

TRANSPORTATION UNIFORM MITIGATION FEE ANNUAL AND FIVE-YEAR REPORT

FISCAL YEAR 2024-2025



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Transportation Uniform Mitigation Fee Fiscal Year 2024-2025 Annual Report

CVAG
Transportation Department



Cover photo courtesy of Donn Uyeno, City of Indio
Avenue 44 Bridge

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Introduction

In November 1988, Riverside County voters approved Measure A, a one-half cent increase in sales tax over a twenty-year period to be used for transportation purposes. A major factor contributing to the support of Measure A was the “return to source” concept which requires the additional sales tax revenue generated in a specific geographic area be used to finance projects within that same area, and that a new development impact fee, the Transportation Uniform Mitigation Fee (TUMF) be adopted valley wide on all new development. The program has been so successful that, in November 2002, Riverside County voters approved a 30-year extension of Measure A (2009 - 2039). Despite its success, Measure A funds will only contribute a portion of the transportation improvement funding necessary to prevent a potential breakdown of the regional transportation system.

The TUMF program was developed to generate additional funds required for necessary improvements to the regional transportation system. Local jurisdictions may choose not to collect TUMF, however, jurisdictions not collecting TUMF forfeit their share of local Measure A funds to the regional arterial program.

TUMF, like all development impact fees, requires a nexus be demonstrated between the proposed development and the impacts to be mitigated. In TUMF’s case, the assessment is based on the number of vehicle trips new development or site improvements may generate. The most recent nexus study¹, conducted in 2018, determined that by 2040, over one million trips will be added to the Coachella Valley due to projected development. At the same time, a Transportation Project Prioritization Study² (TPPS) was conducted to provide an unbiased, methodological way to provide CVAG direction in determining funding for regional arterials by identifying and ranking discrete segments to be improved.

The 2018 nexus study originally proposed a fee of \$751/trip; however, this fee was reduced to the current \$245/trip after re-evaluating which regional transportation projects would likely be built in the near-term³. With the new revised trip rate, the actual development fees can be calculated for individual land uses. The Institute of Transportation Engineers (ITE) has exhaustively analyzed different land uses with respect to trip generation and publishes the ITE Trip Generation Manual. This manual is the accepted industry standard with respect to trip generation data.

Development occurs within many different land uses. Previously, CVAG had utilized as many as 70 land-use categories and sub-categories. During the most recent nexus study, CVAG’s TUMF Advisory Committee determined that consolidating the land-use categories would simplify the process without impacting the amount of TUMF collected. CVAG has since aggregated all land use categories into twelve general categories.

¹ <https://cvag.org/wp-content/uploads/2021/10/2018-CVAG-Nexus-Report-FINAL-10-17-18.pdf>

² <https://cvag.org/wp-content/uploads/2021/10/CVAG-TPPS-2017-04-27-rev2017-06-26.pdf>

³ The previous trip rate, from 2006, was \$192/trip.

The fees for each category are determined by multiplying the trip rate established in the nexus study by the ITE factor for trips per land use. For example, ITE shows a residential single-family dwelling unit generates, on average, 9.44 trips per day. Hence,

$$\frac{\$245}{\text{trip}} * \frac{9.44 \text{ trips}}{\text{dwelling unit}} = \frac{\$2,312.80}{\text{dwelling unit}}$$

which CVAG has rounded to a final fee assessment of \$2,310 for a single-family residence. CVAG's adopted TUMF policies, as codified in the TUMF Handbook, allow for the consideration of annual adjustments for inflation based on the Consumer Price Index for All Urban Consumers (CPI-U), all items. If approved by CVAG's Executive Committee, these adjustments take place on January 1 of the calendar year following their adoption. In 2024, CVAG applied a 3.6% increase to all fee rates for calendar year 2025, as described below.

<i>Land-use Category</i>	<i>Assessment Unit</i>	<i>Fee 2024</i>	<i>Fee 2025</i>
<i>Residential</i>			
<i>Single-Family Detached</i>	Dwelling unit	\$2,740	\$2,840
<i>Multi-Family, Mobile Home</i>	Dwelling unit	\$1,580	\$1,635
<i>Nursing/Congregate Care</i>	Dwelling unit	\$585	\$605
<i>Transit Oriented Development</i>	Dwelling unit	15% discount	
<i>Low-Income Housing</i>	Dwelling unit	Exempt	
<i>Non-Residential</i>			
<i>Industrial</i>	1,000 square feet	\$1,440	\$1,490
<i>Office</i>	1,000 square feet	\$2,835	\$2,935
<i>Retail</i>	1,000 square feet	\$7,130	\$7,385
<i>Fuel – Gas</i>	Dispenser	\$10,220	\$10,585
<i>Fuel – Electric</i>	Dispenser	\$105	\$110
<i>Golf Course</i>	Acre	\$1,090	\$1,130
<i>Hotel</i>	Room	\$4,165	\$4,315

TUMF works in conjunction with CVAG's allocation of Measure A to fund the CVAG share of regional transportation projects. CVAG apportions 35% of the CVAG share of the cost of each regional transportation project identified in the TPPS to TUMF. The balance is paid with Measure A funds. No portion of a project is funded until sufficient funding to complete the project has been committed. TUMF revenues are applied to the TPPS projects in order of priority, such that a new project will only be funded when sufficient revenues for projects underway are assured. Because the project priorities set out in the TPPS control the order of funding, it also controls generally the approximate timeline for the commencement of each listed project.

Fiscal Year 2024-2025 Summary

The following information pertains to the TUMF fund for the year ending June 30, 2025⁴. There were no interfund transfers or loans from the TUMF Fund. No fees were re-allocated pursuant to Gov Code Section 66001 for sums that remain unspent after five years and for which a date of commencement of the improvement has not been provided.

Fund Balance – July 1, 2024	\$15,698,158
Balance of fees collected (accrual basis) - June 30, 2024	\$6,493,520
Interest earnings from Investment Pool	\$874,385
Refunds	(\$0)
Other miscellaneous revenues/receipts	\$32,165
Project costs	(8,190,987)
Program management expenditures	(1,445,631)
Fund Balance - June 30, 2025	\$13,461,610

<i>Five Year Test Using First In First Out Method</i>	
<i>Includes fees collected, interest earned, and miscellaneous revenues</i>	
Revenues Collected from Fiscal Year 2020/2021	\$6,278,423
Revenues Collected from Fiscal Year 2021/2022	\$10,511,729
Revenues Collected from Fiscal Year 2022/2023	\$8,041,761
Revenues Collected from Fiscal Year 2023/2024	\$5,833,125
Revenues Collected from Fiscal Year 2024/2025	\$7,367,906
Total Revenue for Last Five Years	\$38,032,944

As of June 30, 2025, \$165,960,435 has been collected by the assessment of TUMF. Taking into account the additional \$24,360,350 in Measure A In-Lieu funds collected, the TUMF program has generated a total of **\$190,320,785** since program inception on July 1, 1989.

⁴ TUMF revenues reported in this Annual Report may differ from revenues reported in CVAG's annual financial statements through a combination of factors, including reporting methodology and the timing of permit issuance versus fee collection. Reconciliation after the close of a fiscal year may result in receipt of payments being booked to a different fiscal period than the period in which the fee collection is reported. Similarly, payments received in one fiscal year may relate to permits serviced or issued in an earlier fiscal year. Contributions to the TUMF fund may also be made by CVAG member agencies that do not formally participate in the TUMF program but otherwise benefit from improvements to the regional transportation system. Such payments are here broken out as miscellaneous revenues, but are not attributed to the balance of fees collection.

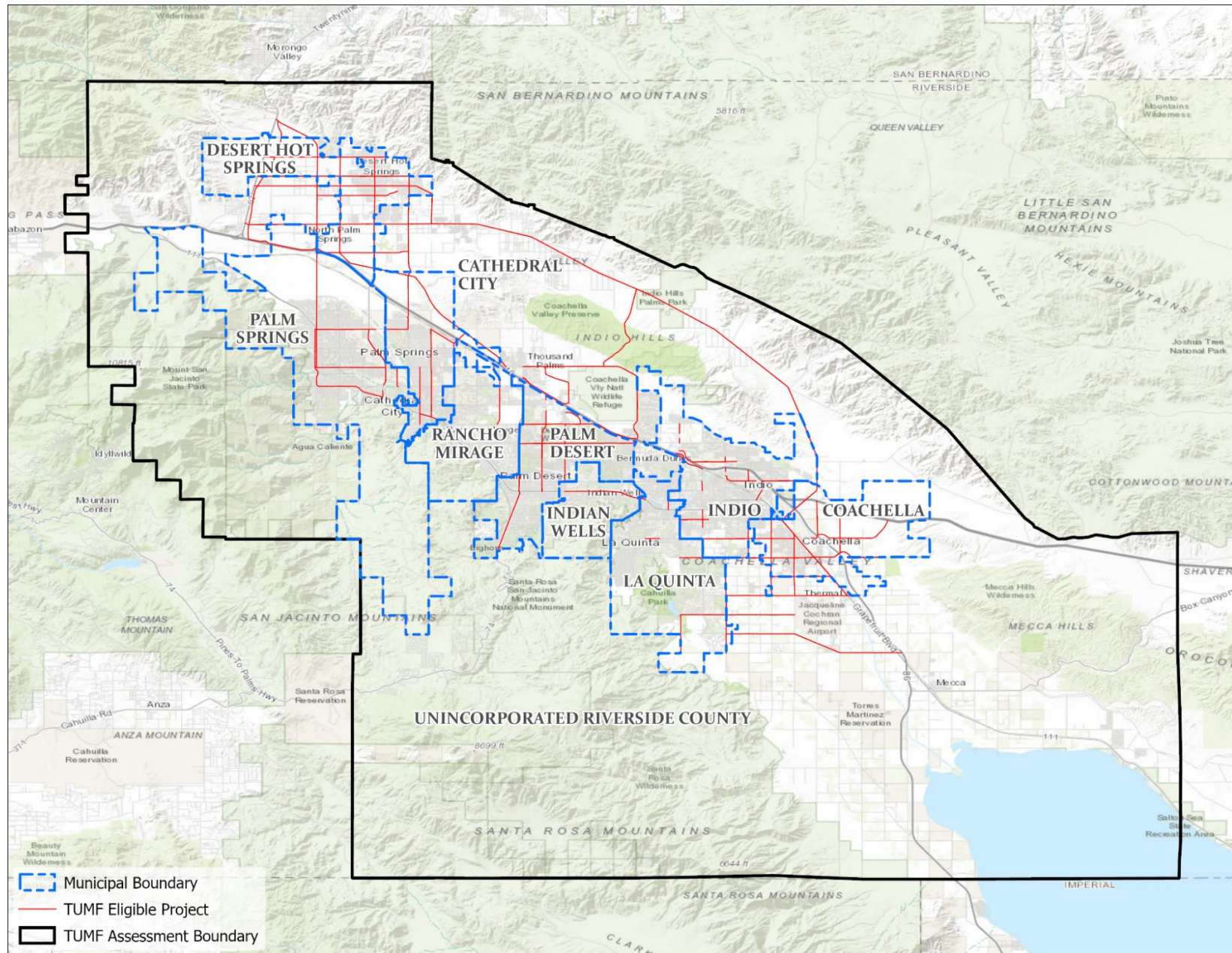


Figure 1: TUMF assessment boundary and participating jurisdictions. Projects eligible for TUMF funding are described more fully in the Transportation Project Prioritization Study, 2018, and are displayed here only for context.

TUMF Collections by Jurisdiction, Fiscal Year 2024-2025

This section sorts TUMF collections for fiscal year 2024-2025 by jurisdiction. As of 2013, each of the regional municipalities within the Coachella Valley, along with the County of Riverside, are participating in CVAG's TUMF program. All TUMF shortfalls have been collected and no in-lieu payments were made during the reporting period.

The total TUMF collected for fiscal year 2024-2025 was \$6,493,520 with the largest share generated by Indio, followed by Riverside County. An additional \$27,185,225 of Measure A funding was disbursed to CVAG for regional arterial projects.

The monthly collection totals for each jurisdiction are displayed below, along with a breakdown of the land use for which fees were collected. More detailed land use analyses are provided in the following section.

