sources and allocate March JPA general funds to improve public health and limit pollution exposure and promote efforts to ameliorate environmental justice constraints in environmental justice communities.	Short-Term
HC 16.3	Assist communities in seeking funding for community initiated clean air projects including the installation of on-site air monitoring equipment in areas of high exposure to air contaminants.	**March JPA:** March JPA will assist and support clean air projects initiated by our environmental justice communities, including collaborative pursing clean air grants.	Short-Term
HC 16.4	Pursue funding to connect low-income residents and communities to municipal water and wastewater services. In the interim, seek financial assistance for septic system repair in order to limit groundwater contamination by poorly maintained septic systems or to provide for connections to wastewater systems as a viable alternative if such systems can be made readily available.	**March JPA**: The 3 residential communities in the Environmental Justice area: 1) Westmont Village; 2) Green Acres; and 3) US Vets are all are served by municipal water and sewer. Potable water resiliency has been enhanced by new infrastructure installed in Riverside Drive, N Street, 6th Street, and Village West Drive.	Ongoing

HC 16.5*	Evaluate the compatibility of unhealthy and polluting land uses being located near sensitive receptors including possible impacts on ingress, egress, and access routes. Similarly, encourage sensitive receptors, such as housing, schools, hospitals, clinics, and childcare facilities to be located away from uses that pose potential hazards to human health and safety.	**Developer**: Developers shall analyze health impacts on sensitive receptors, as identified in policy 1.2 of the Riverside County Good Neighbor Policy for Logistics and Warehouse/Distribution uses.	Ongoing
HC 16.6*	When developing and siting large scale logistics, warehouse and distribution projects, address the Good Neighbor Policy for Logistics and Warehouse/Distribution uses criteria adopted by the Board of Supervisors on November 19, 2019 and as may be subsequently amended.	**Developer:** Large scale logistic, warehouse and distribution projects shall address the Riverside County Good Neighbor Policy for Logistics and Warehouse/Distribution uses.	Ongoing
HC 16.7	Evaluate public and private facilities for health hazards or major sources of contamination and identify and implement alternatives for removal of contamination.	**March JPA**: Through the CEQA process, evaluate public and private facilities for health hazards or major sources of contamination and identify and implement alternatives for removal of contamination.	Ongoing
HC 16.8	Evaluate creating a cap or threshold on the number of pollution sources within EJ communities and make recommendations thereon.	**March JPA:** The JPA emissions are almost entirely mobile emissions. March JPA will continue to monitor truck and vehicular traffic through traffic monitoring updates.	Ongoing
HC 16.9	Explore the feasibility of creating a partnership with the South Coast Air Quality Management District (SCAQMD) to establish a mitigation program to reduce the impact of air pollution as well as assist with the implementation of air quality programs.	**March JPA:** March JPA will explore the creating of a partnership with the South Coast AQMD, especially as it pertains to the expedited conversion of diesel trucks to zero emission vehicles.	Mid-Term

HC 16.10*	Plan for compact development projects in appropriate locations, including in existing communities and the clustering of affordable and mixed income housing therein, that make the most efficient use of land and concentrate complementary uses in close proximity to transit or non-transit mobility options and advocate for expanded transit and non-transit mobility options to serve such areas.	**Developer:** Pursue compact development projects in areas unaffected by March ARB/IP safety and noise constraints, while complying with all density/intensity provisions identified in the Riverside County Airport Land Use Plan and the March ARB AICUZ.	Ongoing
HC 16.11	Implement development of bicycle and pedestrian facilities to reduce dependency on fossil fuel-based transportation and pursue funding to implement mobility plans and projects.	**March JPA:** Over 41 miles of new bike lanes have been installed within March JPA development.	Ongoing
HC 16.12	Plan and implement complete streets which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety and rehabilitate/expand existing to achieve same or similar design features.	**March JPA**: Over 47 miles of new sidewalks and 43 miles of new bike lanes have been installed. Sidewalks on arterial, urban, and secondary highways are detached and separated from vehicle travel by a 6' landscape planter and trees.	Ongoing
HC 16.13	Provide buffer spaces and vegetative barriers between high-volume roadways/ transportation and train track corridors and sensitive land uses.	**March JPA:** The BNSF/RCTC train tracks are buffered by a combination of developed lots, open space lots and detention basins. All arterial streets provide curb adjacent landscape.	Ongoing
HC 16.14*	Assure that sensitive receptors are separated and protected from polluting point sources, as feasible, including agricultural businesses that produce or use pesticides and chemical fertilizers.	**Developer:** Point source emission sources shall be reviewed through a CEQA process. No agricultural businesses are located within March JPA.	Ongoing

HC 16.15*	Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible.	**Developer**: Protection of sensitive uses will occur through a Plot Plan and CEQA process to protect sensitive land uses.	Ongoing
HC 16.16*	Apply pollution control measures such as landscaping, vegetation, and green zones (in cooperation with the SCAQMD) and other materials, which trap particulate matter or control air pollution.	**Developer:** Incorporate SCAQMD Green Zones for air quality purposes while complying with March ARB and RCALUC guidelines for prohibition of wildlife edible fruit, discouragement of interconnected vegetative canopies, and restriction of vertical branching (potential nesting sites).	Ongoing
HC 16.17	Landscape by planting of trees on a community basis that removes pollutants from the air, provides shade and decreases the negative impacts of extreme heat on the community.	**March JPA:** All developed arterial, urban, and secondary highways incorporate two rows of trees, one within the parkway and one behind the sidewalk. All collector and local streets incorporate a single row of trees adjacent to the sidewalk. Additional landscape is provided within each developed site.	Ongoing
HC 16.18*	Promote new development that emphasizes job creation and reduction in vehicle miles traveled in job-poor areas and does not otherwise contribute to onsite emissions in order to improve air quality.	**Developer:** Encourage the development of job creating mixed use developments that have the benefit of reducing VMT.	Ongoing

HC 16.19	Promote reduction of vehicle miles traveled (VMT) by encouraging expanded multi-modal facilities, linkages between such facilities, and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes.	**March JPA:** The JPA (in collaboration with RCTC) established Metrolink passenger rail within the agency, as well as extensive bike lanes and extensive sidewalks. Bus turn-outs and bus shelters are located on arterial, urban, and secondary highways. Currently RTA bus routes 11, 20, and 27 service the JPA. March JPA is pursuing reestablishment of bus route 26, to enhance the Metrolink facility as a multimodal transit facility.	Ongoing
HC 16.20	Facilitate an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies in the development of mutual policies and funding mechanisms to increase the use of alternative transportation modes. All new development should contribute and invest in increasing access to public transit and multimodal active transportation infrastructure.	**March JPA:** Through collaboration with RCTC and our master developer, March JPA provided a transit site, at no cost, that has been developed as a Metrolink passenger rail facility. Extensive bike lanes (43 miles), and extensive sidewalks (47 miles) have also been constructed by our master developers. Bus turn-outs and bus shelters are located on arterial, urban, and secondary highway and were constructed with new development. Currently RTA bus routes 11, 20, and 27 service the JPA. March JPA is pursuing reestablishment of bus route 26, to enhance the Metrolink facility as a multimodal transit facility.	Ongoing

