

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)

HANDBOOK
Effective July 1, 2009



COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

PREFACE

This Transportation Uniform Mitigation Fee (TUMF) Handbook is used to implement the TUMF Ordinance, which became effective July 1, 1989. The TUMF program is a component of the twenty year Measure "A", sales tax measure approved by the voters of Riverside County in November, 1988. Measure "A" was due to expire in 2009, but on election day, 2002, a thirty year extension was approved by Riverside County voters. The extended Measure A will now expire in 2039.

On June 27, 2005, CVAG's General Assembly approved a modification of the CVAG boundaries as well as the TUMF collection boundary. As a result, CVAG updated the Transportation Project Prioritization Study and conducted a Fee Schedule Nexus Study. Based on those documents, the Executive Committee approved the new Fee Per Average Daily Trip for implementation on January 1, 2007. Subsequently, the TUMF collecting jurisdictions amended their TUMF ordinances and fee setting resolutions to reflect the new fees effective January 1, 2007. Additional changes in the fee structure will occur on January 1, 2010.

The following provisions from the TUMF Ordinance are provided as background information:

The provisions of this Ordinance shall apply only to new development yet to receive final discretionary approval and or issuance of a building permit or other development right and to any reconstruction or new use of existing buildings that results in a change of use and generates additional vehicular trips.

No tract map, parcel map, conditional use permit, land use permit or other entitlement shall be approved unless payment of the mitigation fee is a condition of approval for any such entitlement. The mitigation fee shall be paid to the applicable jurisdiction.

No building or similar permit, certificate of occupancy or business license reflecting a change of use shall be issued unless the applicant has paid the mitigation fee.

Mitigation fees shall be imposed and collected by the applicable jurisdiction and shall be transmitted to CVAG to be placed in the Coachella Valley Transportation Mitigation Trust Fund. All interest or other earnings of the Fund shall be credited to the Fund.

An applicant who disputes the fee may file a written notice of appeal with the Executive Committee of CVAG within 15 days of imposition of the fee. The Executive Committee of CVAG must decide the appeal by majority vote and within 60 days of the filing of the appeal.

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TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) FORMULA FOR FEES AS OF JULY 1, 2009

| Code | TUMF Land Use | Daily Trip Generation Rate Code | Unit | Fee Per Average Daily Trip \$ | TUMF Fee Per Land- Use Unit \$ |
|-------------------|--|---------------------------------------|--------|--|---|
| I - TERMINAL | | | | | |
| 1411 | Commercial Airport | 104.73 | K | 148 | 15,500.04 |
| 1411 | General Aviation Airport | 1.97 | K | 148 | 291.56 |
| II - INDUSTRIAL | | | | | |
| 1310 | Industrial/Automotive Repair (compute both, use the highest) | 6.97 or 51.80 | A D | 148 148 | 1,031.56 7,666.40 |
| 1315 | Wind Turbines/Antennas | 6.97 | N | 148 | 1,031.56 |
| 1340 | Mini-Warehousing | 2.50 | A | 148 | 370.00 |
| III - RESIDENTIAL | | | | | |
| 1110 | Single Family Detached | 9.57 | B | 192 | 1,837.44 |
| 1120 | Multi-Family (Also Time- Share Units, Condos) | 6.65 | B | 192 | 1,276.80 |
| 1130 | Mobile Home Park | 4.99 | B | 192 | 958.08 |
| 1252 | Congregate Care Facility (compute both, use the highest) | 2.15 | B or G | 192 | 412.80 |
| IV - LODGING | | | | | |
| 1233 | Lodging (Ancillary Uses - 50% of individual rate) | 7.27 | C | 148 | 1,075.96 |

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TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) FORMULA FOR FEES AS OF JULY 1, 2009

| Code | TUMF Land Use | Daily Trip Generation Rate Code | Unit | Fee Per Average Daily Trip \$ | TUMF Fee Per Land- Use Unit \$ |
|------------------|--|---------------------------------------|------------|--|---|
| V - RECREATIONAL | | | | | |
| 1232.0 | Indoor Recreational Facility | 37.64 | A | 148 | 5,570.72 |
| 1232.1 | Bowling Center (compute both, use the highest) | 33.00 or 333.30 | O D | 148 148 | 4,884.00 49,328.40 |
| 1232.2 | Outdoor Recreational Facility | 90.38 | D | 148 | 13,376.24 |
| 1232.3 | Race Track/Stadium | 38.17 | D | 148 | 5,649.16 |
| 1810.0 | Golf Course | 5.04 | D | 148 | 745.92 |
| 1232.4 | Live Theater | 0.10 | E | 148 | 14.80 |
| 1232.5 | Movie Theater | 1.76 | E | 148 | 260.48 |
| 1232.6 | Recreation Courts | 38.70 | M | 148 | 5,727.60 |
| 1232.7 | Equestrian Activities | 18.00 | D | 148 | 2,664.00 |
| VI - MEDICAL | | | | | |
| 1244 | Hospitals | 16.50 | A | 148 | 2,442.00 |
| 1252 | Nursing Home ** (See Conditional Waiver of TUMF) | 2.37 | G | 148 | 350.76 |
| VII - OFFICE | | | | | |
| 1210 | Office Building | 35.05 | A | 148 | 5,187.40 |