All Jurisdictions

	<i>FY 24/25</i>	<i>% FY</i>	<i>Total to Date</i>	<i>% Total</i>
<i>Cathedral City</i>	\$622,130	10%	\$13,745,981	8%
<i>Coachella</i>	\$483,628	7%	\$8,333,826	5%
<i>Desert Hot Springs</i>	\$660,711	10%	\$10,056,144	6%
<i>Indian Wells</i>	\$111,664	2%	\$3,836,733	2%
<i>Indio</i>	\$1,519,020	23%	\$41,589,226	25%
<i>La Quinta</i>	\$307,367	5%	\$7,988,699	5%
<i>Palm Desert</i>	\$467,728	7%	\$26,295,799	16%
<i>Palm Springs</i>	\$394,968	6%	\$18,268,432	11%
<i>Rancho Mirage</i>	\$675,676	10%	\$13,686,455	8%
<i>Riverside County</i>	\$1,250,628	19%	\$22,159,140	13%
<i>Total TUMF</i>	\$6,493,520	100%	\$165,960,435	100%
<i>Total In Lieu</i>	\$-		\$24,360,350	
<i>Regional Measure A</i>	\$26,259,802		\$414,930,801	
<i>Total</i>	\$32,753,321		\$605,251,585	

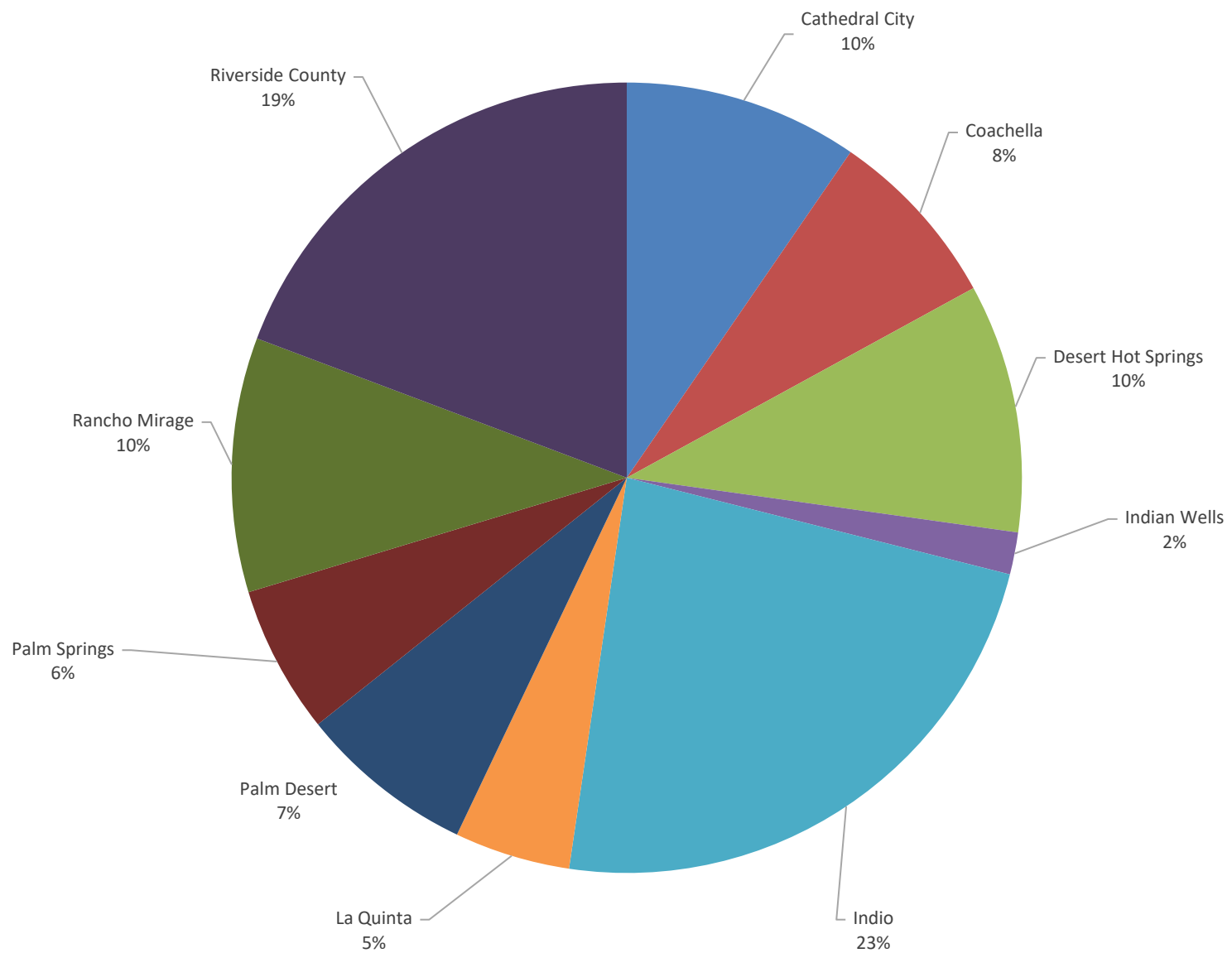


Figure 2: Proportion of total TUMF collections per jurisdiction for fiscal year 2024-2025.

Cathedral City

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$102,200	\$0	\$102,200
<i>Aug</i>	\$2,740	\$0	\$2,740
<i>Sep</i>	\$10,142	\$0	\$10,412
<i>Oct</i>	\$85,870	\$0	\$85,870
<i>Nov</i>	\$2,740	\$0	\$2,740
<i>Dec</i>	\$35,996	\$0	\$35,996
<i>Jan</i>	\$31,240	\$0	\$31,240
<i>Feb</i>	\$106,035	\$0	\$106,035
<i>Mar</i>	\$109,706	\$0	\$109,706
<i>Apr</i>	\$35,080	\$0	\$35,080
<i>May</i>	\$52,245	\$0	\$52,245
<i>Jun</i>	\$48,136	\$0	\$48,136
Total	\$622,130	\$0	\$622,130

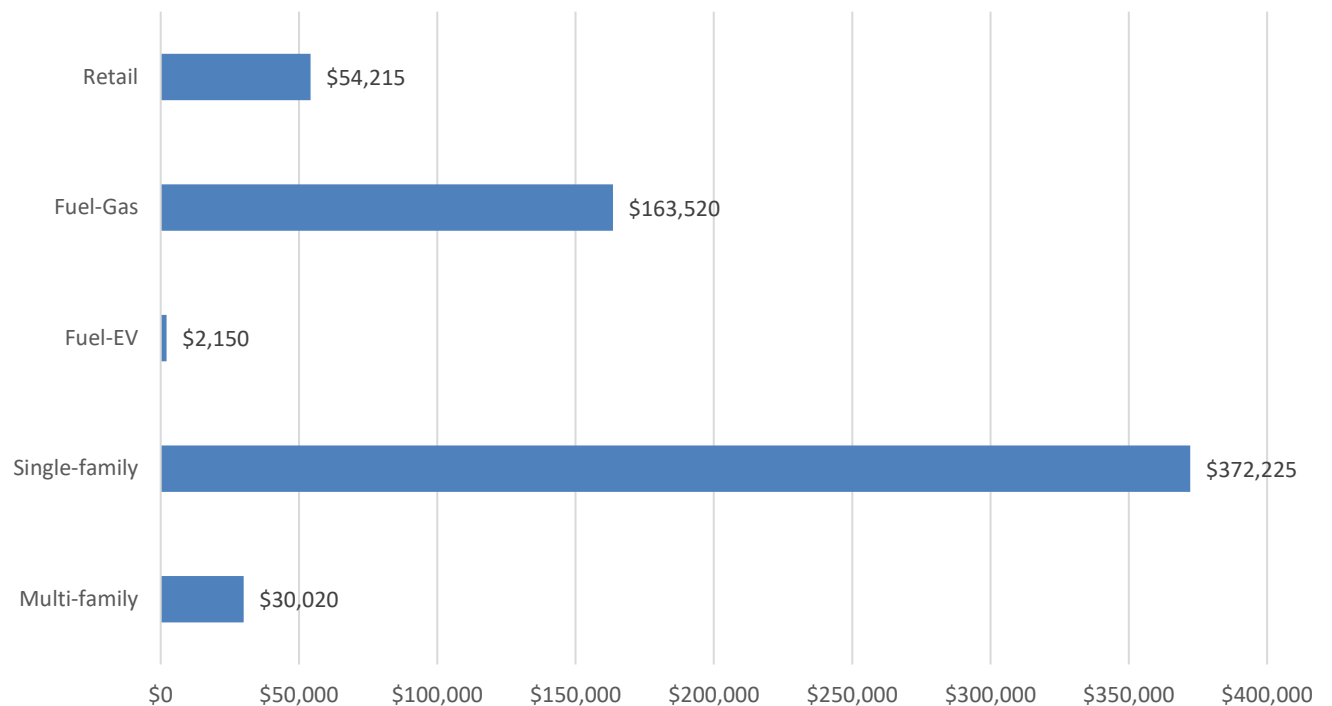


Figure 3: Cathedral City TUMF collections per land use category, fiscal year 2024-2025.

Coachella

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$0	\$0	\$0
<i>Aug</i>	\$225,620	\$0	\$225,620
<i>Sep</i>	\$79,460	\$0	\$79,460
<i>Oct</i>	\$27,400	\$0	\$27,400
<i>Nov</i>	\$54,800	\$0	\$54,800
<i>Dec</i>	\$21,920	\$0	\$21,920
<i>Jan</i>	\$0	\$0	\$0
<i>Feb</i>	\$36,848	\$0	\$36,848
<i>Mar</i>	\$0	\$0	\$0
<i>Apr</i>	\$0	\$0	\$0
<i>May</i>	\$3,545	\$0	\$3,545
<i>Jun</i>	\$34,034	\$0	\$34,034
Total	\$483,627	\$0	\$483,627

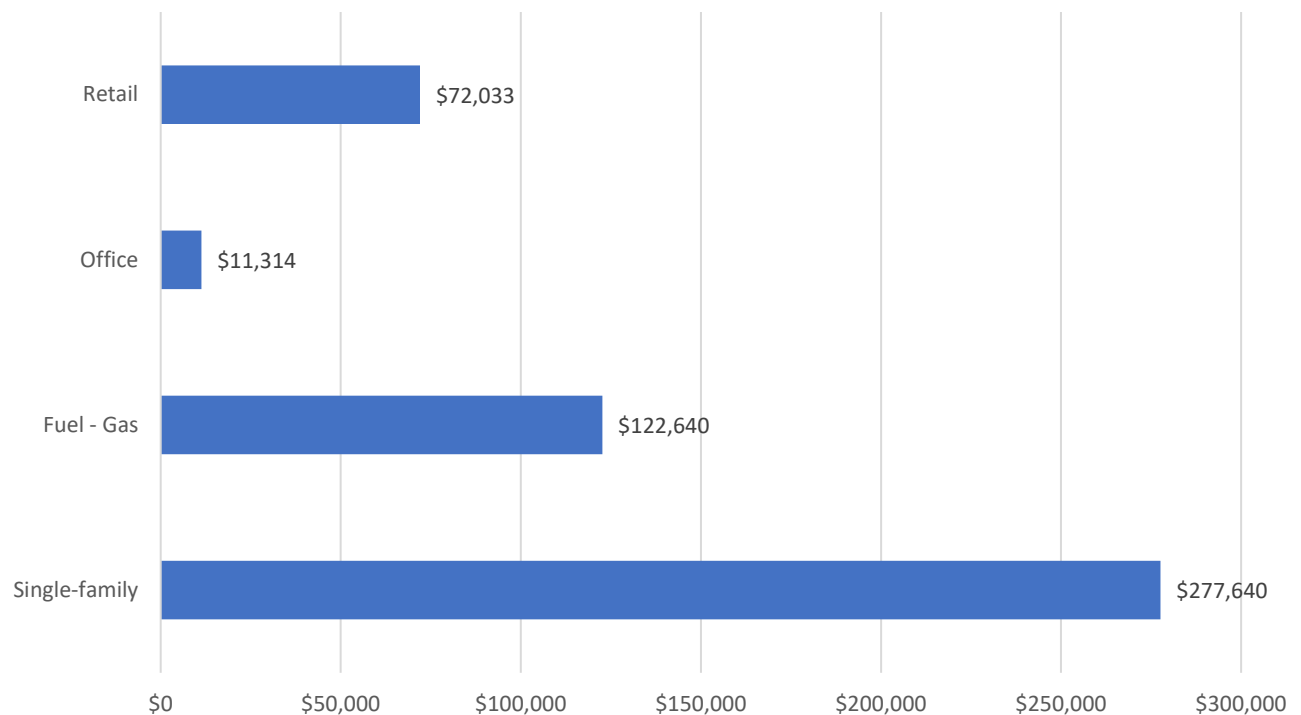


Figure 4: Coachella TUMF collections per land use category, fiscal year 2024-2025.