HC 16.21	Require the creation of programs that increase carpooling and public transit use, decrease trips and commute times, and increase use of alternative-fuel vehicles and facilities supporting the use of such vehicles including charging stations.	**March JPA:** March JPA collaborated with RCTC to donate the Metrolink site near Alessandro Boulevard, leading to the development of a multi-modal passenger rail facility/bus station. The JPA requires new development to install bus turn-outs and bus shelters, facilitating greater use of bus routes. The posting of bus schedules/routes and carpool incentives are required by project conditions of approval.	Ongoing
HC 16.22*	Discourage industrial uses which use large quantities of water in manufacturing or cooling processes that result in subsequent effluent discharges and encourage agricultural businesses to limit and reduce the production and use of pesticides and chemical fertilizers to the maximum extent possible thereby minimizing contaminated infiltration and runoff, including runoff to the Salton Sea and other standing bodies of water.	**Developer - WMWD:** There are no major water users within March JPA. The ability of manufacturing facilities to operate major water consuming facilities is controlled by the capacity of the Western Water Recycling Facility, located within the March JPA, west of Interstate 215.There are no agricultural businesses within March JPA.	Ongoing
HC 16.23*	Discourage industrial and agricultural uses which produce significant quantities of toxic emissions into the air, soil, and groundwater to prevent the contamination of these physical environments.	**Developer:** Industrial uses which produce significant quantities of toxic emissions will be analyzed through a CEQA process to protect sensitive land uses.	Ongoing

HC 16.24*	Ensure compatibility between industrial development and agricultural uses and adjacent land uses. To achieve compatibility, industrial development and agricultural uses will be required to include criteria addressing noise, land, traffic and greenhouse gas emissions to avoid or minimize creating adverse conditions for adjacent communities.	**Developer:** Ensure compatibility between industrial development and adjacent land uses through a CEQA process addressing noise, land, traffic and greenhouse gas emissions to avoid or minimize creating adverse conditions for adjacent communities. (land uses within March JPA are not planned for agricultural uses)	Ongoing
HC 16.25*	Require the conversion of mining operations into uses that are compatible with surrounding areas in accordance with the Surface Mining and Reclamation Act	**March JPA:** March JPA has no mining operations.	Ongoing
HC 16.26	Enforce the land use policies and siting criteria related to hazardous materials and wastes through continued implementation of the programs identified in the County of Riverside Hazardous Waste Management Plan including the following: a) Ensure March JPA businesses comply with federal, state, and local laws pertaining to the management of hazardous wastes and materials including all Certified Unified Program Agency (CUPA) programs; and b) Require and promote the programs, practices, and recommendations contained in the Riverside County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.	**March JPA:** To the maximum degree possible, March JPA will not accommodate hazardous waste or hazardous materials handling facilities within March JPA. A sustainability plan for citing waste facilities will be pursued to accommodate and promote access and affordability of composting and recycling facilities, while strongly discouraging hazardous materials facilities.	Ongoing
Food Access Policies:			

HC 17.1	Cooperate with transit providers in the review of transit routes to provide service to jobs, shopping, schools, libraries, parks, healthcare facilities, grocery stores, markets, food distribution centers, and healthy restaurants that provide whole grain, low fat, low salt and fresh and cooked vegetable options. This policy must also coordinate with transit policies to ensure stronger connectivity and accessibility for residents.	**March JPA:** The JPA is well served by transit. In collaboration with RCTC, a site was dedicated for Metrolink passenger rail within the agency. Currently RTA bus routes 20, and 27 provides service to West March and Meridian/Westmont Village, while Route 11 provides service to East March and US Vets/Green Acres. March JPA is working with RTA to reestablish route 26, which can provide convenient bus service, within 1/4 mile of the vast majority of Meridian employees and Westmont Village residents.	Short-Term
HC 17.2*	Orient buildings closer to streets or provide landscaped promenades that connect buildings to bus stops with routes that provide access to shopping centers, grocery stores, and areas where farmers markets are held.	**Developer:** In areas where bus facilities are planned, consideration will be granted to allow buildings closer to the street, or provide landscaped promenades that connect buildings to bus stops with routes that provide access to shopping centers, grocery stores, and areas where potential farmers markets could be held.	Ongoing
HC 17.3*	Encourage site design for new development to accommodate interior spaces for recreational and other neighborhood uses, such as community gardens and farmer's markets in order to increase access to fresh and healthy foods; and to render such spaces convenient and available to neighboring streets, neighborhoods, and other nearby facilities to fill the void or lack of small grocery stores and increase access to fresh and healthy foods within EJ Communities.	**Developer/March JPA:** Provisions for community gardens should be incorporated into new development proposals. Policies to encourage community gardens within the three JPA residential communities and March JPA parks should be developed.	Short-term

HC 17.4	Work with community organizations to develop a food recovery plan which minimizes wasting of edible food products prioritizing after school sites and other community centers as spaces to distribute recovered food.	**March JPA:** March JPA has limited fresh food production and warehouse facilities that would make a workable food recovery plan difficult to implement.	Long-Term
HC 17.5*	Encourage the development of diverse food establishments prioritizing mom and pop healthy food establishments and community kitchens for homemade foods to be sold in areas with a high concentration of fast-food establishments, convenience stores and liquor stores.	**Developer:** The desire for healthy fresh food establishments is best served by the Meridian Developer's continuing efforts to lease/sell the commercial site at the southeast corner of Van Buren Boulevard/Orange Terrace Parkway to a grocery store. Additionally, the Gless Ranch Fruit stand is within one quarter mile of the March JPA and offers fresh nutritious fruits and vegetables. Residents of Westmont Village have access to the Gless Ranch facility by the Westmont community shuttle bus or by dial a ride service. The JPA will continue efforts to provide fresh food alternatives to the workers and employes within March JPA.	Long-Term