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TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) FORMULA FOR FEES AS OF JULY 1, 2009

| Code | TUMF Land Use | Daily Trip Generation Rate Code | Unit | Fee Per Average Daily Trip \$ | TUMF Fee Per Land- Use Unit \$ |
|------------------------|--|---------------------------------------|------|--|---|
| VIII - RETAIL/SERVICES | | | | | |
| 1200.00 | Retail/Services (per 1,000 square feet) | | | | |
| 1200.01 | 0 to 75 | 76.81 | A | 74 | 5,683.94 |
| 1200.02 | 75.001 to 76 | 76.43 | A | 74 | 5,655.82 |
| 1200.03 | 76.001 to 78 | 75.68 | A | 74 | 5,600.32 |
| 1200.04 | 78.001 to 80 | 74.97 | A | 74 | 5,547.78 |
| 1200.05 | 80.001 to 82 | 74.28 | A | 74 | 5,496.72 |
| 1200.06 | 82.001 to 84 | 73.61 | A | 74 | 5,447.14 |
| 1200.07 | 84.001 to 86 | 72.96 | A | 74 | 5,399.04 |
| 1200.08 | 86.001 to 88 | 72.33 | A | 74 | 5,352.42 |
| 1200.09 | 88.001 to 90 | 71.73 | A | 74 | 5,308.02 |
| 1200.10 | 90.001 to 92 | 71.14 | A | 74 | 5,264.36 |
| 1200.11 | 92.001 to 94 | 70.56 | A | 74 | 5,221.44 |
| 1200.12 | 94.001 to 96 | 70.00 | A | 74 | 5,180.00 |
| 1200.13 | 96.001 to 98 | 69.46 | A | 74 | 5,140.04 |
| 1200.14 | 98.001 to 100 | 68.93 | A | 74 | 5,100.82 |
| 1200.15 | 100.001 to 120 | 64.34 | A | 74 | 4,761.16 |
| 1200.16 | 120.001 to 130 | 62.42 | A | 74 | 4,619.08 |
| 1200.17 | 130.001 to 140 | 60.68 | A | 74 | 4,490.32 |
| 1200.18 | 140.001 to 150 | 59.10 | A | 74 | 4,373.40 |
| 1200.19 | 150.001 to 160 | 57.66 | A | 74 | 4,266.84 |
| 1200.20 | 160.001 to 170 | 56.34 | A | 74 | 4,169.16 |
| 1200.21 | 170.001 to 180 | 55.12 | A | 74 | 4,078.88 |
| 1200.22 | 180.001 to 190 | 53.98 | A | 74 | 3,994.52 |
| 1200.23 | 190.001 to 200 | 52.93 | A | 74 | 3,916.82 |
| 1200.24 | 200.001 to 210 | 52.04 | A | 74 | 3,850.96 |
| 1200.25 | 210.001 to 220 | 50.66 | A | 74 | 3,748.84 |
| 1200.26 | 220.001 to 240 | 48.24 | A | 74 | 3,569.76 |
| 1200.27 | 240.001 to 260 | 46.20 | A | 74 | 3,418.80 |
| 1200.28 | 260.001 to 280 | 44.45 | A | 74 | 3,289.30 |
| 1200.29 | 280.001 to 300 | 42.94 | A | 74 | 3,177.56 |
| 1200.30 | over 300 | 42.94 | A | 74 | 3177.56 |

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TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) FORMULA FOR FEES AS OF JULY 1, 2009

| Code | TUMF Land Use | Daily Trip Generation Rate Code | Unit | Fee Per Average Daily Trip \$ | TUMF Fee Per Land- Use Unit \$ |
|--|---|---------------------------------------|------------|--|---|
| IX - MISCELLANEOUS RETAIL SERVICES | | | | | |
| 1225.0 | Outdoor Materials/ Garden Center | 96.21 | D | 74 | 7,119.54 |
| 1223.0 | New/Used Car Sales (compute both, use the highest) | 33.34 or 210.50 | A D | 74 74 | 2,467.16 15,577.00 |
| 1223.1 | Rental Car Center | 5.73 | P | 74 | 424.02 |
| 1222.0 | Service Stations | 168.56 | H | 74 | 12,473.44 |
| 1223.2 | Convenience Market | 845.60 | A | 74 | 62,574.40 |
| 1226.0 | Coin-Operated Car Wash | 16.60 | I | 148 | 2,456.80 |
| 1226.1 | Full Service Car Wash | 273.00 | D | 148 | 40,404.00 |
| 1261.0 | Day-Care Center ** (see Conditional Waiver of TUMF) | 4.48 | F | 148 | 663.04 |
| 1267.0 | Private Schools ** (see Conditional Waiver of TUMF) | 1.50 | F | 148 | 222.00 |
| X - STAND ALONE RESTAURANT (On own site with own parking lot) | | | | | |
| 1281 | Low Turnover Restaurant/Night Club | 89.95 | A | 74 | 6,656.30 |
| 1282 | High Turnover Restaurant | 127.15 | A | 74 | 9,409.10 |
| 1283 | Fast Food Restaurant | 606.06 | A | 74 | 44,848.44 |
| XI - FINANCIAL | | | | | |
| 1290 | Financial Institutions | 110.47 | A | 148 | 16,349.56 |

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TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) FORMULA FOR FEES

Unit Code Explanation:

| | |
|---|---|
| A | 1000 Sq. Ft. of Gross Floor Area |
| B | Dwelling Unit |
| C | Room |
| D | Per acre of improved area |
| E | Seat |
| F | Student |
| G | Bed |
| H | Dispenser Unit (serving 1 car per side at a time) |
| I | Wash Stall |
| J | Screen |
| K | Flights per day |
| L | Parking space |
| M | Court |
| N | Wind Turbine/Antenna |
| O | Per Lane |
| P | Per Car |

Conditional Waiver of TUMF:

1. ** Day Care Centers - Day Care Centers, which meet the following criteria, may participate in the TUMF Day Care Center Program:

- Implement and demonstrate continued compliance for 5 of 9 incentives listed in Appendix A to encourage alternative transportation and trip reduction; and
- Complete an application provided by CVAG

Facilities which can demonstrate a Vehicle Occupancy Ratio (VOR) of 1.3 or higher will not be required to implement the incentives, but will be required to provide a commitment for continued compliance. CVAG will be the monitoring agency and reserves the right to impose a more stringent monitoring process if deemed necessary in the future.