Desert Hot Springs

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$5,900	\$0	\$5,900
<i>Aug</i>	\$21,920	\$0	\$21,920
<i>Sep</i>	\$14,120	\$0	\$14,120
<i>Oct</i>	\$95,900	\$0	\$95,900
<i>Nov</i>	\$32,880	\$0	\$32,880
<i>Dec</i>	\$54,416	\$0	\$54,416
<i>Jan</i>	\$100,329	\$0	\$100,329
<i>Feb</i>	\$37,780	\$0	\$37,780
<i>Mar</i>	\$31,240	\$0	\$31,240
<i>Apr</i>	\$130,640	\$0	\$130,640
<i>May</i>	\$90,146	\$0	\$90,146
<i>Jun</i>	\$45,440	\$0	\$45,440
Total	\$660,711	\$0	\$660,711

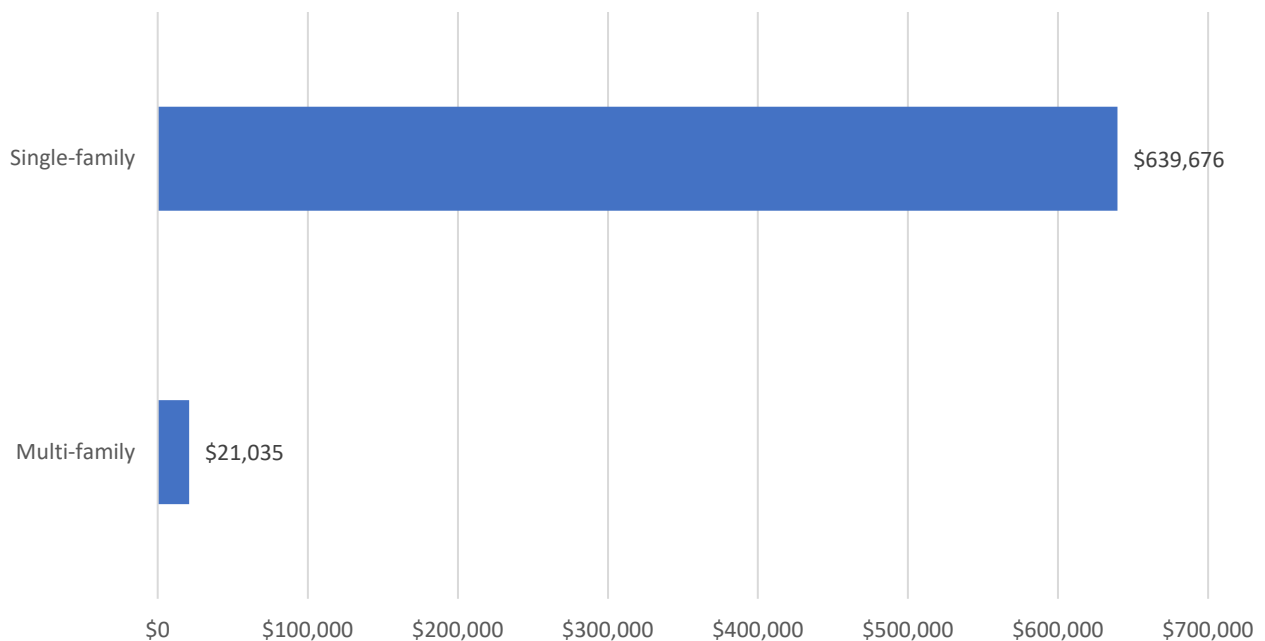


Figure 5: Desert Hot Springs TUMF collections per land use category, fiscal year 2024-2025.

Indian Wells

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$0	\$0	\$0
<i>Aug</i>	\$5,480	\$0	\$5,480
<i>Sep</i>	\$0	\$0	\$0
<i>Oct</i>	\$5,480	\$0	\$5,480
<i>Nov</i>	\$0	\$0	\$0
<i>Dec</i>	\$0	\$0	\$0
<i>Jan</i>	\$2,840	\$0	\$2,840
<i>Feb</i>	\$2,840	\$0	\$2,840
<i>Mar</i>	\$89,344	\$0	\$89,344
<i>Apr</i>	\$2,840	\$0	\$2,840
<i>May</i>	\$0	\$0	\$0
<i>Jun</i>	\$2,840	\$0	\$2,840
Total	\$111,664	\$0	\$111,664

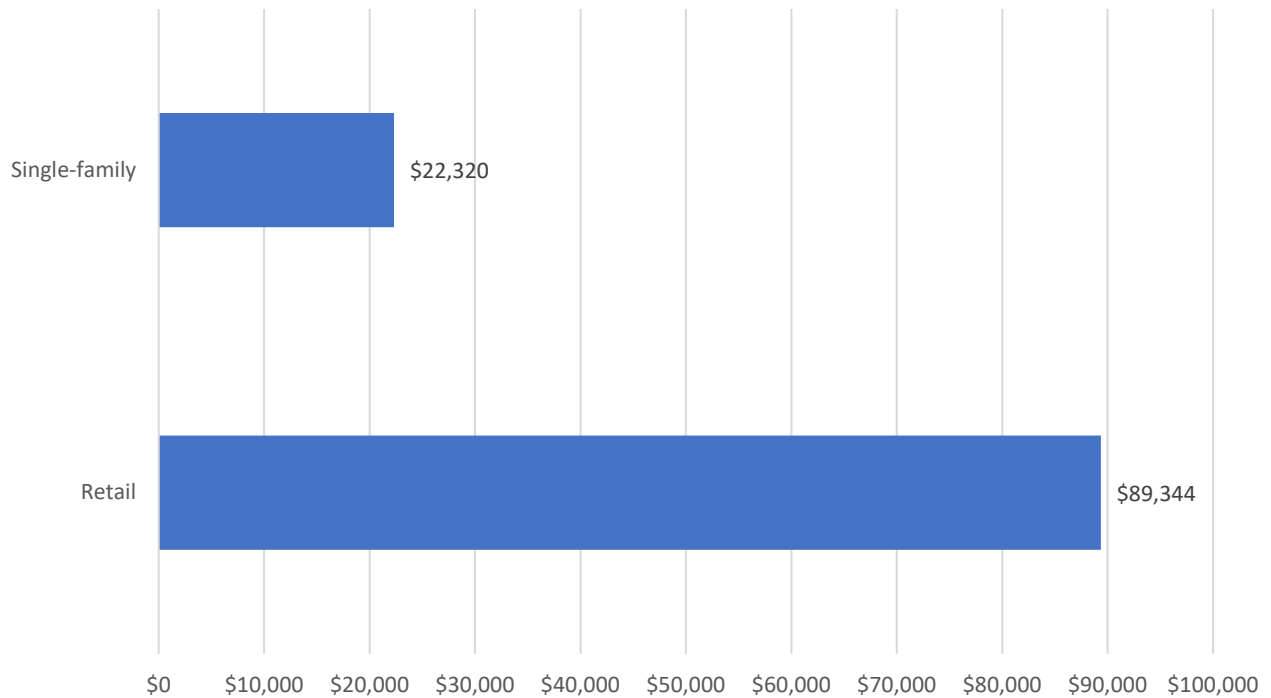


Figure 6: Indian Wells TUMF collections per land use category, fiscal year 2024-2025.

Indio

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$106,220	\$0	\$106,220
<i>Aug</i>	\$101,380	\$0	\$101,380
<i>Sep</i>	\$57,540	\$0	\$57,540
<i>Oct</i>	\$106,527	\$0	\$106,527
<i>Nov</i>	\$178,900	\$0	\$178,900
<i>Dec</i>	\$107,770	\$0	\$107,770
<i>Jan</i>	\$28,400	\$0	\$28,400
<i>Feb</i>	\$81,545	\$0	\$81,545
<i>Mar</i>	\$48,375	\$0	\$48,375
<i>Apr</i>	\$235,157	\$0	\$235,157
<i>May</i>	\$387,686	\$0	\$387,686
<i>Jun</i>	\$79,520	\$0	\$79,520
Total	\$1,519,020	\$0	\$1,519,020

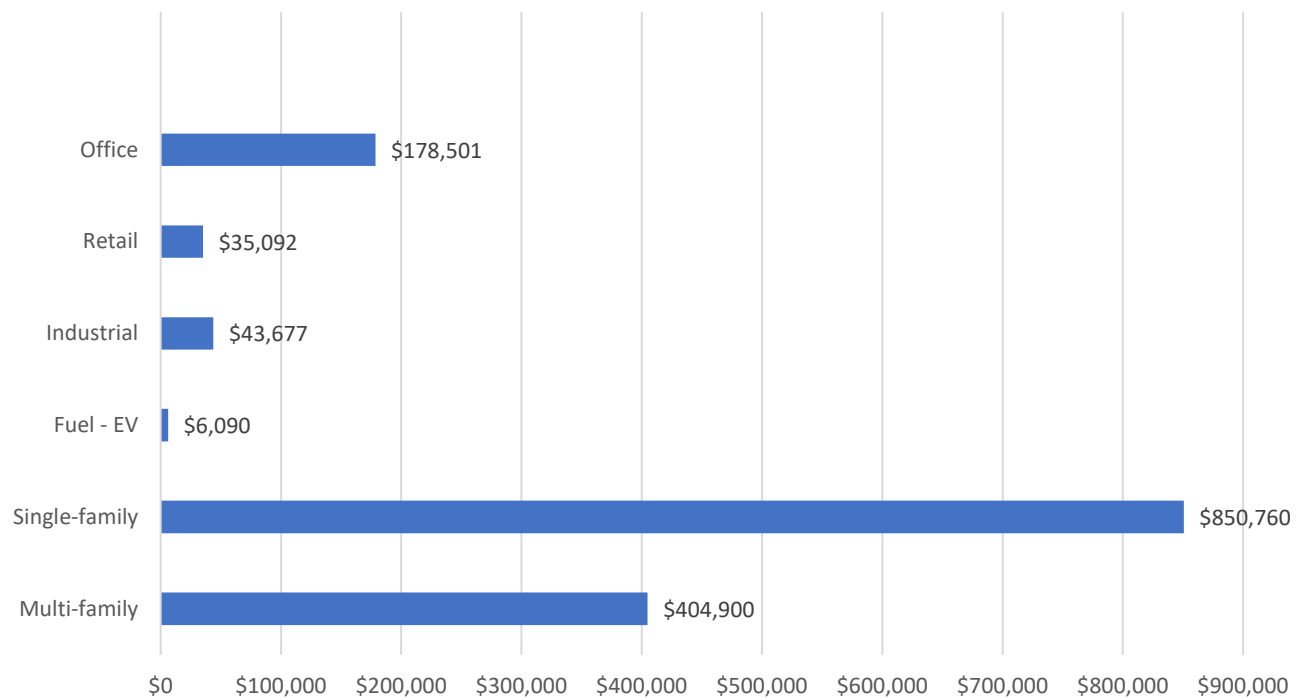


Figure 7: Indio TUMF collections per land use category, fiscal year 2024-2025.

La Quinta

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$24,660	\$0	\$24,660
<i>Aug</i>	\$14,470	\$0	\$14,470
<i>Sep</i>	\$8,220	\$0	\$8,220
<i>Oct</i>	\$21,920	\$0	\$21,920
<i>Nov</i>	\$47,672	\$0	\$47,672
<i>Dec</i>	\$36,542	\$0	\$36,542
<i>Jan</i>	\$11,360	\$0	\$11,360
<i>Feb</i>	\$79,129	\$0	\$79,129
<i>Mar</i>	\$25,560	\$0	\$25,560
<i>Apr</i>	\$8,520	\$0	\$8,520
<i>May</i>	\$2,840	\$0	\$2,840
<i>Jun</i>	\$26,473	\$0	\$26,743
Total	\$307,366	\$0	\$307,366

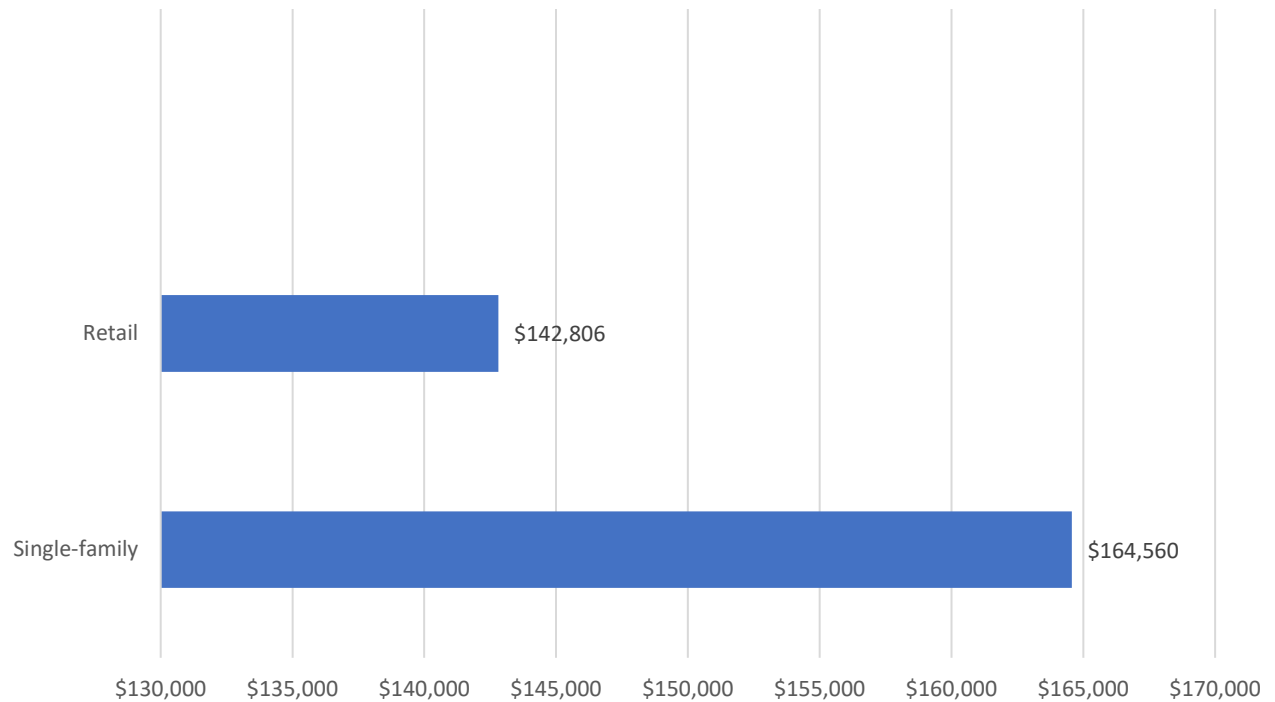


Figure 8: La Quinta TUMF collections per land use category, fiscal year 2024-2025.