HC 17.6*	Work with local farmers and growers to develop a program to provide affordable access to fruits and vegetables grown in the area to the EJ communities. Identify and establish the location of grocery stores, healthy corner stores, farmers markets all which carry a complement of healthy foods to be located in close proximity to transit nodes and other active transportation system links.	**Developer:** Affordable access to fresh fruits and vegetables would best be served in the Meridian Developer's continuing efforts to lease/sell the commercial site at the southeast corner of Van Buren Boulevard/Orange Terrace Parkway to a grocery store. In addition, access by RTA route 27 is provided to the Gless Ranch Fruit stand, which is within one quarter mile of the March JPA and offers fresh nutritious fruits and vegetables. The JPA will continue efforts to provide fresh food alternatives to the workers and employes within March JPA.	Long-Term
HC 17.7*	Promote edible landscaping and community gardens for suitable public and private land as well as for residential and mixed-use projects.	**Developer/March JPA**: Edible landscaping and community gardens are appropriate within existing and planned residential development and within planned park space within March JPA. The JPA will promote and pursue community gardens based on the objectives of the American Community Gardening Association (ACGA)	Short-Term
Safe and Sanitary Home Policies:			
HC 18.1	Promote code compliance inspections to also identify any observed pollution sources or safety hazards and establish rehabilitation and weatherization programs to assist various housing types.	**March JPA:** At present, March JPA is collaborating with Riverside County to inspect all development within the JPA for Fire Code compliance.	Ongoing

HC 18.2	Identify funding sources for an education program for housing related hazards, such as lead, asbestos, mold and pests with guidance on how to upgrade these safely, including available assistance programs.	**March JPA:** The three residential communities within the March JPA are owned by three distinct entities, rather than individual property owners. Housing related hazards, such as lead, asbestos, and mold are generally not present due to owner maintenance. Pests do exist, but are a r responsibility of the individual development owners.	Long-Term
HC 18.3	Assist and provide support to service agencies in their application for state and federal funding to upgrade water infrastructure, including wastewater and electric infrastructure giving priority to disadvantaged communities that have contaminated or vulnerable water sources.	**March JPA:** March JPA continues to support potable water and wastewater infrastructure funding pursued by WMWD, as most recently awarded (now completed) to upgrade the Riverside Drive water infrastructure to a 24" main, benefitting the long term potable water quality and resiliency for the US Vet's transitional housing facility, Green Acres residential area and March Air Reserve Base.	Ongoing

HC 18.4	In cooperation with service agencies, ensure that sources of potable water are protected from contamination. Codevelop plans for updating dated water infrastructure and have contingency plans for when contamination occurs under unforeseen circumstances. Develop and implement a water quality testing program applicable to small water systems and domestic wells.	**March JPA / WMWD:** West March contains new potable water infrastructure delivering safe potable water benefitting the Westmont Village residential community. East March has substantially upgraded water infrastructure located within Riverside Drive, 6th Street, and N street, benefitting water quality and resiliency for the Green Acres and U.S. Vets residential communities. Comprehensive water infrastructure plans have been developed for the March LifeCare Medical Campus in East March. WMWD is responsible for water safety/quality, and has an existing plan for unforeseen water quality circumstances. March JPA does not have domestic wells for potable water and there is no independent water system within the Environmental Justice community beyond WMWD.	Ongoing
HC 18.5	In cooperation with service agencies, seek funding to develop the use of innovative potable water and wastewater systems in areas of diminished water quality.	**March JPA:** The JPA will continue to support funding for innovative potable water and wastewater systems, as previously delivered on Riverside Drive.	Ongoing
HC 18.6	In cooperation with service agencies, encourage the consolidation of public potable water systems or the extension of water service from existing systems, especially for communities that lack access to clean drinking water.	**March JPA:** The JPA is served by a single water/wastewater provider (WMWD) that serves all areas of the March JPA.	Complete

HC 18.7*	Discourage industrial, agricultural and other land uses that may pollute and cause health conflicts with residential land uses either directly or indirectly. Ensure that community members are properly notified and involved in the decision-making process for new land use proposals.	**Developer:** Industrial uses that may pollute and cause health conflicts with residential land uses either directly or indirectly will be reviewed through a CEQA process. Community notification will occur consistent with Environmental Justice policies 15.1, 15.2, and 15.3.	Short-Term
HC 18.8*	Work with the development community including small property and mobile home park owners so new residential development, particularly for low-income households, is designed to limit their exposure to high noise levels, pesticide and fertilizer exposure, dust pollution, and other potential impacts associated with adjacent industrial and agricultural uses.	**Developer:** New residential development, including the potential Westmont Village expansion, will be designed to limit exposure to noise, pesticide, dust pollution, and other impacts.	Ongoing

HC 18.9*	Encourage the location and design of new developments to visually enhance and not degrade the character of the surrounding area through consideration of the following concepts: a) Using design standards of the appropriate Specific Plan land use category; b) Construction of structures in accordance with the requirements of March JPA's zoning, building, and other pertinent codes and regulation; c) Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review; d) Use of drought tolerant landscaping that incorporates adequate drought-conscious irrigation systems; e) Application of energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy; f) Application of water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate; g) Encourage innovative and creative design concepts;	**Developer:** Through the CEQA and Plot Plan review process, the applicant will provide enhanced development through design standards; attractive drought tolerant landscape; energy efficiency through solar exposure; incorporation of historic significance; safe vehicle access; service functions located away from residential areas; mitigation of noise, odor and population; maximize landscape areas; minimize disruption to land features, promote pedestrian and bicycle connectivity and trail access; design parking lots and structures to be functionally and visually integrated; site building access along pedestrian and bicycle routes that include pedestrian amenities; encourage safe and frequent pedestrian crossings with pedestrian continuity; create human-scaled ground floor safe public/pedestrian space; retain hillsides, arroyos, riparian areas, and other natural features as amenities; and manage wild land fire hazards in the design of development proposals located adjacent to natural open space.	Ongoing

HC 18.9*	**Continued** h) Encourage the provision of public art that enhances the community's identity, which may include elements of historical significance and creative use of children's art; i) Include consistent and well-designed signage that is integrated with the building's architectural character; j) Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses; k) Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods; l) Mitigate noise, odor, lighting, pollution exposure and other impacts on surrounding properties; m) Provide and maintain landscaping in open spaces and parking lot; n) As feasible, maximize landscape coverage with emphasis on drought-tolerant landscaping; o) Preserve, as feasible, natural features, such as unique natural terrain, arroyos, canyons, and other drainage ways, and native vegetation, wherever possible, particularly where theyuman-scale ground floor environment that includes public	continued - see above	