2. ** Private Schools - Private schools, which meet the following criteria, may participate in CVAG's Private School TUMF Program:

- Comply with the primary and/or secondary education curriculum set forth by the State of California;
- Implement and show continued compliance for 8 of 15 incentives to encourage alternative transportation and trip reduction listed in Appendix B; and
- Complete an application provided by CVAG.

Facilities which can demonstrate a Vehicle Occupancy Ratio (VOR) of 1.3 or higher will not be required to implement the incentives, but will be required to provide a commitment for continued compliance. CVAG will be the monitoring agency and reserves the right to impose a more stringent monitoring process if deemed necessary in the future.

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Exemptions:

1. Low and lower-income residential housing, including single-family homes, apartments, and mobile homes built for those whose income is no more than 80% of the median income in the San Bernardino-Riverside Standard Metropolitan Statistical Area and as determined and approved by the applicable legislative body or its designee. The sales or rental price shall not exceed the affordability criteria as established under HUD Section 8 guidelines.
2. Public buildings, public schools, and public facilities unless they are primarily leased for-profit enterprises.

NOTE: This exemption includes those developments constructed for, and to the specifications of, a public agency such as DMV or CHP who have a lease with an option to purchase qualify for TUMF Exemption. The local jurisdiction involved will document the exemption in such a manner that will enable adequate tracking procedures to allow collection of the TUMF should the purchase option not be exercised.

3. Building used for religious purposes but excluding other commercial or residential properties or businesses owned by a religious institution.
4. The reconstruction of any structure or improvement to land, as long as (a) the reconstruction continues the pre-existing use; generates the same or fewer trips as the original use; and (3) applicant gives written notification to the jurisdiction of the intent to reconstruct within one (1) year of the demolition of the structure or improvement.

Notes:

1. Trip Generation Rates derived from Institute of Transportation Engineers' 8th Trip Generation manual, published in 2008, or subsequent editions as approved by CVAG's Executive Committee.
2. CVAG will provide guidance for calculation of those fees not shown.
3. Any additions and/or improvements to an existing dwelling unit will not be subject to implementation of the TUMF, unless the addition/improvement creates an additional dwelling unit.
4. Additions of less than 1000 square feet to non-residential development will not be subject to imposition of the TUMF.

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TUMF ORDINANCE DEFINITIONS

“Coachella Valley” means that area as described in the Coachella Valley Association of Governments Boundary Description, June 2005, identified in Exhibit A. The TUMF collection area is that area described in the Coachella Valley Association of Governments Transportation Uniform Mitigation Fee Boundary Description, June 2005, identified in Exhibit B and depicted on Exhibit C.

“Change of Use” means any change in the use of an existing building which results in the increase of vehicular trips.

“Trip Generation Rate” means the number of average weekday trips generated by a particular land use. The Trip Generation Rate for each of the following land-use categories shall be the rate published by the Institute of Transportation Engineers (ITE), 8th edition, or subsequent editions as approved by CVAG’s Executive Committee.

“Development” means any activity which requires discretionary or ministerial action by the applicable jurisdiction resulting in the issuance of grading, building, plumbing, mechanical, or electrical permits, or certificates of occupancy issued by the applicable jurisdiction to construct, or change the use of, a building or property.

“The Coachella Valley Association of Governments”, hereinafter CVAG, means the legal entity which will manage and administer the Transportation Uniform Mitigation Fee in accordance with the laws of the State of California.

TUMF LAND USE DEFINITIONS

I – TERMINAL

COMMERCIAL AIRPORT:

A commercial airport accommodates commercial passenger service and general aviation activities. Included in this land use are all uses and structures directly servicing airplanes that have contracts with the airport. Not included are ancillary uses and structures such as car rentals, hotels, private repair shops, etc.

GENERAL AVIATION AIRPORT:

A general aviation airport is designed for the use of small private and corporate aircraft, not for commercial passenger service. Included in this land use are all uses and structures directly servicing airplanes that have contracts with the airport. Not included are ancillary uses and structures such as car rentals, hotels, private repair shops, etc.

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II - INDUSTRIAL

INDUSTRIAL:

Facilities that are designed for manufacturing, warehousing, utility operations, and work yards.

AUTOMOTIVE REPAIR:

Facilities designed for the repairing of vehicles. Not included are vehicle-oriented uses that are predominantly sales, such as tire stores and vehicle parts supply.

WIND TURBINES/ANTENNAS:

Facilities designed to house and generate wind power projects, utilizing wind turbines. This category includes radio, TV, and/or other antenna structures.

MINI-WAREHOUSE:

A mini-warehouse is a building in which a storage unit or vault is rented for the storage of goods. Each unit is physically separated from other units.

III – RESIDENTIAL

SINGLE-FAMILY DETACHED HOUSING:

Is a home on an individual lot, including subdivisions with public streets, or dwelling units within planned unit developments. This also includes mobile homes not in a mobile home park.

MULTI-FAMILY HOUSING:

Includes all multiple family dwelling units. Typical uses include, but are not limited to, high rise and low rise apartments, high rise and low rise condominiums.

MOBILE HOME PARK:

A mobile home park is a planned development designed to accommodate mobile homes or recreational vehicles on individual pad sites, either for ownership, lease or rent.