Palm Desert

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$5,900	\$0	\$5,900
<i>Aug</i>	\$27,400	\$0	\$27,400
<i>Sep</i>	\$34,320	\$0	\$34,320
<i>Oct</i>	\$84,818	\$0	\$84,818
<i>Nov</i>	\$41,100	\$0	\$41,000
<i>Dec</i>	\$8,220	\$0	\$8,220
<i>Jan</i>	\$17,040	\$0	\$17,040
<i>Feb</i>	\$17,040	\$0	\$17,040
<i>Mar</i>	\$16,347	\$0	\$16,347
<i>Apr</i>	\$141,999	\$0	\$141,999
<i>May</i>	\$57,919	\$0	\$57,919
<i>Jun</i>	\$15,624	\$0	\$15,624
Total	\$467,727	\$0	\$467,727

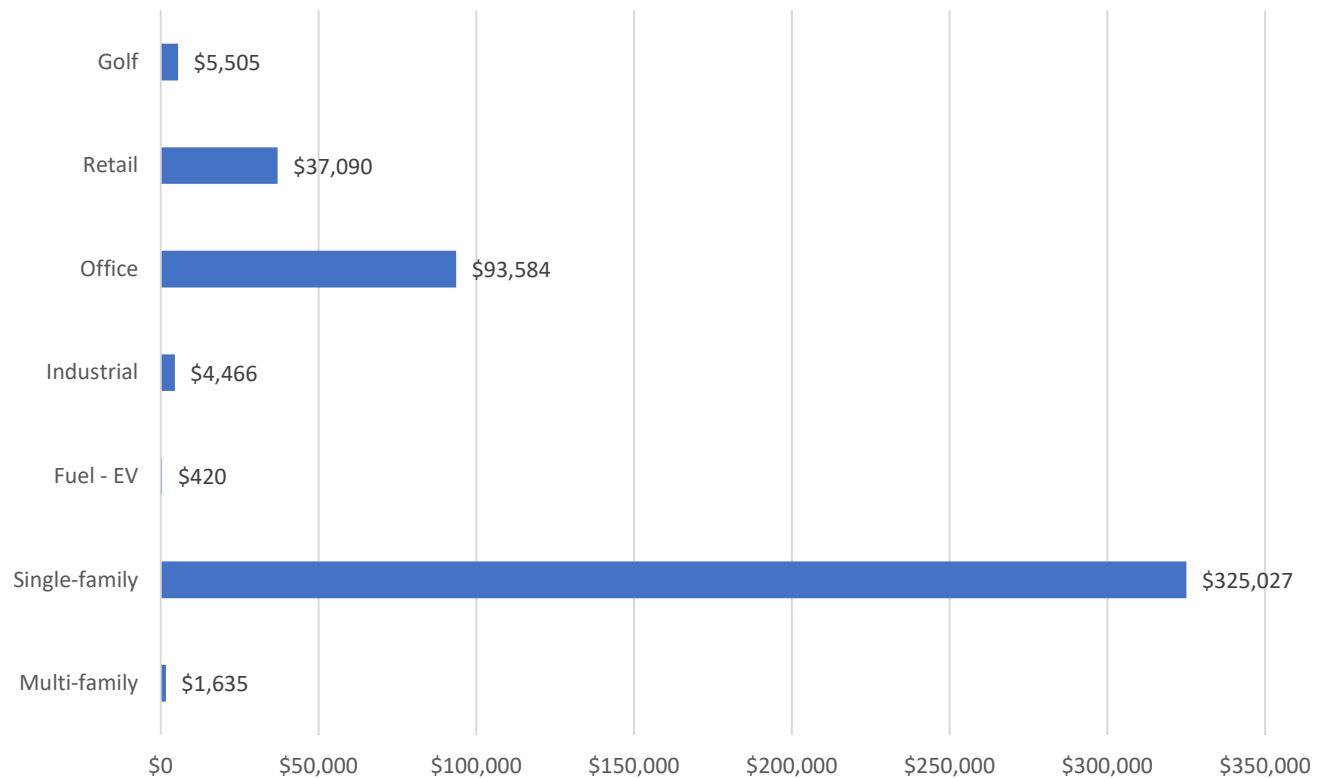


Figure 9: Palm Desert TUMF collections per land use category, fiscal year 2024-2025.

Palm Springs

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$101,984	\$0	\$101,984
<i>Aug</i>	\$67,919	\$0	\$67,919
<i>Sep</i>	\$2,740	\$0	\$2,740
<i>Oct</i>	\$8,220	\$0	\$8,220
<i>Nov</i>	\$27,400	\$0	\$27,400
<i>Dec</i>	\$10,960	\$0	\$10,960
<i>Jan</i>	\$0	\$0	\$0
<i>Feb</i>	\$59,640	\$0	\$59,640
<i>Mar</i>	\$7,745	\$0	\$7,745
<i>Apr</i>	\$79,520	\$0	\$79,520
<i>May</i>	\$0	\$0	\$0
<i>Jun</i>	\$28,840	\$0	\$28,840
Total	\$394,968	\$0	\$394,968

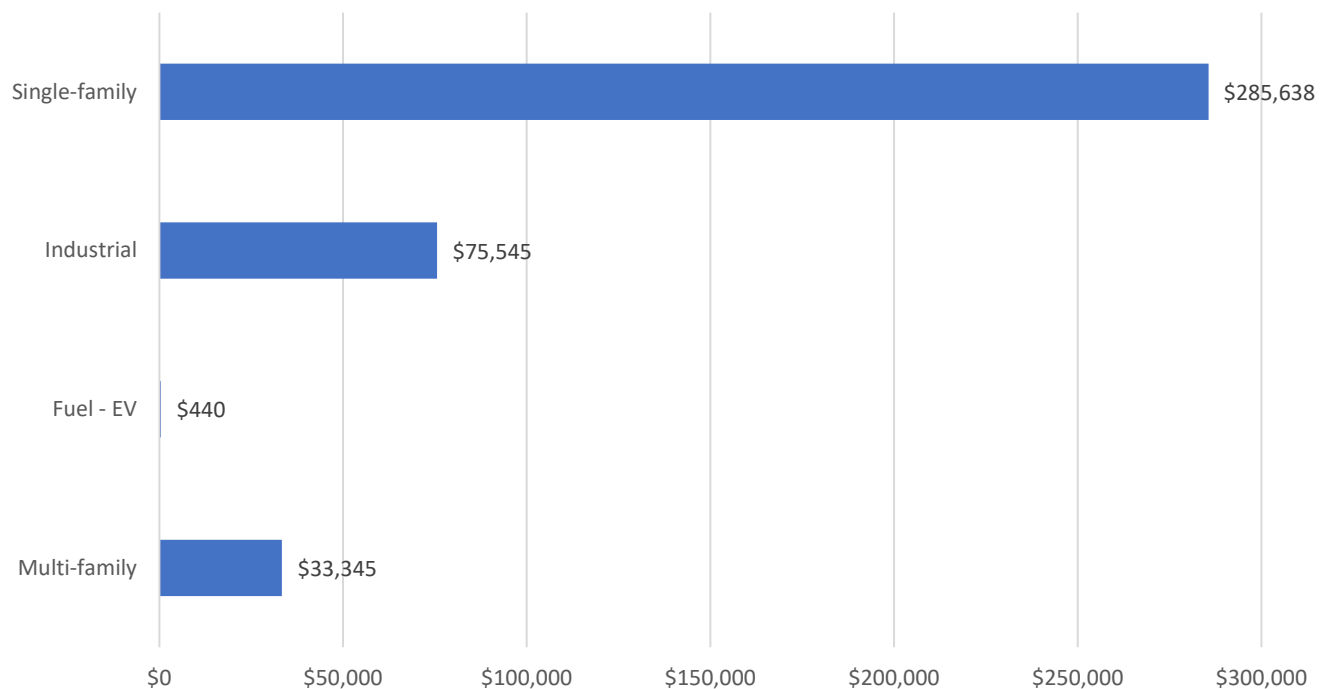


Figure 10: Palm Springs TUMF collections per land use category, fiscal year 2024-2025.

Rancho Mirage

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$112,226	\$0	\$112,226
<i>Aug</i>	\$262,916	\$0	\$262,916
<i>Sep</i>	\$8,220	\$0	\$8,220
<i>Oct</i>	\$5,480	\$0	\$5,480
<i>Nov</i>	\$5,480	\$0	\$5,480
<i>Dec</i>	\$152,767	\$0	\$152,767
<i>Jan</i>	\$64,094	\$0	\$64,094
<i>Feb</i>	\$14,200	\$0	\$14,200
<i>Mar</i>	\$5,680	\$0	\$5,680
<i>Apr</i>	\$11,360	\$0	\$11,360
<i>May</i>	\$13,903	\$0	\$13,903
<i>Jun</i>	\$19,350	\$0	\$19,350
Total	\$675,676	\$0	\$675,676

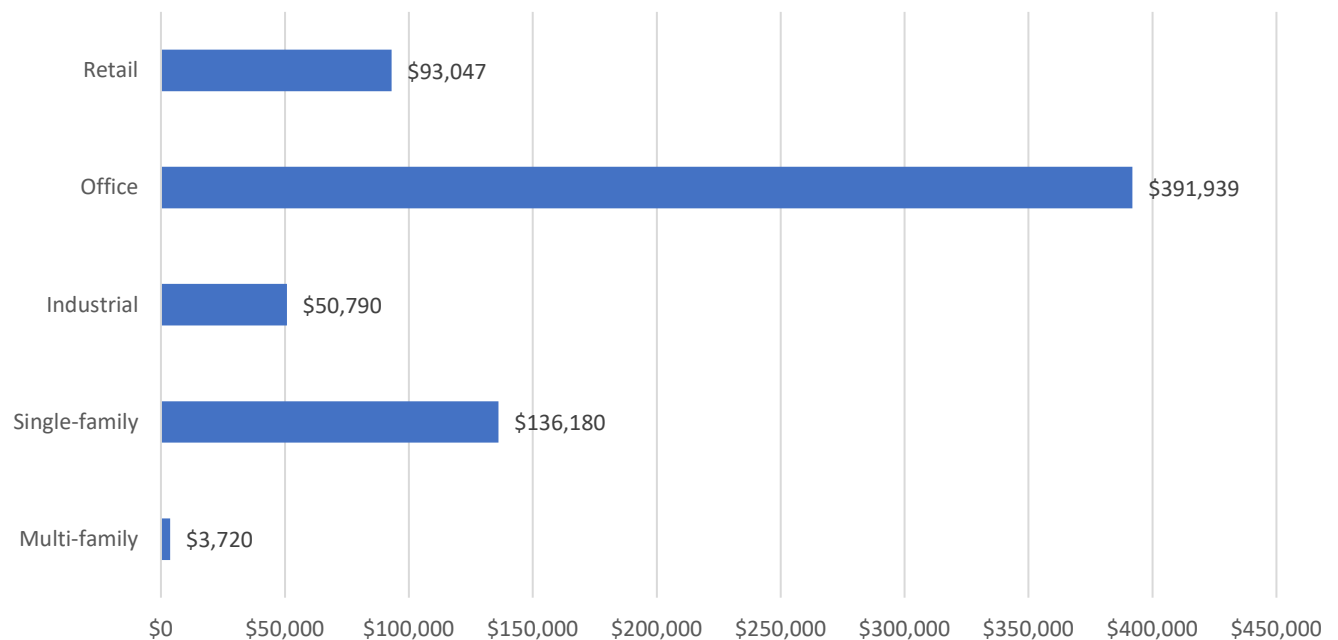


Figure 11: Rancho Mirage TUMF collections per land use category, fiscal year 2024-2025.

Riverside County

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$60,884	\$0	\$60,884
<i>Aug</i>	\$40,130	\$0	\$40,130
<i>Sep</i>	\$51,380	\$0	\$51,380
<i>Oct</i>	\$108,770	\$0	\$108,770
<i>Nov</i>	\$187,900	\$0	\$187,900
<i>Dec</i>	\$527,910	\$0	\$527,910
<i>Jan</i>	\$22,720	\$0	\$22,720
<i>Feb</i>	\$41,490	\$0	\$41,490
<i>Mar</i>	\$79,350	\$0	\$79,350
<i>Apr</i>	\$49,915	\$0	\$49,915
<i>May</i>	\$45,237	\$0	\$45,237
<i>Jun</i>	\$34,941	\$0	\$34,941
Total	\$1,250,627	\$0	\$1,250,627

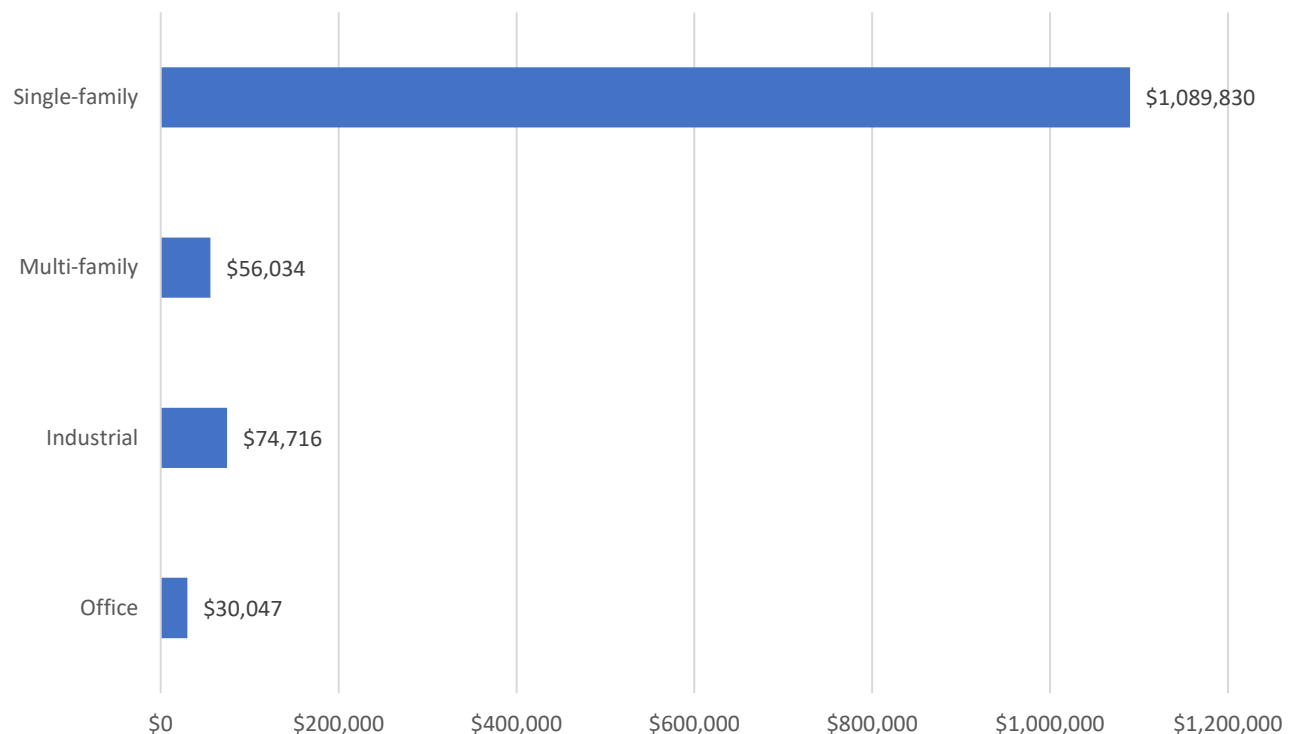


Figure 12: Riverside County TUMF collections per land use category, fiscal year 2024-2025.