HC 18.9*	**Continued** p) Require, as feasible, that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements; q) Design parking lots and structures to be functionally and visually integrated and connected; r) As feasible, site building access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity where such pass-through areas include wayfinding signage, street trees, grade, and lateral separation from roads; s) Encourage safe and frequent pedestrian crossings and ensure that sidewalks and other pedestrian walkways provide continuity between land uses essential to a functional lifestyle, and as needed such sidewalks and pedestrian walkways should provide sufficient lighting and signage to ensure public safety; t) Encourage creation of a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety; u) Recognize open space, including hillsides, arroyos, riparian areas, and other natural features as amenities that add community identity, beauty, recreational opportunities, and monetary value to adjacent developed areas; v) Manage wild land fire hazards in the design of development proposals located adjacent to natural open space.	continued - see above	

HC 18.10	Work with local service and utility providers to monitor and expand the capacities of infrastructure and services in coordination with outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service and that such capacity analysis also addresses the infrastructure and service needs of existing disadvantaged communities. Develop contingency plans for growing areas that are near or exceeding the current infrastructure capacity.	**March JPA/Developer:** At present, no existing development exceeds the current infrastructure capacity. Through the CEQA process, March JPA and developer will work with local service and utility providers to monitor and expand the capacities of infrastructure and services in coordination with outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service and that such capacity analysis also addresses the infrastructure and service needs of existing disadvantaged communities.	Ongoing
HC 18.11	In coordination with service agencies, limit or prohibit new development or activities in areas lacking water and access roads in the absence of a plan to address such deficiencies to meet the needs of both new development and within existing disadvantaged communities. Work with community partners and service agencies to establish future plans to meet needs for potential community growth in areas lacking water and road infrastructure.	**March JPA**: Through the CEQA analysis process, development will be limited in areas lacking water and access roads and/or the agency will work with community partners and service agencies to establish future plans to meet needs for potential community growth in areas lacking water and road infrastructure.	Ongoing

HC 18.12*	Prioritize the development of safe and affordable housing in EJ Communities while at the same time minimizing the displacement of existing residents consistent with the March JPA Housing Element and the County Housing Element, Goal 2, Action 2.1h and as may be amended by the 6th Cycle Housing Element. Affordable housing projects should include various housing types that respond to community priorities and input.	**Developer/March JPA:** March JPA has contributed to the development of affordable housing through a $5 million contribution to the US Vets transitional housing facility. However, due to impacts from aircraft noise and safety, March JPA is primarily planned for commercial, business park, and industrial development. Under previous redevelopment law, March JPA contributed approximately $334,000 dollars to the member jurisdictions of March JPA for the development of affordable housing. Affordable housing could potentially occur at the proposed Westmont Village residential expansion. The JPA is currently discussing this option with the developer	Ongoing
HC 18.13	Plan for the removal or remediation of hazardous material from older homes and mobile homes including but not limited to asbestos and lead containing material.	**March JPA:** March JPA has three residential communities that are private communities (US Vets, Green Acres, and Westmont Village). Any remediation of the homes would be managed by the property owner.	Ongoing
Physical Activity Policies:			

HC 19.1	Collaborate with the relevant agencies to promote opportunities to provide recreational facilities for residents, including bodies of water, as applicable, that are accessible via public transit and active transportation, including pedestrian friendly local roads with sidewalks and bikeways. Other projects and amenities should be developed as identified by community members.	**March JPA:** Four (4) public open spaces are planned within March JPA: 1) Veterans Park consisting of 3 acres turf and 31 acres passive open space (complete); War Dog Memorial Park on 6.2 acres (complete), 60-acre March community park (proposed) and 445-acre passive recreational open space (proposed conservation area). East March residents in Green Acres and US Vets are within walking distance of the Moreno Valley - March Field Park, which contains a skate park, baseball/softball fields, and open space. Westmont Village residents have walking distance access to Veteran's Park containing 3 acres of turf and 31 acres of passive open space and trails. Lake Perris provides the closest regional recreational body of water, and would be accessible by car, dial-a-ride, or community shuttle (in the case of Westmont Village residents.	Ongoing
HC 19.2*	Develop of high-quality parks, green space, hiking trails, recreational facilities and natural environments in areas where such facilities are lacking.	**Developer:** The existing Veteran's Park and War Dog Memorial Park are complete. Additional open space amenities are planned in the form of a 60-acre community park and a 445-acre passive recreational open space with hiking trails.	Ongoing

HC 19.3	Promote pedestrian and bicycle access to parks and open space through infrastructure investments, education and improvements.	**March JPA:** All existing and planned park and open space amenities incorporate sidewalks and bike lanes to encourage and facilitate access by pedestrians or bicyclists.	Ongoing
HC 19.4	Promote the preparation of a pedestrian network plan that allows for safe travel between all areas and destinations of the community to include as feasible shade structures, street furniture, signage, and exercise areas such as par courses.	**March JPA:** All new March JPA streets incorporate sidewalks, allowing convenient access to retail, services, and recreation.	Long-Term
HC 19.5	Paseos, pedestrian and bicycle paths should be provided between residential structures and nonresidential structures.	**March JPA:** The planned 445-acre conservation easement lends itself to retention of extensive trails for pedestrian and bike use.	Ongoing
HC 19.6*	Plan for a system of local trails that enhances recreational opportunities and connects with regional trails.	**Developer:** Existing open space trails near the Weapon Storage Area are planned to remain as a component of the planned 445-acre conservation area.	Ongoing
HC 19.7*	Incorporate open space, community greenbelt separators, and recreational amenities into development areas in order to enhance recreational opportunities and community aesthetics to improve the quality of life.	**Developer:** The existing communities of Westmont Village, Green Acres and US Vets are privately owned facilities that include open space and recreational amenities. The conceptual plan for a Westmont Village expansion includes open space, greenbelt separators and recreational amenities. Further review will occur as the project moves through the development application process.	Mid Term

HC 19.8	Paseos and pedestrian/bicycle connections should be provided between the highest density residential uses and those nonresidential uses so that the local population can safely connect with ease. Alternative transportation mode connections should also be provided to the public facilities in the vicinity, including schools, libraries, and community facilities.	**March JPA**: The JPA does not plan for high density residential development due to airport noise and safety issues. Medium density housing is provided at the US Vets transitional Housing facility, which is developed in a traditional small block environment. Pedestrian and bicycle connections are provided to the facility. The bus stop/shelter for RTA route 11, adjacent to the site, provides access to Moreno Valley Mall, US Post Office, and other community facilities.	Ongoing
HC 19.9	Pursue joint use agreements with school districts for park and recreational facility use, especially when access to comparable public facilitates is not available.	**March JPA:** The March JPA General Plan does not include school district facilities due to concerns with airport compatibility associated with public assembly uses. The current Veterans Park and War Dog Memorial Park do not lend themselves to a joint use agreement with schools. However, the future development of a Community Park may permit consideration of a joint use agreement with a school district or other third party.	Mid-Term
Public Facilities			