NOTE: TUMF SHALL BE CHARGED AT TIME OF PERMIT TO CONSTRUCT THE PAD.

CONGREGATE CARE FACILITY:

A congregate care facility consists of one or more buildings designed for residential group services. These facilities contain dining rooms, and recreational facilities.

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IV - LODGING

LODGING:

Typical uses in this category include, but are not limited to, hotels, all suites hotels, business hotels, motels, and resort hotels. Any ancillary use, such as restaurants, cocktail lounges, retail shops, or sports facilities, shall be assessed at 50% of its individual rate.

V – RECREATION

INDOOR RECREATIONAL FACILITIES:

Indoor recreational facilities include, but are not limited to, bowling alleys, ice and roller skating rinks, health clubs, and video arcades.

BOWLING CENTER:

The primary use is for bowling, ancillary uses may include lounge/bar areas, coffee shop, pro-shop (sales of bowling related items and apparel), video arcade rooms, and child care rooms. Each ancillary use is limited to no more than 5% of the total square footage of the building.

OUTDOOR RECREATIONAL FACILITIES:

Outdoor recreational facilities include, but are not limited to, private parks, water slide parks, amusement parks, and miniature golf courses, (these facilities are generally used on a continuous basis).

RACE TRACK/STADIUM:

Outdoor facilities for the seating of large numbers of people to view sporting events, concerts, religious services, etc. These facilities are used seasonally or periodically as events are staged.

GOLF COURSE:

Golf courses include, but are not limited to, regulation length, executive length, and putting golf courses. Not included are miniature golf courses.

LIVE THEATER:

Live theater is in a building or open air setting and may include a stage, a back stage area, dressing rooms, seats for audience, and a lobby.

MOVIE THEATER:

A movie theater consists of audience seating, one or more screens and auditoriums, a lobby and refreshment stand.

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RECREATION COURTS:

This category includes all court-related recreational facilities. Examples of this use include, but are not limited to, tennis courts and racquet ball courts.

EQUESTRIAN ACTIVITIES:

This category will be applicable, but not limited to horse shows, polo matches, or any other equestrian-related activities.

VI – MEDICAL

HOSPITAL:

An institution where medical or surgical care is given to both non-ambulatory and ambulatory patients. A medical clinic where emergency or walk-in care is given is included in this category.

NURSING HOME:

A facility whose primary function is to care for persons unable to care for themselves, including, but not limited to rest homes, chronic care and convalescent homes.

VII - OFFICE

OFFICE BUILDING:

The office building category includes all office-related uses. This category includes, but is not limited to, general office buildings, corporate headquarters, medical office buildings, research centers, office parks, business parks, insurance offices, trade schools and other for profit training centers.

VIII - RETAIL/SERVICES

RETAIL/SERVICES:

The retail/services category includes all sales tax producing retail and service-related uses. This category includes, but is not limited to, retail, general merchandise, specialty retail centers, discount stores, hardware/paint stores, supermarkets, wholesale markets, apparel stores, furniture stores, and automotive parts/supply stores. The use generally referred to as a shopping center is included in this category.

For the purpose of this document, the definition of a shopping center is an integrated group of business establishments which is planned, developed, and managed as a unit. For the purpose of the definition, a shopping center shall have at least three business establishments which may be housed in one or more buildings. Further, a shopping center shall have a total building floor area of at least 10,000 square feet, and the largest establishment shall not contain more than

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50% of the floor area. Shopping centers are considered retail/services for the purpose of calculating TUMF if a business establishment other than a restaurant is specifically listed in the TUMF formula and it's within a shopping center as defined herein, the TUMF will be calculated as retail/services.

For restaurants, a shopping center may include up to 25% restaurant use without additional TUMF assessment. Any restaurant use beyond the 25% will be assessed under the restaurant category.

Phased development of retail/services: if the retail/services project is to be developed in phases, TUMF shall be calculated as follows:

First, find the total square footage of the entire project as it was approved by council, commission, use permit, etc. Next, compute the TUMF based upon that total area at the applicable generation rate. This is the maximum fee to be collected for the entire project.

For the first phase, compute its square footage. Compute the TUMF, based upon the area of that phase, and collect that amount. Credit that amount against the maximum fee payable for the entire project.

For the next phase, compute its square footage. Add that footage to the footage already issued in the first phase. Compute the TUMF per 1000 square feet based upon that total area. Apply that rate to the area of the second phase to compute the fee due from the second phase. Credit that amount against the maximum fee payable for the entire project.

Continue this process for each phase, reducing the maximum fee by the amount collected from each phase, until the maximum fee is collected in full. Phases coming in after the maximum fee has been collected will not be charged a TUMF.

If the overall size of the project is increased before it is completely built out, then the maximum fee computed in the first step would be increased accordingly.

If the overall size of the project is reduced, and the revised (reduced) project is approved by council, commission, use permit, etc., then the maximum fee computed in the first step would be decreased. In the event the TUMF, already paid by earlier phases built under the original project approval exceeds the revised figure, then CVAG will refund the difference, without interest.

IX - MISCELLANEOUS RETAIL SERVICES

OUTDOOR MATERIALS AND GARDEN CENTER:

This category includes all uses that store a majority of their supplies outdoors. This category includes, but is not limited to, building materials, lumber stores, garden centers, and nursery supply stores.

NEW/USED CAR SALES:

This category includes all new or used car sales facilities, and car leasing activities.

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SERVICE STATION:

A service station is a facility where the main purpose is to provide fuel for motor vehicles. Service stations shall be limited to 500 square feet of retail office space. Any retail area over this 500 square feet shall be calculated as a convenience market. Service bays with lift are exempt from additional fees.