TUMF Collections by Land Use Category, Fiscal Year 2024-2025

This section sorts each jurisdiction's TUMF collections into different land use categories. Residential development was greatest source of TUMF revenue, contributing to almost 64-percent of the total collected fees, with the next highest categories being office development at 11-percent.

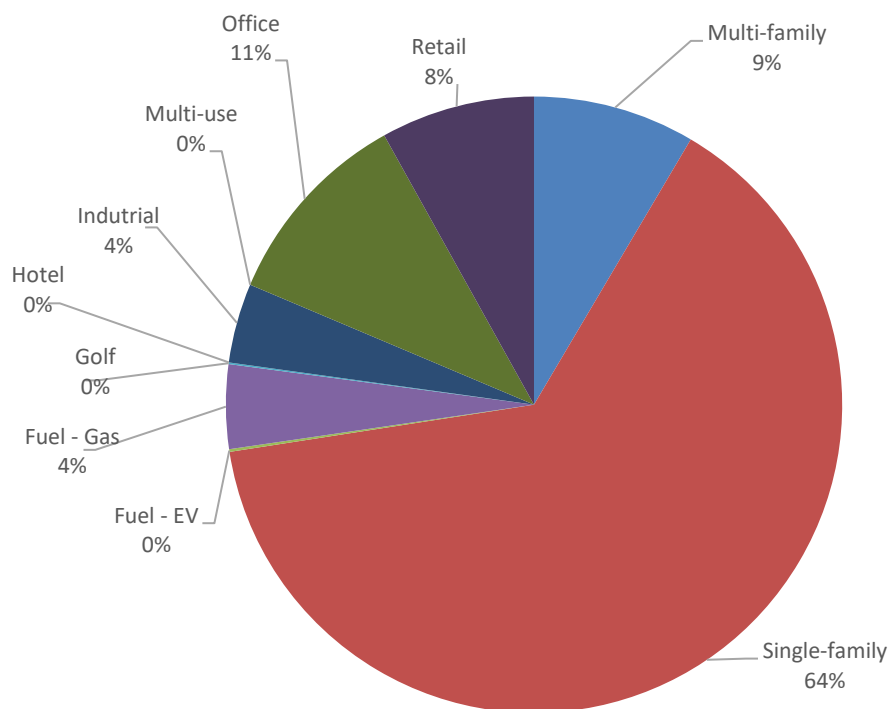


Figure 13: Proportion of total TUMF collections per land use category.

Table 1: TUMF collections per land use.

	<i>Multi-family</i>	<i>Single-family</i>	<i>Industrial</i>	<i>Office</i>	<i>Retail</i>	<i>Fuel - Gas</i>	<i>Fuel - EV</i>	<i>Golf</i>	<i>Hotel</i>
<i>Cathedral City</i>	\$30,020	\$372,225	\$0	\$0	\$54,215	\$163,520	\$2,150	\$0	\$0
<i>Coachella</i>	\$0	\$277,640	\$0	\$11,314	\$72,033	\$122,640	\$0	\$0	\$0
<i>Desert Hot Springs</i>	\$21,035	\$639,676	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Indian Wells</i>	\$0	\$22,320	\$0	\$0	\$89,344	\$0	\$0	\$0	\$0
<i>Indio</i>	\$404,900	\$850,760	\$43,677	\$178,501	\$35,092	\$0	\$6,090	\$0	\$0
<i>La Quinta</i>	\$0	\$164,560	\$0	\$0	\$142,807	\$0	\$0	\$0	\$0
<i>Palm Desert</i>	\$1,635	\$325,027	\$4,466	\$93,584	\$37,090	\$0	\$420	\$5,505	\$0
<i>Palm Springs</i>	\$33,345	\$285,638	\$75,545	\$0	\$0	\$0	\$440	\$0	\$0
<i>Rancho Mirage</i>	\$3,720	\$136,180	\$50,790	\$391,939	\$93,047	\$0	\$0	\$0	\$0
<i>Riverside County</i>	\$56,034	\$1,089,830	\$74,716	\$30,047	\$0	\$0	\$0	\$0	\$0
Total	\$550,689	\$4,163,856	\$249,194	\$705,385	\$523,628	\$286,160	\$9,100	\$5,505	\$0

Table 2: Development units per land use.

	<i>Multi-family</i>	<i>Single-family</i>	<i>Industrial (sq ft)</i>	<i>Office (sq ft)</i>	<i>Retail (sq ft)</i>	<i>Fuel - Gas (dispensers)</i>	<i>Fuel - EV (dispensers)</i>	<i>Golf (ac)</i>	<i>Hotel (rooms)</i>
<i>Cathedral City</i>	20	153	0	0	10,318	16	26	0	0
<i>Coachella</i>	0	101	0	3,855	9,921	12	0	0	0
<i>Desert Hot Springs</i>	13	227	0	0	0	0	0	0	0
<i>Indian Wells</i>	0	9	0	0	8,815	0	0	0	0
<i>Indio</i>	260	799	71,532	100,673	8,772	0	58	0	0
<i>La Quinta</i>	0	58	0	0	23,873	0	0	0	0
<i>Palm Desert</i>	40	116	2,998	32,536	6,983	0	4	5	0
<i>Palm Springs</i>	21	95	65,202	0	0	0	2	0	0
<i>Rancho Mirage</i>	236	48	34,677	138,034	13,050	0	0	0	0
<i>Riverside County</i>	18	729	49,691	11,514	0	0	0	0	2
Total	608	2,335	224,100	286,612	81,732	28	90	5	2

Measure A Collections

Jurisdictions participating in the collection of TUMF receive 100% of their local Measure A for street and road projects. The formula for local Measure A distribution involves two variables in equal proportions: 1) dwelling units, and 2) taxable sales. These variables are updated on an annual basis for use beginning July 1st of each fiscal year.

As of June 30, 2025, the cumulative amount of regional Measure A received – \$355,380,498 – has exceeded the amount of TUMF collected – \$165,960,435. In all jurisdictions, the cumulative local Measure A received has exceeded the cumulative TUMF collected.

The graphs on the following pages illustrate the comparison on an all-jurisdiction cumulative basis as well as individual jurisdictions by fiscal year.

All Jurisdictions

	<i>TUMF Collections</i>	<i>Local Measure A Received</i>
<i>Cathedral City</i>	\$13,745,981	\$44,604,740
<i>Coachella</i>	\$8,333,826	\$13,904,209
<i>Desert Hot Springs</i>	\$10,056,144	\$11,489,685
<i>Indian Wells</i>	\$3,836,733	\$7,220,048
<i>Indio</i>	\$41,589,226	\$46,140,194
<i>La Quinta</i>	\$7,988,699	\$15,009,029
<i>Palm Desert</i>	\$26,295,799	\$77,103,999
<i>Palm Springs</i>	\$18,268,432	\$62,274,967
<i>Rancho Mirage</i>	\$13,686,455	\$26,277,335
<i>Riverside County</i>	\$22,159,140	\$51,356,293
<i>Total</i>	\$165,960,435	\$355,380,498

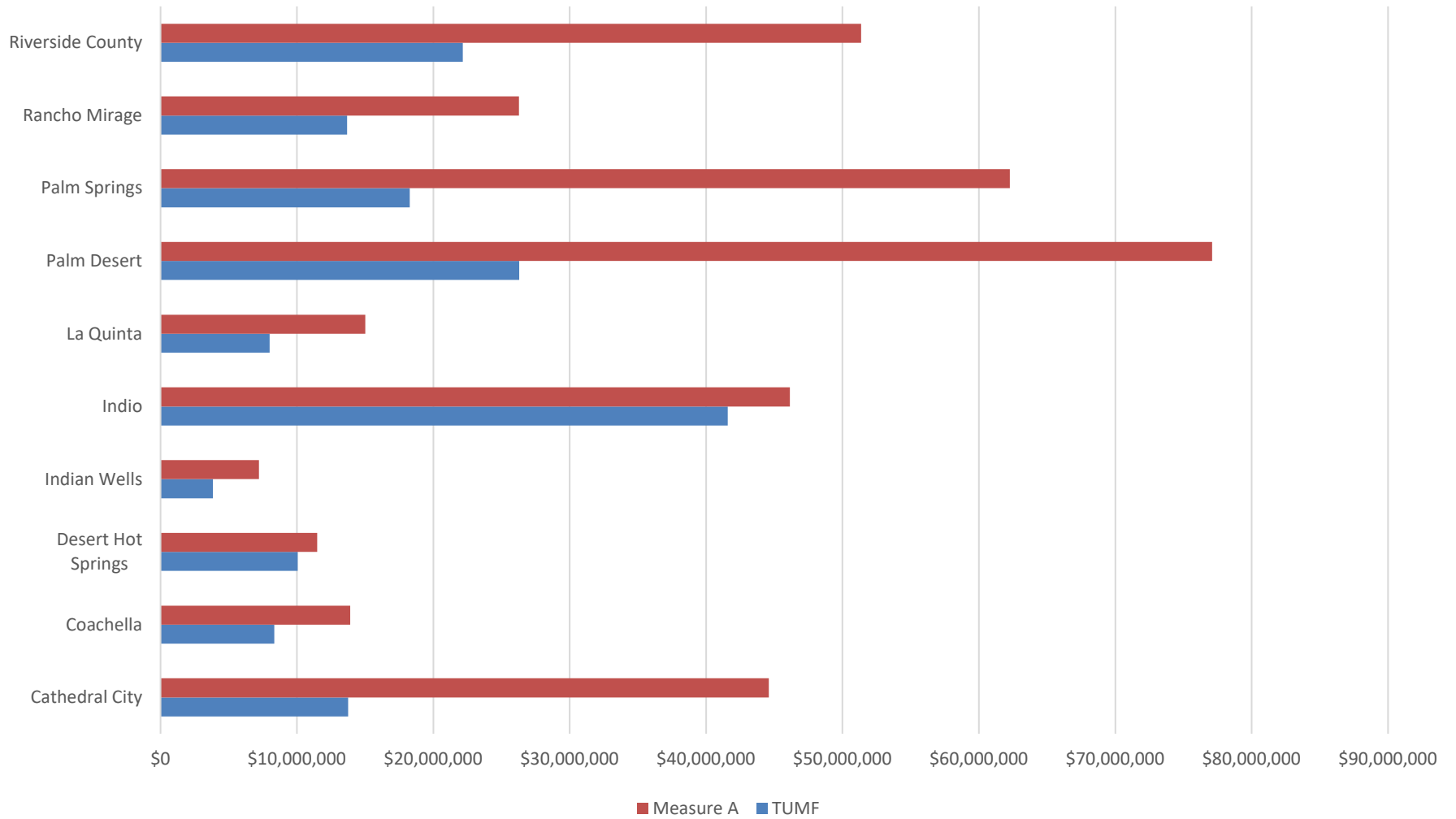


Figure 14: Local Measure A received compared to TUMF collected per jurisdiction, 1989-2025