HC 20.1*	New development should provide for public services including but not limited to solar street lighting, shading structures at bus stops, other supporting infrastructure, and extension of trash and recyclables pickup routes.	**Developer:** Both the northeast corner and West March are managed by maintenance entities (LLMD or CFD) that provide street lighting (though not solar), landscape maintenance, street sweeping, graffiti control, maintenance of traffic signals and maintenance of storm drains. US Vets and Green Acres are served by RTA bus route 11, which incudes a bus shelter on N Street and Riverside Drive. The Meridian Campus features 10 bus pull-outs and three covered bus shelters. Opportunities exist for additional bus shelters on Alessandro Boulevard which accommodates RTA bus route 20.	Ongoing
HC 20.2*	New development should promote convenient internal pedestrian circulation among land uses (existing and proposed) within each neighborhood and connecting with existing adjacent developed areas, and as applicable consistent with the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, and amendments thereto.	**Developer:** Extensive bike lanes and sidewalks are incorporated in all new development, which provide safe links to transit. Pedestrian access within each neighborhood and to adjacent projects is reviewed as part of the Plot Plan and CEQA process.	Ongoing

HC 20.3	Enhance the quality of existing residential neighborhoods by including adequate maintenance of public facilities in the March JPA's capital improvement program and requiring residents and landlords to maintain their properties in good condition and seek opportunities, particularly funding, to enhance quality of life conditions in existing mobile home parks particularly those which are affected by deteriorating infrastructure and hardscape.	**March JPA:** March JPA has three residential communities that are private communities (US Vets, Green Acres, and Westmont Village) which are dissimilar to more conventional single-family neighborhoods. For these communities, internal infrastructure maintenance is the responsibility of the property owner. Regarding external infrastructure, March JPA has formed a CFD and an LLMD that maintains street lights, traffic signals, graffiti control, landscaping, irrigation, drainage and street sweeping for the public improvement areas outside of these three communities.	Ongoing
HC 20.4*	New development and conservation land uses should not infringe upon existing essential public facilities and public utility corridors, which include county regional landfills, fee owned rights-of-way and permanent easements, whose true land use is that of public facilities.	**Developer/March JPA:** March currently has one recorded conservation easement. A planned expansion will include an additional 445 acres of conservation easement. The expanded conservation easement will not impact existing infrastructure.	Ongoing

HC 20.5	In working with transit service providers and developers of residential projects, promote better and safer connections between residential areas and services to include local and regional transportation hubs as well as ancillary components such as sidewalks and shade structures as being associated with these connections for better access to parks, schools, and employment areas.	**March JPA:** Over 47 miles of new sidewalks and 43 miles of new bike lanes have been installed within the JPA. Sidewalks on arterial, urban, and secondary highways are detached and separated from vehicle travel by a 6' landscape planter and trees. US Vets and Green Acres are served by RTA bus route 11, which incudes a bus shelter on N Street and a shelter on Riverside Drive. The Meridian Campus features 10 bus pull-outs and three covered bus shelters. Opportunities exist for additional bus shelters on Alessandro Boulevard which accommodates RTA bus route 20. March JPA is pursuing re-establishment of roue 26 serving both the Meridian North and South Campus, which previously provided a link to the Metrolink Station.	Ongoing
HC 20.6	With the availability of funding and pursuant to health and safety considerations, ensure that surface drainage is properly captured and disposed and does not mix or otherwise interface with septic systems.	**March JPA:** March JPA is served by domestic sewer. Development in West March complies with Riverside County stormwater requirements, with detention basins constructed to detain stormwater from the Meridian and Orangecrest Residential Development, which then conveys stormwater to the Perris Valley Lateral B drainage facilities. Completion of the Lateral B storm drain system is underway. East March residential development benefits from the Heacock Channel flood control improvements developed in 2012.	Ongoing

HC 20.7	Ensure that health and safety facilities such as fire stations and sheriff substations are adequately sited, improved and staffed to serve affected communities. Identify which communities need services to be built in close proximity to reduce the amount of time it takes to respond to an emergency.	**March JPA:** Development of a Fire station has been assured through the collection of development impact fees. Construction of a fire station is being discussed as a component of a development agreement.	Short-Term
HC 20.8	Review the location and extent of community recreational facilities to ensure maximum use by children and adults and use that information to develop new recreational facilities and opportunities for the community, including indoor and outdoor facilities.	**March JPA:** US Vets and Green Acres are adjacent to, or within blocks of, the Moreno Valley - March Field Park which includes baseball/softball diamonds, a skate Park and recreational open space. The third residential community within the JPA, Westmont Village, is a retirement community with internal recreational space. Westmont Village is also immediately adjacent to Veterans Park which has 3 acres of parks improvements and hiking on 31 acres of passive recreation area. Westmont Village is also adjacent to the 18-hole General Old Golf Course.	Ongoing

HC 20.9	Ensure that safe and potable drinking and cooking water is available in the EJ communities.	**March JPA/Western Municipal Water District:** West March contains new potable water infrastructure delivering safe potable water benefitting the Westmont Village residential community. East March has substantially upgraded water infrastructure located within Riverside Drive, 6th Street, and N street, benefitting water quality and resiliency for the Green Acres and U.S. Vets residential communities. WMWD is responsible for water safety/quality, and posts water quality reports identifying the safety of the potable water supply at: https://www.wmwd.com/DocumentCenter/View/6213/Western-MWD-Consumer-Confidence-Report-2022-English	Ongoing
Health Care Facilities Policies			
HC 21.1	Review and analyze the location of medical, dental and vision clinics and staffing to ensure that community health can be maintained for routine and complex health issues and ensure that facilities have cooperative agreements in place with similar facilities in the area. Locate interim facilities and mobile clinics until permanent facilities can be built.	**March JPA:** Medical facilities within March JPA include the Kaiser Medical Facility, Concerta Urgent Care, Southland Arthritis Center, Orangecrest Medical Clinic, Advanced Vision Care and Signature Smiles Dental. Of special interest, and a significant need within March JPA and Riverside County is a VA Medical Clinic providing medical services to the many military veterans and retirees. March JPA is contin9ing its efforts to attract a medical clinic within the JPA.	Ongoing