Note: the unit code is based on dispensing devices. The definition for dispensing devices is the unit that contains the nozzles, and can serve a maximum of one vehicle at a time. (Example: a unit which can serve one vehicle at a time on each side is defined as having two dispensing devices.)

CONVENIENCE MARKET:

This category includes all convenience stores.

Note: convenience markets may include up to four fuel dispensers. Any additional dispensers will be assessed under the service station category.

COIN-OPERATED CAR WASH:

A self-serve car wash, where the driver either washes his own car by use of sprayer, or drives the vehicle through an automatic spray bath.

FULL SERVICE CAR WASH:

A full service car wash provides a multitude of services such as attendant operated car wash, and may include other uses, such as a detail center.

DAY-CARE CENTER:

Day-care center is a facility that cares for preschool age children during the daytime hours or school-age children after normal school hours.

PRIVATE SCHOOL:

A private school will be defined as a school for profit **or** non-profit, which complies with the primary and/or secondary education curriculum set forth by the state of California.

X - STAND ALONE RESTAURANT

LOW TURNOVER RESTAURANT/NIGHTCLUB:

This category includes restaurants and nightclubs that do not serve breakfast.

HIGH TURNOVER RESTAURANT:

This category of restaurants comprises sit-down eating places where orders are taken at the table.

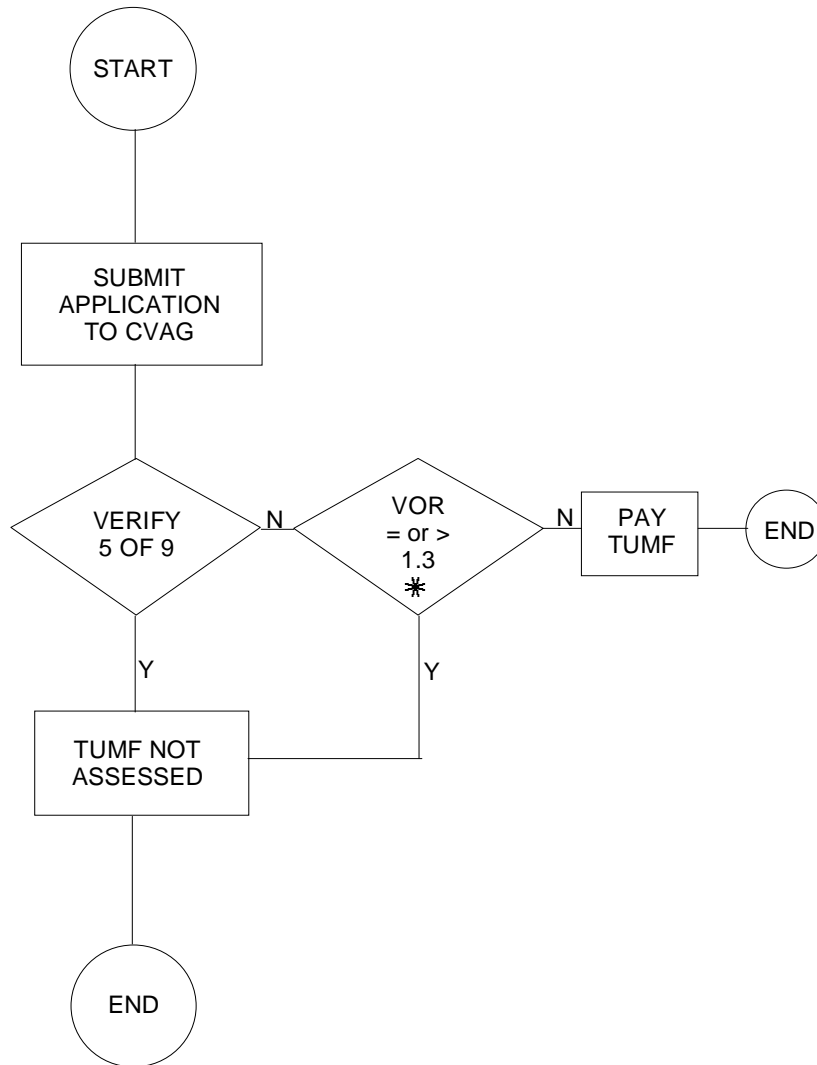
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APPENDIX "A" **POSSIBLE INCENTIVES TO ENCOURAGE TRIP REDUCTION AND USE OF ALTERNATIVE TRANSPORTATION**

1. Day Care Center is located within walking distance (up to 1/4 mile) from a rail or bus station, bus transfer point, bus stop, park-ride facility, or other similar facilities.
2. Day Care Center is located within or near (1/4 of a mile) an industrial, institutional, office building or other intensive worksite location.
3. Day Care Center is located within or near (1/4 of a mile) another elementary or secondary school.
4. Day Care Center must be located within or adjacent (1/4 of a mile) to a residential neighborhood development.
5. Rideshare parking spaces are provided for facility employees, parents, patrons, and others who rideshare.
6. Day Care Center provides a "guaranteed after hours" program. The facility is required to remain open after hours to accommodate unforeseen delays of rideshare patrons.
7. Day Care Center is a member of and provides services to a Transportation Management Association/Organization (TMA/O).
8. Day Care Center encourages alternative modes of transportation by providing pamphlets, books, and other reference materials/data on rideshare, transit, carpooling, etc.
9. Day Care Center charges reduced monthly rates for families that use transportation modes other than drive alone, at least three days a week.

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APPENDIX "A" CVAG'S DAY CARE PROCESS



*Provided the facility can demonstrate a Vehicle Occupancy Rate (VOR) of 1.3 or higher.