Cathedral City

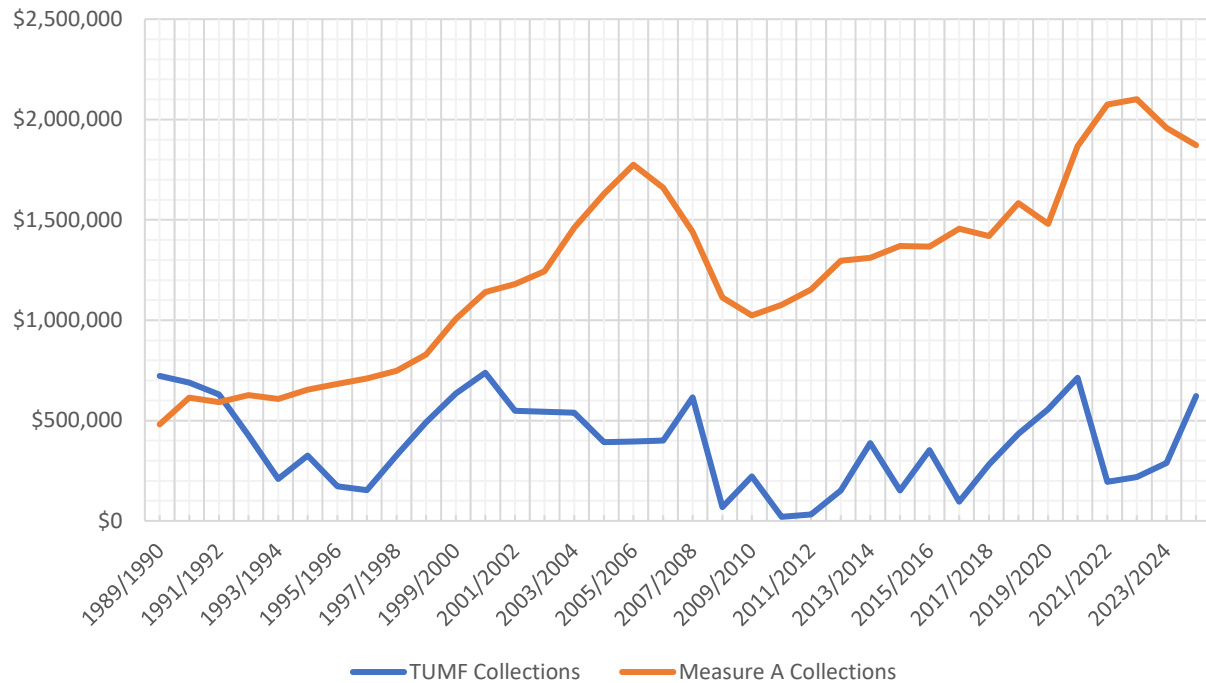


Figure 15: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Cathedral City.

Coachella

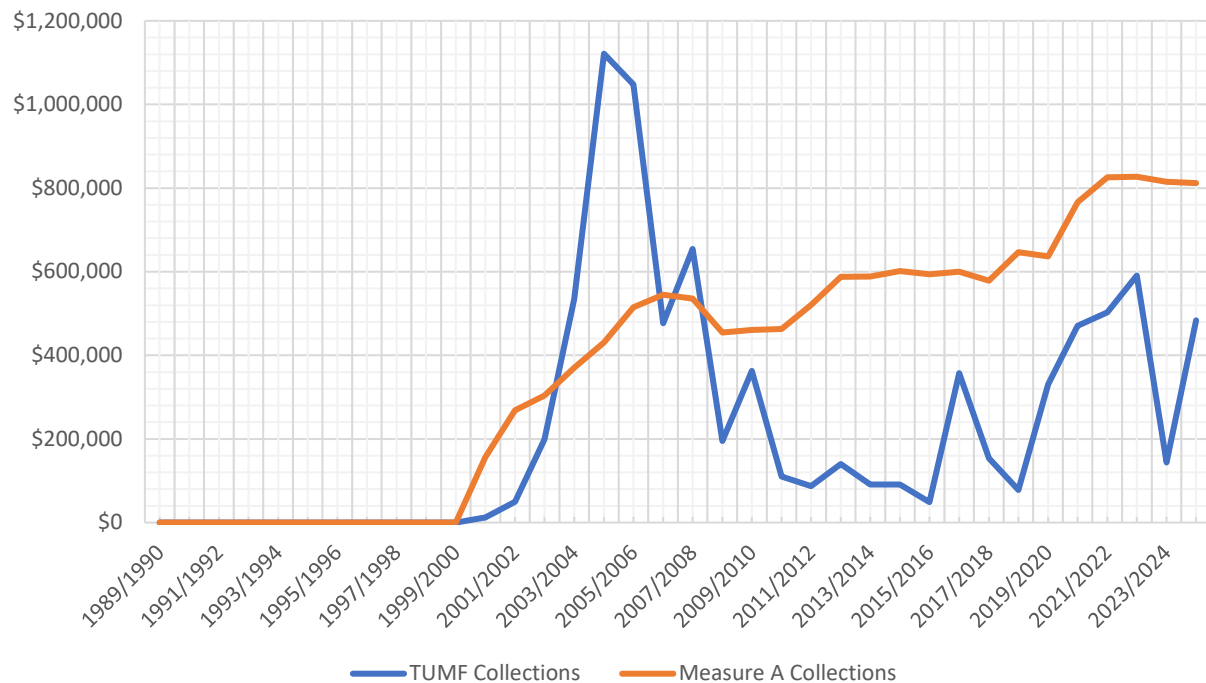


Figure 16: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Coachella.

Desert Hot Springs

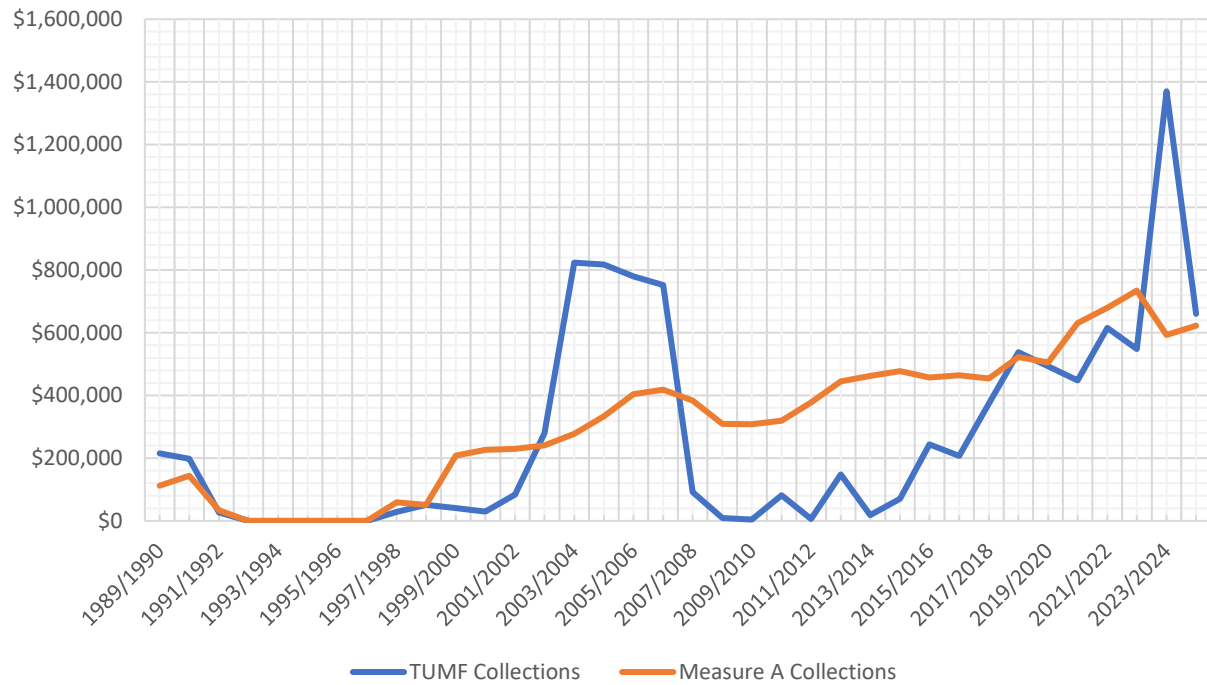


Figure 17: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Desert Hot Springs.

Indian Wells

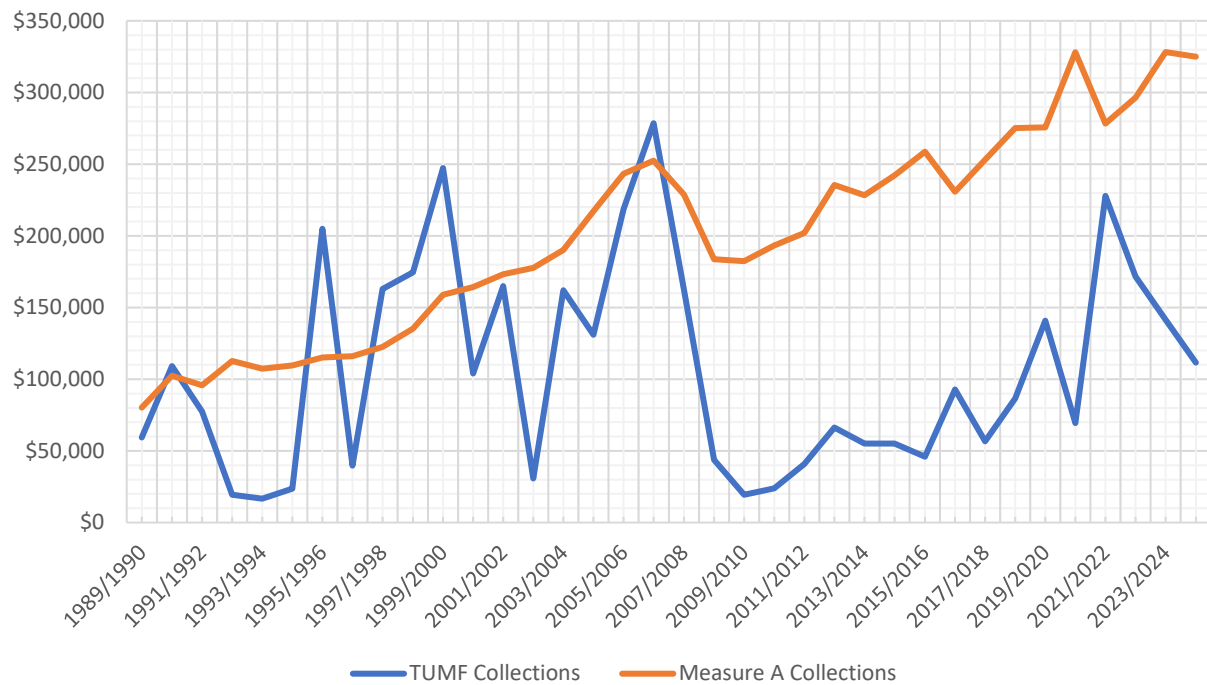


Figure 18: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Indian Wells.

Indio

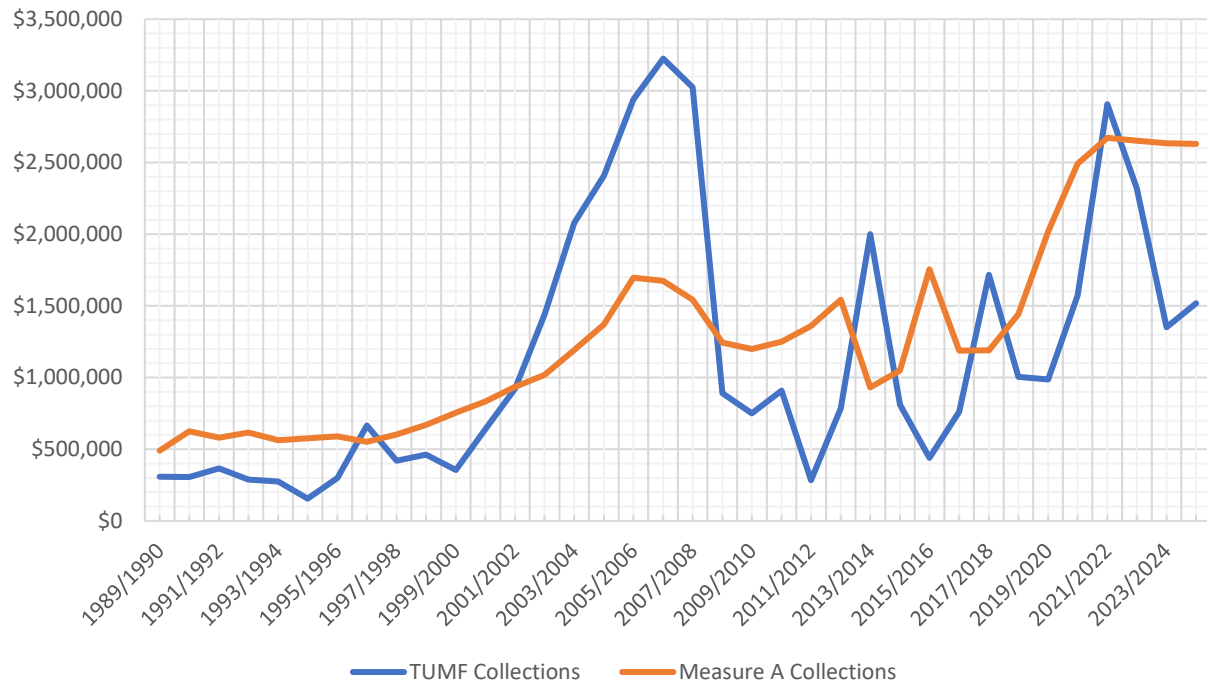


Figure 19: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Indio.