Other EJ Related Policies			
HC 22.1	Increase coordination and collaboration with the implementation of existing climate action plans such as the county's 2020 Climate Action Plan update, resilience action plans, mobility plans and AB 617 plans, as may be amended.	**March JPA:** March JPA will ensure coordination and implementation of the county's 2020 Climate Action Plan update, resilience action plans, mobility plans and AB 617 through a CEQA process addressing greenhouse gas emissions, resiliency, mobility and AB617.	Ongoing
HC 22.2	Develop a stormwater capture system in areas that do not have the appropriate curb and gutter infrastructure.	**March JPA:** Development in West March complies with Riverside County stormwater requirements, with detention basins constructed to detain stormwater from the Meridian and Orangecrest Residential Development, which then conveys stormwater to the Perris Valley Lateral B drainage facilities. Completion of the Lateral B storm drain system is underway. East March residential development benefits from the Heacock Channel flood control improvements developed in 2012.	Ongoing
HC 22.3	Work with community residents to identify a pathway for community solar projects and other renewable energy projects that do not harm the natural habitat, resources, and environment of the community.	**March JPA:** March JPA is best suited to analyze solar projects on a site-by-site basis, due to requirements for glint and glare studies to confirm if solar facilities impact aircraft approach and departure from March ARB/Inland Port. At present, US Vets incorporates solar facilities. Additional solar facilities are encouraged at Westmont Village, and Green Acres, subject to March ARB consent through a Glint and Glare study.	Ongoing

HC 22.4	Utilizing public outreach and engagement pursuant to policies HC 15.1, HC 15.2 and HC 15.3, update specific plans, and create new plans to be determined, located in the environmental justice communities adapting the polices contained herein to address local needs including in conjunction with the County's development of an Unincorporated Communities Initiative.	**March JPA:** The existing Meridian development is approximately 85 - 90% built out, and is subject to development agreement terms that restrict unilateral modification of the entitlements. Accordingly, Environmental Justice objectives would be better served by implementing the EJ policies, pursuing grants to support policies, and collaborating with area residents in furthering the objective of environmental justice.	Long Term
HC 22.5	New specific plans or existing specific plans that includes a substantial revision that are within "disadvantaged communities," as identified by CalEPA should address Environmental Justice goals and include appropriate policies similarly to this section.	**March JPA**: Specific Plans within disadvantaged communities should incorporate Environmental Justice goals or be subject to appropriate conditions of approval that implement the goals of Environmental Justice.	Short Term

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Technical Advisory Committee

Agenda Item 6C

Attachment 4

December 19, 2023, Environmental Justice Workshop Exercise #1

Dot Poll Regarding Draft Environmental Justice Policies

At the December 19, 2023, March JPA Environmental Justice Workshop, meeting attendees were asked to identify what the most important or necessary policies were for the March JPA, from the list of draft Environmental Justice policies. The following tallies identify the result of the dot poll, listed by vote count and then by policy number.

Poll Frequency	Policy Number	Draft Environmental Justice Policy
11	HC 15.2	Encourage collaboration among the March JPA, county, community, and community-based organizations, as well as local stakeholders, and environmental justice focus groups in promoting environmental justice.
11	HC 16.5*	Evaluate the compatibility of unhealthy and polluting land uses being located near sensitive receptors including possible impacts on ingress, egress, and access routes. Similarly, encourage sensitive receptors, such as housing, schools, hospitals, clinics, and childcare facilities to be located away from uses that pose potential hazards to human health and safety.
10	HC 18.7*	Discourage industrial, agricultural and other land uses that may pollute and cause health conflicts with residential land uses either directly or indirectly. Ensure that community members are properly notified and involved in the decision-making process for new land use proposals.
9	HC 16.6*	When developing and siting large scale logistics, warehouse and distribution projects, address the Good Neighbor Policy for Logistics and Warehouse/Distribution uses criteria adopted by the Board of Supervisors on November 19, 2019 and as may be subsequently amended.
8	HC 16.15*	Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible.
6	HC 16.24*	Ensure compatibility between industrial development and agricultural uses and adjacent land uses. To achieve compatibility, industrial development and agricultural uses will be required to include criteria addressing noise, land, traffic and greenhouse gas emissions to avoid or minimize creating adverse conditions for adjacent communities.
5	HC 16.23*	Discourage industrial and agricultural uses which produce significant quantities of toxic emissions into the air, soil, and groundwater to prevent the contamination of these physical environments.
4	HC 16.17	Landscape by planting of trees on a community basis that removes pollutants from the air, provides shade and decreases the negative impacts of extreme heat on the community.

2	HC 16.10*	Plan for compact development projects in appropriate locations, including in existing communities and the clustering of affordable and mixed income housing therein, that make the most efficient use of land and concentrate complementary uses in close proximity to transit or non-transit mobility options and advocate for expanded transit and non-transit mobility options to serve such areas.
2	HC 17.3*	Encourage site design for new development to accommodate interior spaces for recreational and other neighborhood uses, such as community gardens and farmer's markets in order to increase access to fresh and healthy foods; and to render such spaces convenient and available to neighboring streets, neighborhoods, and other nearby facilities to fill the void or lack of small grocery stores and increase access to fresh and healthy foods within EJ Communities.
2	HC 18.9*	Encourage the location and design of new developments to visually enhance and not degrade the character of the surrounding area through consideration of the following concepts. a. Using design standards of the appropriate Specific Plan land use category. b. Construction of structures in accordance with the requirements of March JPA's zoning, building, and other pertinent codes and regulations. c. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review. d. Use of drought tolerant landscaping that incorporates adequate drought-conscious irrigation systems. e. Application of energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy. f. Application of water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate. g. Encourage innovative and creative design concepts. h. Encourage the provision of public art that enhances the community's identity, which may include elements of historical significance and creative use of children's art. i. Include consistent and well-designed signage that is integrated with the building's architectural character. j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses. k. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods. l. Mitigate noise, odor, lighting, pollution exposure and other impacts on surrounding properties. m. Provide and maintain landscaping in open spaces and parking lots.