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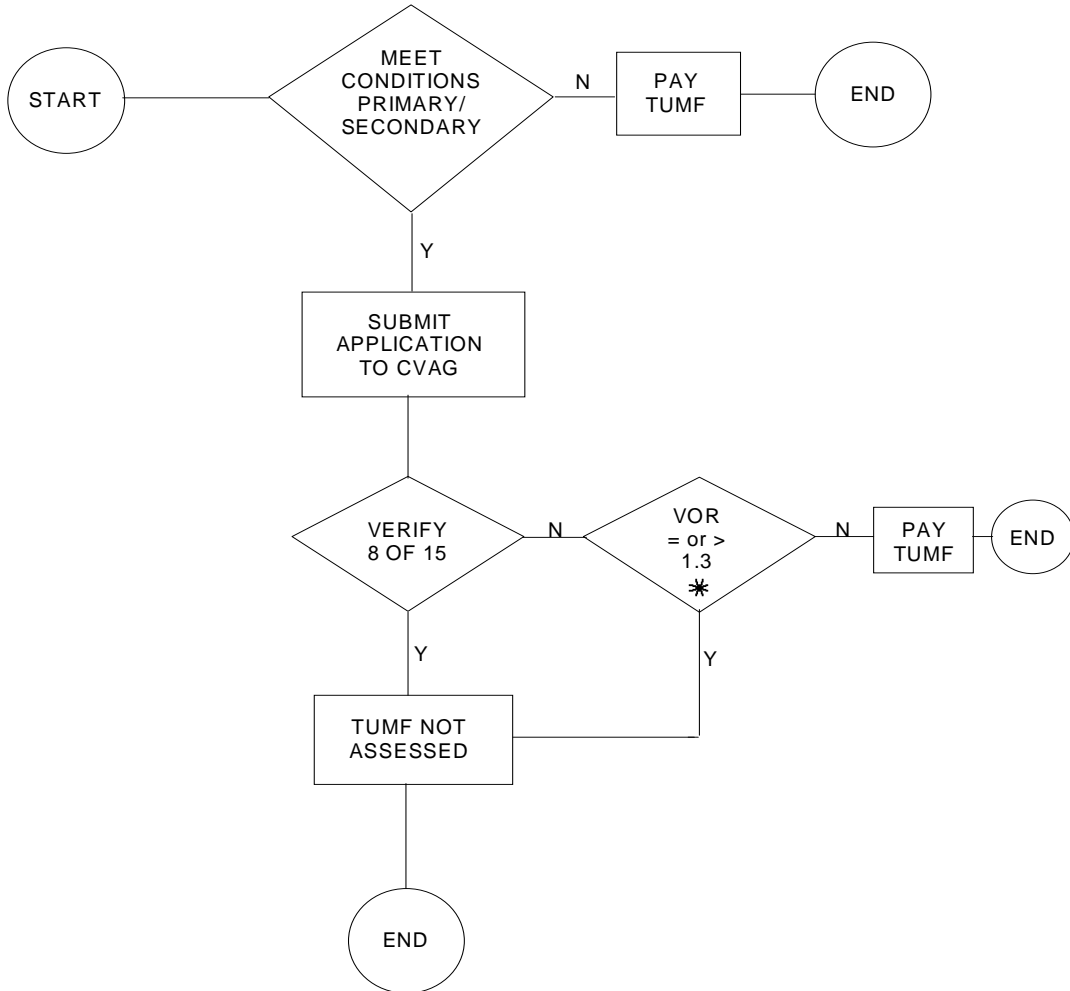
APPENDIX "B"

POSSIBLE INCENTIVES TO ENCOURAGE TRIP REDUCTION AND USE OF ALTERNATIVE TRANSPORTATION

1. Private School is located within walking distance (up to 1/4 mile) from a rail or bus station, bus transfer point, bus stop, park-ride facility, or other similar facilities.
2. Private School is located near (1/4th of a mile) an industrial, institutional, office building or other worksite location.
3. Private School is located near (1/4th of a mile) an elementary or secondary school.
4. Private School has reserved parking spaces for parents, employees, patrons and others who rideshare.
5. Private School has a "guaranteed ride home" program for students and/or employees in the event of an emergency.
6. Private School is a member of, and provides services to, a Transportation Management Association/Organization (TMA/O). TMA/Os are formed by involving a number of businesses within a geographic area. These member businesses would collectively implement trip implementation strategies.
7. Private School encourages alternative modes of transportation by providing pamphlets, books, and other reference materials/data on rideshare, transit, carpooling, etc.
8. Private School has a reduced tuition rate for families that use transportation modes other than drive alone at least three days a week.
9. Private School has a "pedestrian program" focusing on improved conditions for pedestrians, improved/additional sidewalks, easy pedestrian access from street and improved lighting.
10. Private School has a "bicycle program" which encourages the use of bicycles. A good bicycle program will include: bicycle parking facilities, bike path and/or route improvements, easy access for bicyclists and other promotional efforts.
11. Private School has provisions to subsidize the cost of bus passes for employees and students to promote use of public transit.
12. As an incentive to rideshare, Private School provides subsidized parking fees/preferred parking spaces for people who rideshare.
13. Private School sets aside parking spaces for people to drop off students, park and meet other commuters in their carpool/vanpool.
14. Private School participates in Commuter Transportation Services (CTS) rideshare program. CTS provides various rideshare/vanpool/carpool matching services.
15. Private School provides school bus service to a number of pick-up and drop off points for students, routes for employees, use of busses for weekend outings.

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APPENDIX "B" CVAG'S PRIVATE SCHOOL PROCESS



*Provided the facility can demonstrate a Vehicle Occupancy Rate (VOR) of 1.3 or higher.