La Quinta

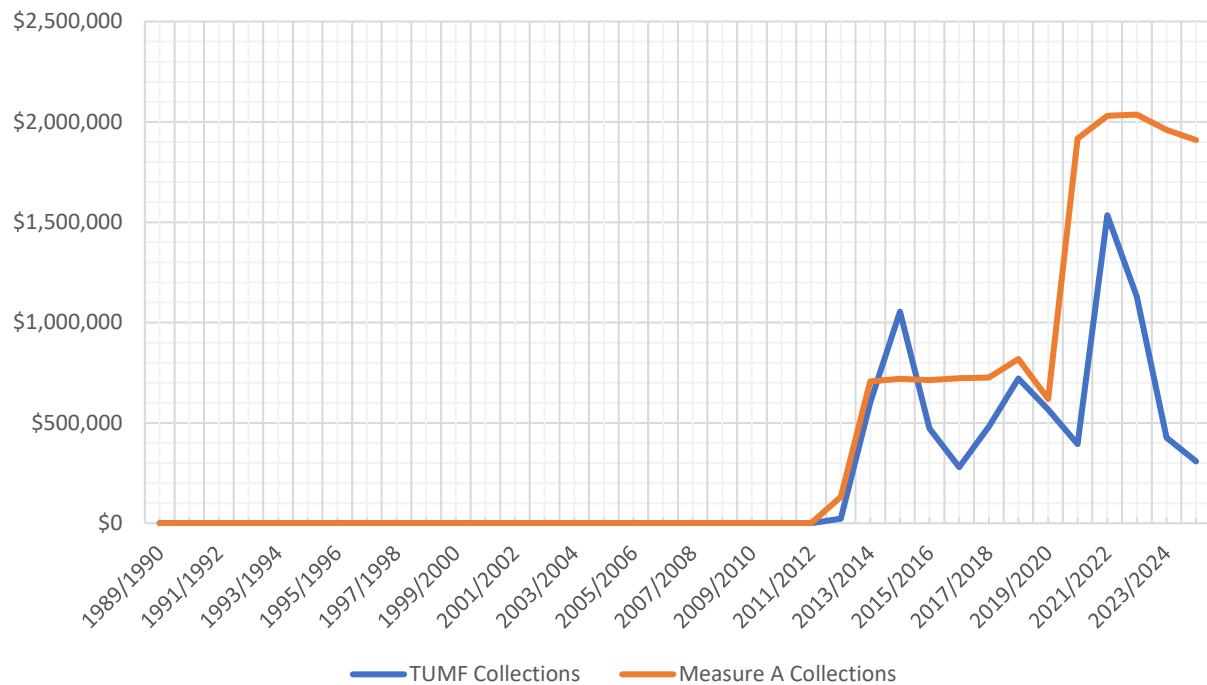


Figure 20: Cumulative TUMF collected by CVAG compared to Measure A funds collected by La Quinta.

Palm Desert

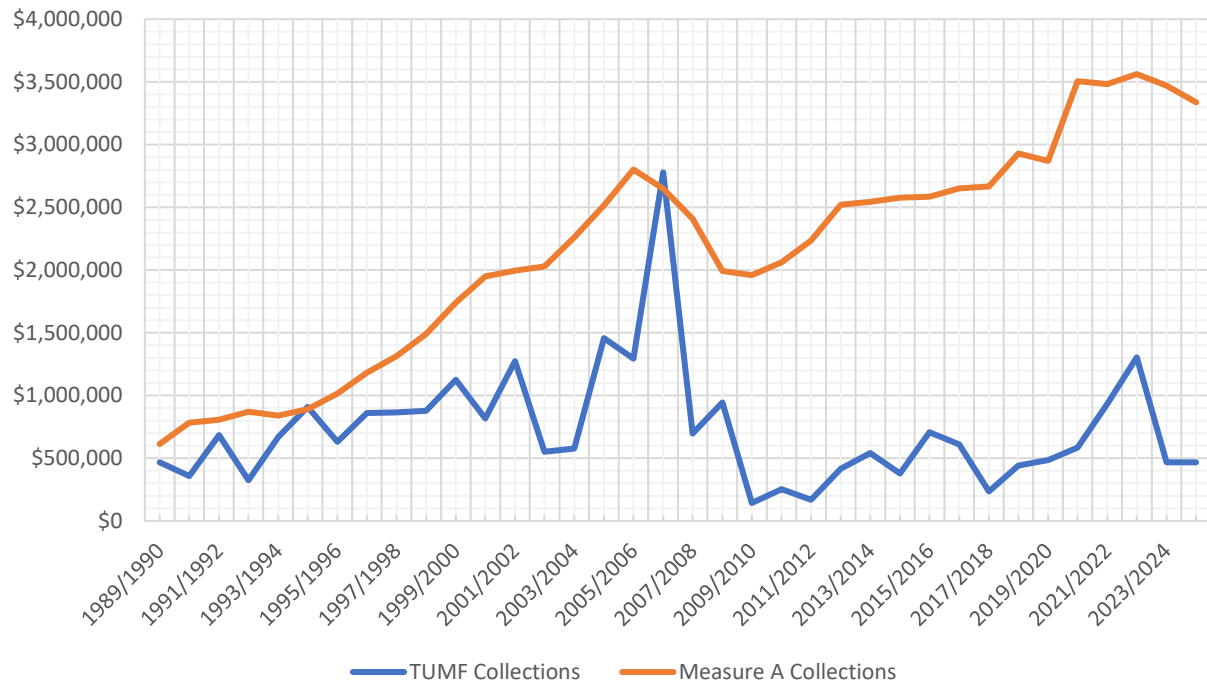


Figure 21: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Palm Desert.

Palm Springs

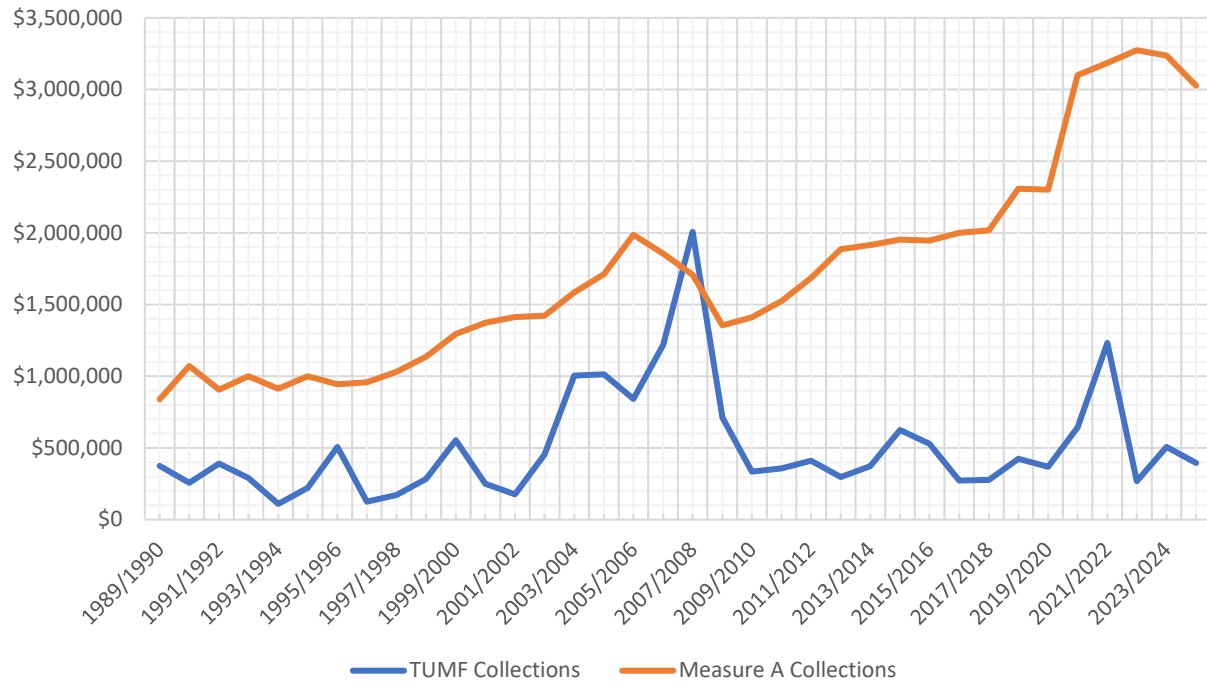


Figure 22: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Palm Springs.

Rancho Mirage

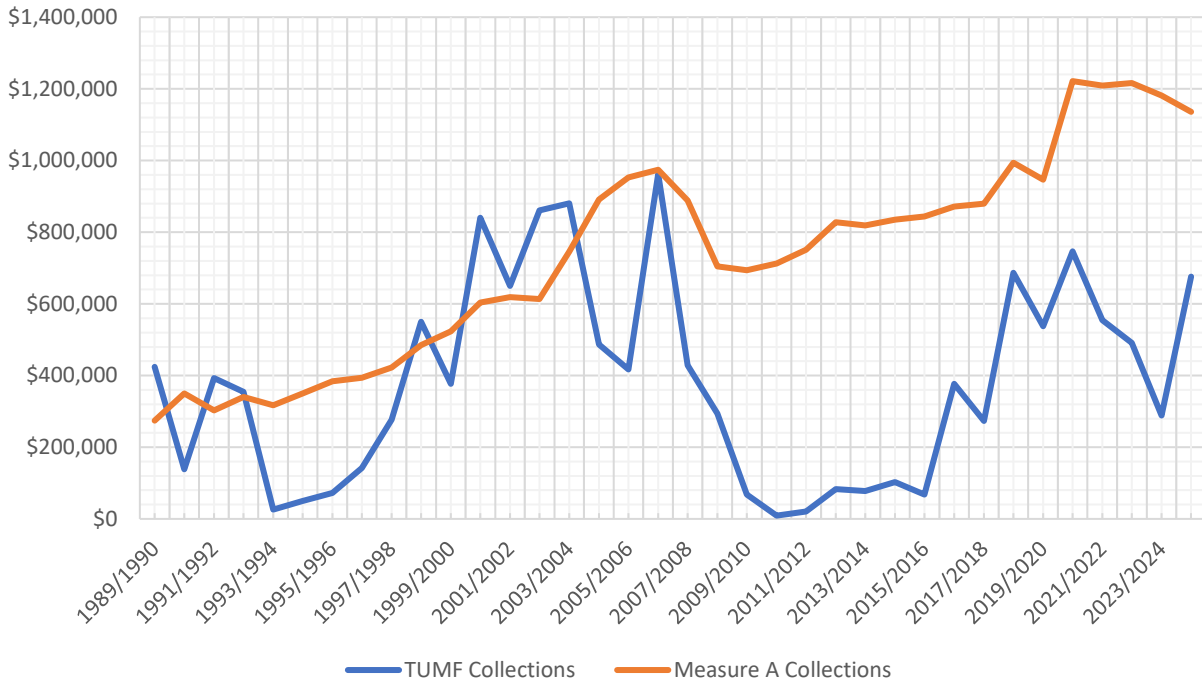


Figure 23: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Rancho Mirage.

Riverside County

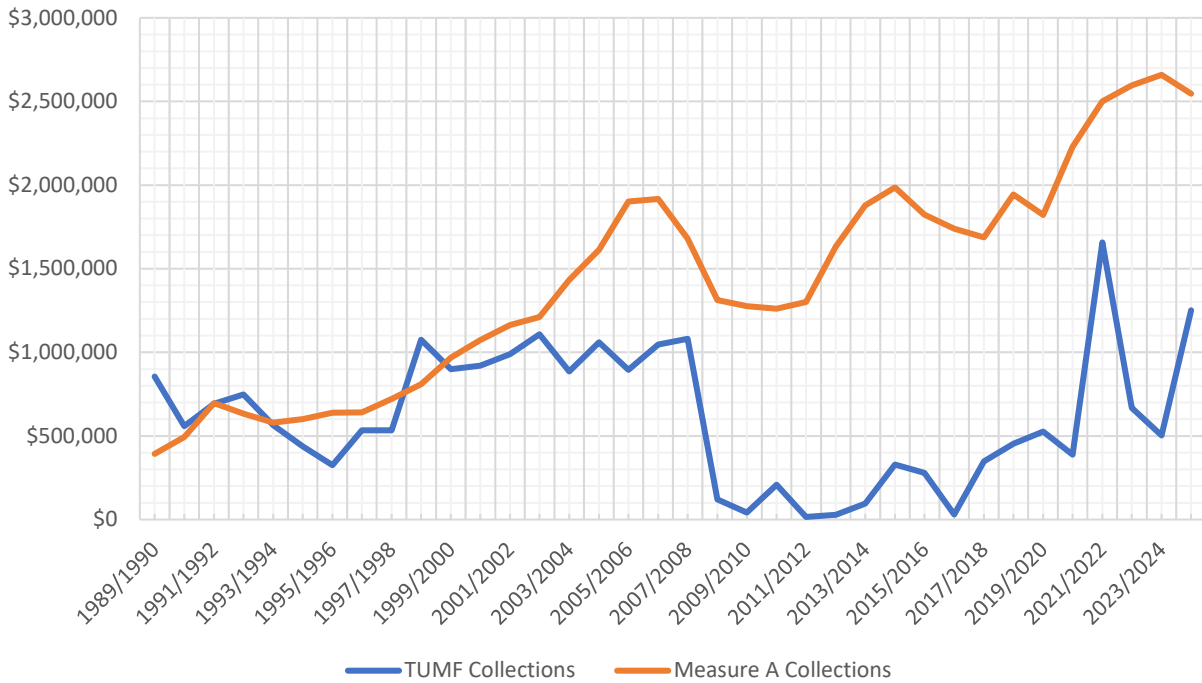


Figure 24: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Riverside County.