		n. As feasible, maximize landscape coverage with emphasis on drought-tolerant landscaping. o. Preserve, as feasible, natural features, such as unique natural terrain, arroyos, canyons, and other drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems. p. Require, as feasible, that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements. q. Design parking lots and structures to be functionally and visually integrated and connected. r. As feasible, site building access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity where such pass-through areas include wayfinding signage, street trees, grade, and lateral separation from roads, all with consideration given to adequate safety lighting, and landscape screening. s. Encourage safe and frequent pedestrian crossings and ensure that sidewalks and other pedestrian walkways provide continuity between land uses essential to a functional lifestyle, and as needed such sidewalks and pedestrian walkways should provide sufficient lighting and signage to ensure public safety. t. Encourage creation of a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety. u. Recognize open space, including hillsides, arroyos, riparian areas, and other natural features as amenities that add community identity, beauty, recreational opportunities, and monetary value to adjacent developed areas. v. Manage wild land fire hazards in the design of development proposals located adjacent to natural open space.
2	HC 19.2*	Develop of high-quality parks, green space, hiking trails, recreational facilities and natural environments in areas where such facilities are lacking.
2	HC 20.2*	New development should promote convenient internal pedestrian circulation among land uses (existing and proposed) within each neighborhood and connecting with existing adjacent developed areas, and as applicable consistent with the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, and amendments thereto.
1	HC 15.1	In coordination with community-based organizations and community members, develop an outreach and engagement plan using multiple means for increasing public awareness and participation in the local planning process in furtherance of environmental justice planning.
1	HC 15.3	Work with local community-based organizations and environmental justice focus groups to promote civic engagement activities in

		furtherance of environmental justice as set forth in the General Plan and related programs established within environmental justice communities.
1	HC 15.7	Establish a far-ranging, creative, forward-thinking public education and community-oriented outreach campaign, to inform the environmental justice communities about the following in conjunction with implementation of policy HC15.1: a. Potential hazards. b. The costs of not mitigating hazards and the health and environmental implications associated therewith. c. Facts about each hazard. d. Methods to ameliorate health and environmental constraints. e. Opportunities and constraints the March JPA has to address regarding environmental justice criteria.
1	HC 16.8	Evaluate creating a cap or threshold on the number of pollution sources within EJ communities and make recommendations thereon.
1	HC 16.9	Explore the feasibility of creating a partnership with the South Coast Air Quality Management District (SCAQMD) to establish a mitigation program to reduce the impact of air pollution as well as assist with the implementation of air quality programs.
1	HC 16.12	Plan and implement complete streets which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety and rehabilitate/expand existing to achieve same or similar design features.
1	HC 16.13	Provide buffer spaces and vegetative barriers between high-volume roadways/ transportation and train track corridors and sensitive land uses.
1	HC 16.19	Promote reduction of vehicle miles traveled (VMT) by encouraging expanded multi-modal facilities, linkages between such facilities, and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes.
1	HC 16.21	Require the creation of programs that increase carpooling and public transit use, decrease trips and commute times, and increase use of alternative-fuel vehicles and facilities supporting the use of such vehicles including charging stations.
1	HC 16.22*	Discourage industrial uses which use large quantities of water in manufacturing or cooling processes that result in subsequent effluent discharges and encourage agricultural businesses to limit and reduce the production and use of pesticides and chemical fertilizers to the maximum extent possible thereby minimizing contaminated infiltration and runoff, including runoff to the Salton Sea and other standing bodies of water.
1	HC 17.7*	Promote edible landscaping and community gardens for suitable public and private land as well as for residential and mixed-use projects.

1	HC 18.11	In coordination with service agencies, limit or prohibit new development or activities in areas lacking water and access roads in the absence of a plan to address such deficiencies to meet the needs of both new development and within existing disadvantaged communities. Work with community partners and service agencies to establish future plans to meet needs for potential community growth in areas lacking water and road infrastructure.
1	HC 19.1	Collaborate with the relevant agencies to promote opportunities to provide recreational facilities for residents, including bodies of water, as applicable, that are accessible via public transit and active transportation, including pedestrian friendly local roads with sidewalks and bikeways. Other projects and amenities should be developed as identified by community members.
1	HC 19.7*	Incorporate open space, community greenbelt separators, and recreational amenities into development areas in order to enhance recreational opportunities and community aesthetics to improve the quality of life.
1	HC 20.9	Ensure that safe and potable drinking and cooking water is available in the EJ communities.
1	HC 21.1	Review and analyze the location of medical, dental and vision clinics and staffing to ensure that community health can be maintained for routine and complex health issues and ensure that facilities have cooperative agreements in place with similar facilities in the area. Locate interim facilities and mobile clinics until permanent facilities can be built.

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Attachment 5

Environmental Justice Workshop – December 19, 2023

Open Comments provided by Workshop Attendees

- Separate the EJ policies that apply to March JPA versus other agencies.
- Identify the timing of future community meetings. (Likely end of January '24)
- Assess which, if any, of the EJ policies have been completed.
- Use the City of Riverside Good Neighbor Guidelines for Siting Warehouses.
- Use all policies identified in the EJ element.
- Establish a Community Advisory Group.
- Stop or postpone development until the EJ element is adopted.
- What is the timing/process for Civic Engagement (two community workshop meetings are planned).
- How will the policies be implemented given the limited time of March JPA. (Due to the sunsetting of March JPA, it was identified that the JPA would need to create a Priority List for the most important EJ policies to be implemented)
- Develop policies with the community.
- Create an Accountability Plan.
- EJ Element to carry over to the County – collaboration.
- Provide information for future priorities.
- Timeline for adoption (It was identified that after public participation, that adoption could occur in about April 2024)
- What is the adoption process. (Advertisement in the paper and mailed/emailed notification to interested parties and property owners within 300' a minimum of 10 days prior to the hearing and posting of the draft EJ Element on the JPA website)
- Property owners beyond 300' should be notified of the EJ Element application.

- It was identified that the JPA's consultant may have a conflict of interest regarding this project.
- EJ Element to be approved by the County or March JPA? (March JPA)
- For future meetings, conduct the Community feedback first, dot poll later.
- Encourage greater civic engagement.

The open comment session was for the purpose of taking public input. In limited cases, March JPA Planning staff provided responses (identified in parenthesis) to respond to questions related to the processing of the EJ Element

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Attachment 6

February 20, 2024, Environmental Justice Workshop Exercise #1

Dot Poll Regarding Draft Environmental Justice Policies

At the February 20, 2024, March JPA Environmental Justice Workshop, meeting attendees were asked to identify what the most important or necessary policies were for the March JPA, from the list of draft Environmental Justice policies. The following tallies identify the result of the dot poll, listed by vote count and then by policy number.