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Coachella Valley Association of Governments Boundary Description June 2005

1. **BEGINNING** at the Northeast corner of Section 1, Township 2 South, Range 2 East, San Bernardino Meridian, also being a point on the north line of Riverside County;
2. Thence South along said Range line to the Northeast corner of Section 36, T2S, R2E;
3. Thence West along the North line of said Section 36 to the North one-quarter corner thereof;
4. Thence South along the North-South center section line of said Section 36 to the Center section corner thereof;
5. Thence East along the East-West center section line of said Section 36 to the East one-quarter corner thereof;
6. Thence South along the East line of said Section 36 to the Northeast corner of Section 1, T3S, R2E;
7. Thence West along the North line of said Section 1 to the Northwest corner thereof;
8. Thence South along the West line of said Section 1 to the Northwest corner of Section 12, T3S, R2E;
9. Thence East along the North line of said Section 12 to the Northeast corner thereof;
10. Thence South along the East line of said Section 12 to the Southeast corner thereof;
11. Thence West along the South line of said Section 12 to the Northwest corner of Section 13, T3S, R2E;
12. Thence South along the West line of said Section 13 to the Southwest corner thereof;
13. Thence East along the South line of said Section 13 to the Southeast corner thereof;
14. Thence South along said Range line to the Southwest corner of Section 18, T4S, R3E;
15. Thence East along Section lines to the Northeast corner of Section 20, T4S, R3E;
16. Thence South along the East line of said Section 20 to the Southeast corner thereof;
17. Thence West along the South line of said Section 20 to the Northwest corner of Section 29, T4S, R3E;
18. Thence South along the West line of said Section 29 to the Southwest corner thereof;
19. Thence East along the South line of said Section 29 to the Northeast corner of Section 32, T4S, R3E;
20. Thence South along the East line of said Section 32 to the Southeast corner thereof;
21. Thence West along the South line of said Section 32 to the Northeast corner of Section 5, T5S, R3E;
22. Thence South along Section lines to the Northwest corner of Section 16, T5S, R3E;
23. Thence East along the North line of said Section 16 to the Northeast corner thereof;
24. Thence South along the East line of said Section 16 to the Northwest corner of Section 22, T5S, R3E;
25. Thence East along the North line of said Section 22 to the Northeast corner thereof;
26. Thence South along the East line of said Section 22 to the Northwest corner of Section 26, T5S, R3E;
27. Thence East along the North line of said Section 26 to the Northeast corner thereof;
28. Thence South along Section lines to the Northwest corner of Section 1, T6S, R3E;
29. Thence East along the North line of said Section 1 to the Northeast corner thereof, being a point of intersection with the Palm Springs Unified School District boundary line defined by the West line of Section 31, T5S, R4E;
30. Thence Easterly and Southerly along the Palm Springs Unified School District boundary line to a point of intersection with the south Riverside County line;
31. Thence Easterly along the Riverside County line, also being the southernmost boundaries of the Palm Springs Unified School District, the Desert Sands Unified School District and the Coachella Valley Unified School District, to a point of intersection with the easternmost boundary line of the Coachella Valley Unified School District;

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

32. Thence Northerly, along the easternmost boundary line of the Coachella Valley Unified School District to a point of intersection with the north Riverside County line;
33. Thence Westerly along the north Riverside County line to the **Point of Beginning**.
The Boundary of the Coachella Valley Association of Governments also includes the incorporated city limits of the City of Blythe.

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

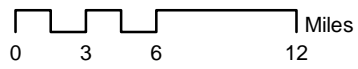
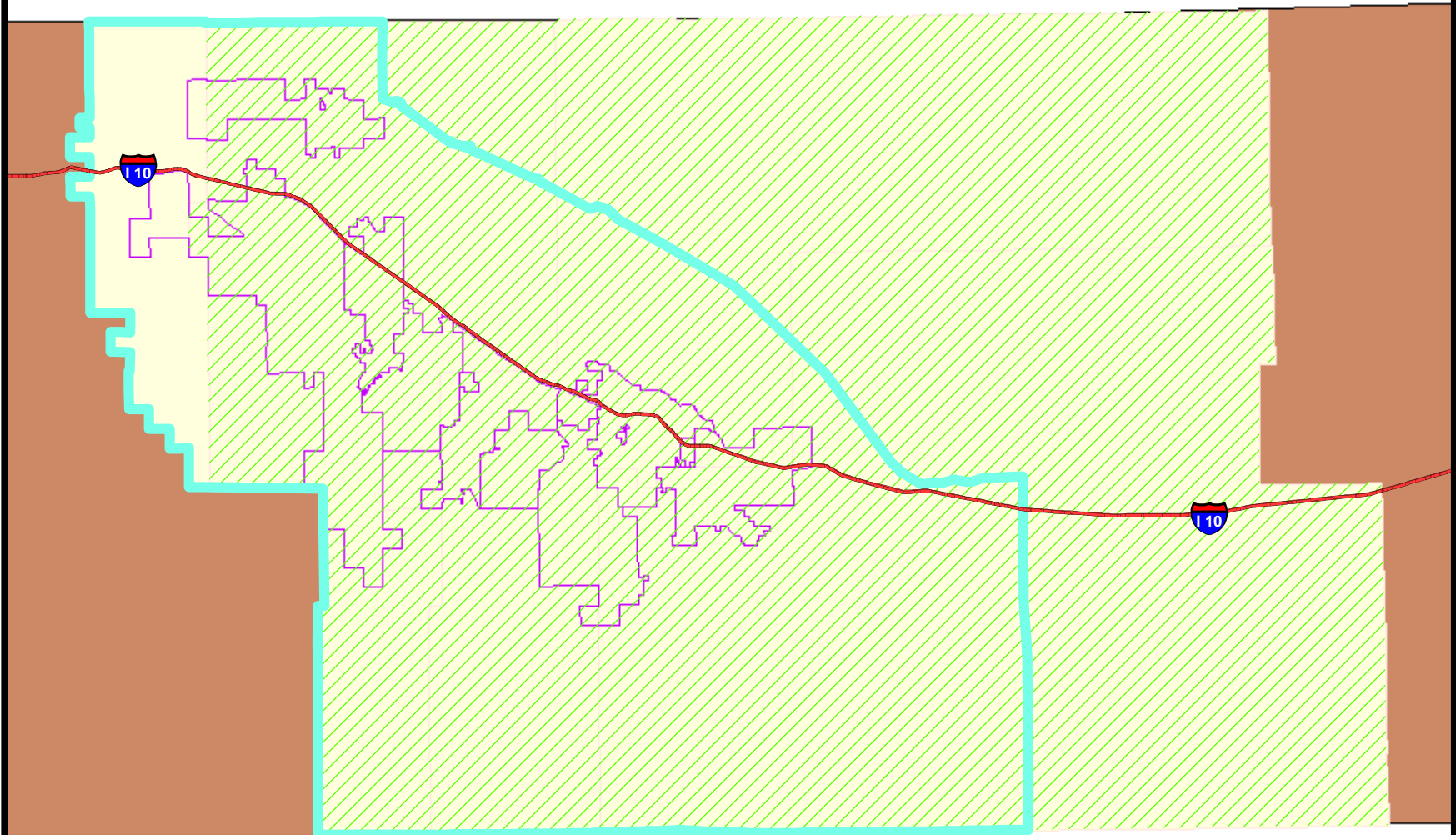
Coachella Valley Association of Governments Transportation Uniform Mitigation Fee Boundary Description June 2005