Congestion Management Program

The Congestion Management Program (CMP) is an effort to link land use, transportation, and air quality, to promote reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

The CMP states: "Any jurisdiction that adopts a multi-jurisdictional Transportation Uniform Mitigation Fee (TUMF) which complements the objectives of the CMP, will be found in compliance with the CMP requirements." All jurisdictions, regardless of whether or not they participate in the TUMF Program, must comply with other required elements of the CMP, such as development of deficiency plans if the actual level of service (LOS) falls below the minimum CMP requirement standard of "E", a Transportation Demand Management (TDM) plan, and adherence to the Conformance and Monitoring Process.

Measure A funds are distributed to local jurisdictions for local street and road projects. These funds are distributed by the Riverside County Transportation Commission (RCTC), based on a Coachella Valley formula that applies a 50% weight to the proportionate share of dwelling units and a 50% weight to taxable sales generated. The CMP requires, as of January 1, 1992, that all new development be tracked in non-TUMF jurisdictions, and calculations performed annually, to demonstrate an equitable share of Measure A funds towards the Regional Arterial Program.

CVAG Monitoring Process

To meet requirements of the CMP, In-Lieu jurisdictions forward copies of their approved Building Activity Report (or its equivalent) to CVAG on a monthly basis. CVAG staff reviews the report and requests copies of building permits issued for all development subject to TUMF. Data is then extracted from the building permits and entered into the jurisdiction's database as if the jurisdiction was participating in the TUMF program. Estimation is obtained when fees are calculated on development subject to TUMF.

The City of La Quinta began participation in the TUMF Program in April 2013. Prior to its participation in the collection of TUMF, La Quinta forfeited its local Measure A to the Regional Arterial Program on a monthly basis. The amount of local Measure A was tracked and compared with estimated revenue that would have been generated if TUMF had been collected. CVAG has recovered all Measure A funds from La Quinta as of September 30, 2019.

Table 3: Expenditures on Measure A & TUMF eligible projects.

Project Description	Lead Agency ¹	Project Cost	Approved CVAG Share	Actual Expenditures Prior to FY 20/21	Actual Expenditures FY 20/21	Actual Expenditures FY 21/22	Actual Expenditures FY 22/23	Actual Expenditures FY 23/24	Actual Expenditures FY 24/25	Total Expenditures to Date
Interchanges										
Interchange Preparation Fund	Various	\$ 14,049,238.75	\$ 14,239,238.75	\$ 10,710,244.09	\$ 123,407.25	\$ 1,117,659.82	\$ 126,256.32	\$ -	\$ -	\$ 12,077,567.48
Jackson St/I-10 IC	COR	\$ 8,300,000.00	\$ 6,225,000.00	\$ 3,158,323.21	\$ 197,655.55	\$ 207,548.27	\$ 814,080.38	\$ 1,309,523.08	\$ 364,815.72	\$ 6,051,946.21
Monroe St/I-10 IC	COR	\$ 14,137,200.00	\$ 12,102,900.00	\$ 3,012,533.29	\$ 193,912.35	\$ 2,057,142.74	\$ 2,356,838.77	\$ 1,535,067.57	\$ 1,127,667.86	\$ 10,283,162.58
Portola Ave./I-10 IC	COR	\$ 72,100,000.00	\$ 13,061,250.00	\$ 2,617,874.21	\$ 1,072,227.29	\$ 193,216.51	\$ 9,524.71	\$ 84,719.79	\$ -	\$ 3,977,562.51
Jefferson St/I-10 IC	COR	\$ 77,886,000.00	\$ 42,160,000.00	\$ 28,161,106.51	\$ 45,660.46	\$ -	\$ -	\$ -	\$ -	\$ 28,206,766.97
Avenue 50/I-10 IC	COA	\$ 2,800,000.00	\$ 2,300,768.00	\$ 2,300,768.00	\$ -	\$ -	\$ 74,328.13	\$ 90,093.41	\$ 10,128.19	\$ 2,475,317.73
Da Vall/I-10 Interchange	CC	\$ 1,531,974.09	\$ 1,531,974.09	\$ -	\$ -	\$ 5,133.59	\$ 12,424.24	\$ 3,137.58	\$ 20,695.41	\$ 41,390.82
Palm Dr./Gene Autry Tr./I-10 IC	COR	\$ 38,603,000.00	\$ 25,931,000.00	\$ 6,740,975.90	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,740,975.90
Subtotal Interchanges:		\$ 229,407,412.84	\$ 117,552,130.84	\$ 56,701,825.21	\$ 1,632,862.90	\$ 3,580,700.93	\$ 3,393,452.55	\$ 3,022,541.43	\$ 1,523,307.18	\$ 69,854,690.20
Bridges										
Cathedral Canyon Bridge	CC	\$ 22,038,000.00	\$ 2,577,092.58	\$ 263,139.60	\$ 566,210.51	\$ 1,483,574.17	\$ 140,936.59	\$ 131,637.33	\$ -	\$ 2,585,498.20
Ave. 66 Grade Separation	COR	\$ 23,490,000.00	\$ 16,964,667.00	\$ 10,119,447.42	\$ 3,618,244.59	\$ 1,972,967.32	\$ 520,473.80	\$ 217,498.59	\$ 106,763.62	\$ 16,555,395.34
Ramon Bridge Widening	PS	\$ 35,998,000.00	\$ 8,146,500.00	\$ 1,469,846.23	\$ 309,688.89	\$ 73,832.48	\$ 243,326.70	\$ 3,400.75	\$ 155,869.99	\$ 2,255,963.04
Vista Chino Bridge (across WWR)	PS	\$ 114,700.00	\$ 8,172,375.00	\$ 344,512.89	\$ 4,761.79	\$ 15,482.11	\$ 19,147.18	\$ 54,859.61	\$ 5,221.08	\$ 443,984.66
Dune Palms Bridge over WWR	LQ	\$ 19,993,000.00	\$ 9,119,730.00	\$ 1,820,268.75	\$ 279,840.58	\$ 286,611.62	\$ 903,950.33	\$ 2,660,529.26	\$ 466,544.91	\$ 6,417,745.45
South Palm Canyon Bridge	PS	\$ 101,968.00	\$ 865,326.00	\$ 104,050.11	\$ 32,812.83	\$ 3,655.26	\$ 1,841.91	\$ 1,032.28	\$ 57,912.79	\$ 201,355.18
East Palm Canyon Bridge	PS	\$ 102,083.00	\$ 1,109,611.00	\$ 66,171.22	\$ 133,408.85	\$ 68,413.95	\$ 77,636.36	\$ 11,121.89	\$ 920.78	\$ 357,673.05
Ave. 50 Bridge (WWR & SR86)	COA	\$ 7,407,835.00	\$ 5,535,626.00	\$ 792,806.48	\$ 46,490.43	\$ 554,688.77	\$ 210,037.69	\$ 41,378.11	\$ 462,979.52	\$ 2,108,381.00
Avenue 44 Bridge (across WWR)	Indio	\$ 19,230,000.00	\$ 3,216,000.00	\$ 467,884.63	\$ 40,253.53	\$ 32,670.39	\$ 26,184.92	\$ 24,795.02	\$ 699,191.55	\$ 1,260,980.04
Frank Sinatra Bridge (across WWR)	RM	\$ 35,290,000.00	\$ 4,548,658.00	\$ 213,272.76	\$ 37,034.59	\$ 20,409.04	\$ -	\$ -	\$ -	\$ 270,716.39
Date Palm Bridge (across WWR)	CC	\$ 18,703,000.00	\$ 1,608,925.00	\$ 1,277,163.12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,277,163.12
Airport Blvd Bridge	COR	\$ 6,600,000.00	\$ 4,950,000.00	\$ -	\$ -	\$ -	\$ -	\$ 58,759.72	\$ 377,973.00	\$ 436,732.72
Avenue 50 Bridge over the La Quinta Evacuation Channel	LQ	\$ 5,133,000.00	\$ 3,849,750.00	\$ -	\$ -	\$ -	\$ -	\$ 5,639.26	\$ 19,396.57	\$ 25,035.83
Indian Canyon Ave. (from Garnet to and incl. RR crossing)	PS	\$ 21,500,000.00	\$ 7,500,000.00	\$ 1,591,985.36	\$ 197,060.49	\$ 297,090.52	\$ 168,139.25	\$ 651,596.09	\$ 649,726.60	\$ 3,555,598.31
Subtotal Bridges:		\$ 215,701,586.00	\$ 83,114,260.58	\$ 18,530,548.57	\$ 5,265,805.08	\$ 4,809,395.63	\$ 2,311,674.73	\$ 3,862,297.91	\$ 3,002,500.41	\$ 37,782,222.33
Arterial Links										
North Indian Canyon (20th to Dillon)	COR	\$ 4,788,000.00	\$ 3,591,000.00	\$ 2,042,251.51	\$ 194,697.22	\$ 2,524,828.32	\$ -	\$ -	\$ -	\$ 4,761,777.05
Avenue 48 - Van Buren to Dillon	COR	\$ 4,700,000.00	\$ 3,525,000.00	\$ 595,794.31	\$ 135,207.55	\$ 84,515.52	\$ 191,183.18	\$ 1,064,301.09	\$ 544,674.78	\$ 2,615,676.41
Madison St. (from Ave. 52 to Indio Blvd.)	Indio	\$ 46,250,000.00	\$ 24,204,794.00	\$ 20,984,861.52	\$ 242,336.24	\$ 75,455.97	\$ 475,149.12	\$ 403,799.37	\$ 27,346.88	\$ 22,208,949.10
Jefferson St/Vanier Road north of I-10	Indio	\$ 6,000,000.00	\$ 4,500,000.00	\$ 1,611,753.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,611,753.83
Date Palm Drive North of I-10	CC	\$ 3,116,000.00	\$ 2,337,000.00	\$ 464,133.55	\$ -	\$ -	\$ -	\$ -	\$ 77,287.55	\$ 541,421.10
Avenue 50 (Calhoun to Harrison)	COA	\$ 4,500,000.00	\$ 3,375,000.00	\$ 285,855.70	\$ 209,539.78	\$ 57,860.01	\$ 665,318.06	\$ 172,300.63	\$ 254,150.58	\$ 1,645,014.76
Avenue 50 (SR86 to I-10)	COA	\$ 1,820,000.00	\$ 1,365,000.00	\$ 745,952.42	\$ 273,472.69	\$ -	\$ 345,574.89	\$ -	\$ -	\$ 1,365,000.00
2017 ATP Regional Bicycle/Pedestrian Safety Program	Various	\$ 14,627,890.00	\$ 10,235,384.00	\$ 5,371,972.05	\$ 1,369,680.71	\$ 1,762,498.55	\$ 1,020,987.44	\$ -	\$ -	\$ 9,525,138.75
Fred Waring/Washington Street Intersection	LQ	\$ 1,860,745.00	\$ 1,395,555.00	\$ 252,092.04	\$ 929,945.27	\$ 116,140.66	\$ -	\$ -	\$ -	\$ 1,298,177.97
Avenue 50 and Jackson Street Intersection Improvement	Indio	\$ 1,594,600.00	\$ 1,195,950.00	\$ 199,665.76	\$ 85,515.55	\$ 81,595.83	\$ 194,012.64	\$ 27,562.50	\$ 1,128,161.15	\$ 1,716,513.43
2019 ATP Safety Program	Various	\$ 6,472,678.00	\$ 4,854,733.50	\$ 1,520,510.45	\$ 731,836.76	\$ 523,666.71	\$ 46,122.75	\$ -	\$ -	\$ 2,822,166.67
Indian Canyon Two-way Conversion	PS	\$ 2,000,000.00	\$ 1,500,000.00	\$ -	\$ -	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ 1,500,000.00
Grapefruit Blvd. between Leoco Lane and 9th Street	COA	\$ 5,024,462.00	\$ 1,453,820.83	\$ -	\$ -	\$ -	\$ 1,453,820.78	\$ -	\$ -	\$ 1,453,820.78
Avenue 50 Widening (Jefferson St to Jackson St)	Indio	\$ 900,000.00	\$ 675,000.00	\$ -	\$ -	\$ -	\$ 18,682.50	\$ 222,735.45	\$ 106,939.10	\$ 348,357.05
Jefferson St between Ave 38 and Sun City Blvd	Indio	\$ 300,000.00	\$ 225,000.00	\$ -	\$ -	\$ -	\$ 1,648.50	\$ 90,277.87	\$ 39,998.14	\$ 131,924.51
Subtotal Arterial Links:		\$ 103,954,675.00	\$ 64,433,237.33	\$ 34,074,843.14	\$ 4,172,231.77	\$ 6,726,581.57	\$ 4,412,499.84	\$ 1,980,976.91	\$ 2,178,558.16	\$ 53,545,691.39
Total:		\$ 549,063,673.84	\$ 265,099,628.75	\$ 109,307,216.92	\$ 11,070,899.75	\$ 15,116,678.13	\$ 10,117,627.12	\$ 8,865,816.25	\$ 6,704,365.75	\$ 161,182,603.92

COR-County of Riverside, RM-Rancho Mirage, IW-Indian Wells, PD-Palm Desert, PS-Palm Springs, CC-Cathedral City, COA-Coachella LQ-La Quinta;