Poll Frequency	Policy Number	Draft Environmental Justice Policy
6	HC 18.7*	Discourage industrial, agricultural and other land uses that may pollute and cause health conflicts with residential land uses either directly or indirectly. Ensure that community members are properly notified and involved in the decision-making process for new land use proposals.
5	HC 16.23*	Discourage industrial and agricultural uses which produce significant quantities of toxic emissions into the air, soil, and groundwater to prevent the contamination of these physical environments.
4	HC 19.3	Promote pedestrian and bicycle access to parks and open space through infrastructure investments, education and improvements.
3	HC 15.1	In coordination with community-based organizations and community members, develop an outreach and engagement plan using multiple means for increasing public awareness and participation in the local planning process in furtherance of environmental justice planning.
3	HC 19.7	Incorporate open space, community greenbelt separators, and recreational amenities into development areas in order to enhance recreational opportunities and community aesthetics to improve the quality of life.
3	HC 20.3	Enhance the quality of existing residential neighborhoods by including adequate maintenance of public facilities in the March JPA's capital improvement program and requiring residents and landlords to maintain their properties in good condition and seek opportunities, particularly funding, to enhance quality of life conditions in existing mobile home parks particularly those which are affected by deteriorating infrastructure and hardscape.
2	HC 16.8	Evaluate creating a cap or threshold on the number of pollution sources within EJ communities and make recommendations thereon.
2	HC 19.1	Collaborate with the relevant agencies to promote opportunities to provide recreational facilities for residents, including bodies of water, as applicable, that are accessible via public transit and active transportation, including pedestrian friendly local roads with sidewalks and bikeways. Other projects and amenities should be developed as identified by community members.
2	HC 19.2*	Develop of high-quality parks, green space, hiking trails, recreational facilities and natural environments in areas where such facilities are lacking.

2	HC 19.6	Plan for a system of local trails that enhances recreational opportunities and connects with regional trails.
1	HC 15.3	Work with local community-based organizations and environmental justice focus groups to promote civic engagement activities in furtherance of environmental justice as set forth in the General Plan and related programs established within environmental justice communities.
1	HC 15.5	Develop a sustainability plan for siting hazardous waste and hazardous materials facilities, including solid waste and recycling facilities, through the local planning processes utilizing public outreach and engagement pursuant to policies HC 15.1, HC 15.2 and HC 15.3. The plan shall increase waste reduction measures, address illegal dumping, and increase access and affordability to composting and recycling facilities.
1	HC 16.15*	Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible.
1	HC 16.16	Apply pollution control measures such as landscaping, vegetation, and green zones (in cooperation with the SCAQMD) and other materials, which trap particulate matter or control air pollution.
1	HC 17.1	Cooperate with transit providers in the review of transit routes to provide service to jobs, shopping, schools, libraries, parks, healthcare facilities, grocery stores, markets, food distribution centers, and healthy restaurants that provide whole grain, low fat, low salt and fresh and cooked vegetable options. This policy must also coordinate with transit policies to ensure stronger connectivity and accessibility for residents.
1	HC 18.13	Plan for the removal or remediation of hazardous material from older homes and mobile homes including but not limited to asbestos and lead containing material.

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Agenda Item 6C

Attachment 7

Environmental Justice Workshop – February 20, 2024

Open Comments: Comments/Thoughts provided by Workshop Attendees

- Concern with biking trails going away with more warehouse development.
- Concerns with how the EJ Element was drafted, why now.
- Need community advisory group to weigh in on EJ Element.
- Concerns with timing of EJ Element and the West Upper Plateau EIR. Public Comment letters for the West Upper Plateau EIR addressed the need for an EJ Element and then the Recirculated EIR came out including the draft EJ Element. This is a counter process to adopting a typical EJ Element.
- Concerned with the EJ Element process and that there has been no public input on revising or adding EJ policies to what the County adopted.
- Residents within the MJPA Community signed a petition against warehouse development.
- Concerned with the upcoming sunsetting. Feel insulted and there is a need for responsible government.
- That this EJ Element is too little too late with the MJPA sunsetting in 16 months.
- West Campus Upper Plateau to remain as-is (undeveloped).
- Residents within the MJPA Community signed a petition against warehouse development.
- Concern that more development will add to traffic congestion. Warehouse development along Van Buren Blvd. is dumping delivery vans on our streets.
- Agree with policies but what about timing and implementation.
- Census Tract is already impacted and adding more warehouse development just doesn't make sense.

- There needs to be a warehouse moratorium.
- A community advisory committee is needed so the community can have a voice in adopting an EJ Element.
- The draft EJ policies are vague. Will March JPA really implement these?
- The attorney general wrote a letter to the County of Riverside identifying that their EJ policies were vague.
- A concern of who will have land use authority of Green Acres once the March JPA sunsets.
- Healthier food options are needed, like a Whole Foods Grocery store.
- March JPA has no accountability over these EJ policies. It is simply measures to follow over the next 16 months.
- According to OPR, Chapter 10 of CEQA Guidance identifies that there should not be a post-hoc rationalization of decisions that have already been made.
- There should be a procedure for community involvement in adopting the EJ policies.

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

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

Meeting Date: April 1, 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 April.

Attachment: March Joint Powers Commission Rolling Calendar

	JPC - April 24, 2024	
	Commander, Maj Gen Bull Durham, Fourth Air Force (AFRC)	Presentation
MJPA	Previous JPC Meeting Minutes - March 13th ~ Clerk	Separate Agenda Item
	Monthly Financial Reports & Disbursements - February ~ Finance & Thao Le	Consent
	PSA Amendment No. 2 - CGRME ~ Lauren Sotelo	Consent
	PSA Amendment No. 1 - Patrol Security & Guard Inc. ~ Dr. Grace Martin & Nick Gonzalez	Consent
	Award of Contract - LLMD Tree Replacement & Trimming RFP ~ Dr. Grace Martin & Jonathan Jones	Consent
	DO-0090 Van Buren Blvd Resurf - MJPA Agreement w/County ~ Dr. Grace Martin	Consent
	5-Year Traffic Study Update ~ Dan Fairbanks	Presentation: Action
	ADC National Summit Update ~ Dr. Grace Martin	Presentation: Action
	Legislative Trip Update ~ Dr. Grace Martin	Presentation: Action
	March JPA Reorganization	Presentation: Action
Public Hearing	Environmental Justice Element ~ Dan Fairbanks	Presentation: Action
MJPA-SA	N/A	
MJPA-MIPAAA	OLDCC Community Partnership Grant	Presentation: Action
MIPAA	Monthly Financial Reports & Disbursements - February ~ Finance & Thao Le	Consent
	Revised Fuel Farm Lease Agreement ~ Dr. Grace Martin	Presentation: Action
	Approval of TW G Phases 4, 5, 15 and AP-5 ~ Lauren Sotelo	Presentation: Action
	GA Terminal Lease Expansion ~ Dr. Grace Martin	Presentation: Action
MJPUA	Monthly Financial Reports & Disbursements - February ~ Finance & Thao Le	Consent
Closed Session	West March DDA - Negotiations Real Property	**Closed Session**