1. **BEGINNING** at the Northeast corner of Section 1, Township 2 South, Range 2 East, San Bernardino Meridian, also being a point on the north line of Riverside County;
2. Thence South along said Range line to the Northeast corner of Section 36, T2S, R2E;
3. Thence West along the North line of said Section 36 to the North one-quarter corner thereof;
4. Thence South along the North-South center section line of said Section 36 to the Center section corner thereof;
5. Thence East along the East-West center section line of said Section 36 to the East one-quarter corner thereof;
6. Thence South along the East line of said Section 36 to the Northeast corner of Section 1, T3S, R2E;
7. Thence West along the North line of said Section 1 to the Northwest corner thereof;
8. Thence South along the West line of said Section 1 to the Northwest corner of Section 12, T3S, R2E;
9. Thence East along the North line of said Section 12 to the Northeast corner thereof;
10. Thence South along the East line of said Section 12 to the Southeast corner thereof;
11. Thence West along the South line of said Section 12 to the Northwest corner of Section 13, T3S, R2E;
12. Thence South along the West line of said Section 13 to the Southwest corner thereof;
13. Thence East along the South line of said Section 13 to the Southeast corner thereof;
14. Thence South along said Range line to the Southwest corner of Section 18, T4S, R3E;
15. Thence East along Section lines to the Northeast corner of Section 20, T4S, R3E;
16. Thence South along the East line of said Section 20 to the Southeast corner thereof;
17. Thence West along the South line of said Section 20 to the Northwest corner of Section 29, T4S, R3E;
18. Thence South along the West line of said Section 29 to the Southwest corner thereof;
19. Thence East along the South line of said Section 29 to the Northeast corner of Section 32, T4S, R3E;
20. Thence South along the East line of said Section 32 to the Southeast corner thereof;
21. Thence West along the South line of said Section 32 to the Northeast corner of Section 5, T5S, R3E;
22. Thence South along Section lines to the Northwest corner of Section 16, T5S, R3E;
23. Thence East along the North line of said Section 16 to the Northeast corner thereof;
24. Thence South along the East line of said Section 16 to the Northwest corner of Section 22, T5S, R3E;
25. Thence East along the North line of said Section 22 to the Northeast corner thereof;
26. Thence South along the East line of said Section 22 to the Northwest corner of Section 26, T5S, R3E;
27. Thence East along the North line of said Section 26 to the Northeast corner thereof;
28. Thence South along Section lines to the Northwest corner of Section 1, T6S, R3E;
29. Thence East along the North line of said Section 1 to the Northeast corner thereof, being a point of intersection with the Palm Springs Unified School District boundary line defined by the West line of Section 31, T5S, R4E;
30. Thence Easterly and Southerly along the Palm Springs Unified School District boundary line to a point of intersection with the south Riverside County line;
31. Thence Easterly along the Riverside County line, also being the southernmost boundaries of the Palm Springs Unified School District, the Desert Sands Unified School District and the Coachella Valley Unified School District, to a point of intersection with the border between Range 10 East and Range 11 East;

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

32. Thence Northerly along the border between Range 10 East and Range 11 East to a point of intersection with the south boundary of Joshua Tree National Park;
33. Thence Northerly and Westerly along the Joshua Tree National Park boundary line to a point of intersection with the north Riverside County line;
34. Thence Westerly along the north Riverside County line to the **Point of Beginning**.

CVAG Boundaries (EXHIBIT C)



CVAG, Department of Transportation
December 4, 2006



CVAG Boundaries

- Interstate 10
- TUMF Collection Boundary (EXHIBIT B)
- Former CVAG Boundary & TUMF Collection Area
- CVAG Jurisdictions
- CVAG Boundary (EXHIBIT A)
- Riverside County

