AREA PLAN DI		STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK MILES	-	FIN % COMPLETE INCRE	FASELN MILES TOPO LANDUSE	INTERCHG BRIDGE RRXING ITS	NEWLNCOST ROWCOST INTCHGCOS	T BRDGCOST RRXCOST	ITSCOST PLNG	ENG	CONTIG	TOTAL COST N	MAXIMUM TUMF SHARE
Central	Menifee	Ethanac	Goetz	Murrieta	Backbone 0.9		4 0%	0.00 1 2	0 0 0	0 \$0 \$0	0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Menifee	Ethanac	Murrieta	I-215	Backbone 0.9		4 0%	0.00 1 2	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Menifee	Ethanac	I-215	interchange	Backbone 0.0		0 0%	0.00 1 2	3 0 0	0 \$0 \$0 \$22,550,00				\$5,638,000 \$2,255,000		\$32,698,000
Central Central	Menifee Menifee	Ethanac Ethanac	Sherman BNSF San Jacinto Branch	Matthews railroad crossing	Backbone 0.6 Backbone 0.0		4 0% 4 0%	1.23 1 3 0.00 1 3	0 0 0		.0			\$347,000 \$199,000 18,200,000 \$7,280,000		\$2,674,000 \$105,560,000
Central	Menifee	Menifee	SR-74 (Pinacate)	Simpson	Backbone 2.5		4 88%	0.60 1 3	0 0 0		io \$0 \$72,000,0			\$170,000 \$97,000		\$1,307,000
Central	Menifee	Menifee	Salt Creek	bridge	Backbone 0.0		4 0%	0.00 1 3	0 315 0		0 \$3,024,000			\$756,000 \$302,000		\$4,384,000
Central	Menifee	Menifee	Simpson	Aldergate	Backbone 0.6		4 0%	0.00 1 3	0 0 0	0 \$0 \$0	0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Menifee	Menifee	Aldergate	Newport	Backbone 0.9		4 0%	0.00 1 3	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Menifee	Menifee	Newport	Holland	Backbone 1.0		4 0%	0.00 1 3	0 0 0		0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0
Central Central	Menifee Menifee	Menifee Menifee	Holland Garbani	Garbani Scott	Backbone 1.0 Backbone 1.0		4 0% 4 0%	0.00 1 3 2.00 1 3	0 0 0		.0 \$0 .0 \$0	\$0 \$0 \$0 \$0 \$:	\$0 226,000	\$565,000 \$324,000	\$4,353,000	\$4,353,000
Central	Menifee	Menifee/Whitewood	Scott	Murrieta City Limit			4 0%	0.00 1 3	0 0 0		0 \$0	\$0 \$0 \$.	\$0	\$0 \$0	\$0	\$0
Central		Newport	Goetz	Murrieta	Backbone 1.8		6 0%	0.00 1 3	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Menifee	Newport	Murrieta	I-215	Backbone 1.9	9 4	6 87%	0.52 1 3	0 0 0	0 \$586,000 \$254,000	0 \$0		\$59,000	\$147,000 \$84,000	\$1,130,000	\$1,130,000
Central	Menifee	Newport	I-215	Menifee	Backbone 1.0		6 0%	0.00 1 3	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Menifee	Newport	Menifee	Lindenberger	Backbone 0.7		6 0%	0.00 1 3	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Menifee	Newport	Lindenberger	SR-79 (Winchester)			6 0% 6 0%	0.00 1 3 3.96 1 3	0 0 0		0 \$0 0 \$0	\$0 \$0 \$0 \$0 \$	\$0	\$0 \$0	\$0	\$0
Central Central	Menifee Menifee	Scott Scott	I-215 I-215	Briggs interchange	Backbone 1.99 Backbone 0.0		0 0%	0.00 1 3	0 0 0		iO \$0	\$0 \$0	448,000 \$ \$0	\$1,121,000 \$642,000 \$0 \$0	\$8,635,000 \$0	\$8,635,000 \$0
Central	Menifee	Scott	Sunset	Murrieta	Backbone 1.0		4 0%	2.01 1 3	0 0 0		0 \$0	1	T -	\$570,000 \$326,000	\$4,388,000	\$4,388,000
Central	Menifee	Scott	Murrieta	I-215	Backbone 1.9	4 2	6 0%	7.77 1 3	0 0 0	0 \$8,799,000 \$3,809,000	0 \$0			\$2,200,000 \$1,261,000		\$12,949,000
Central	Menifee	SR-74	Matthews	Briggs	Backbone 1.8		6 0%	3.79 1 3	0 0 0		0 \$0			\$1,071,000 \$614,000		\$8,254,000
Central	Moreno Valley		I-215	Perris	Backbone 3.5		6 75%	1.76 1 2	0 0 0		0 \$0			\$498,000 \$1,157,000		\$13,420,000
Central Central	Moreno Valley Moreno Valley		Perris Nason	Nason Moreno Beach	Backbone 2.0 Backbone 0.9		2 0% 2 0%	0.00 1 2 0.00 1 2	0 0 0		0 \$0 0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Central	Moreno Valley		Moreno Beach	Gilman Springs	Backbone 4.1		4 0%	8.26 1 3	0 0 0		0 \$0	1.	ΨΟ	\$2,339,000 \$1,340,000	\$18,019,000	\$18,019,000
Central	Moreno Valley		SR-60	Alessandro	Backbone 1.6		4 0%	3.34 1 3	0 0 0		0 \$0			\$946,000 \$542,000		\$7,291,000
Central	Moreno Valley		SR-60	interchange	Backbone 0.0	0 0	0 0%	0.00 1 3	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Moreno Valley		Reche Vista	Ironwood	Backbone 2.0		2 0%	0.00 1 2	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Moreno Valley		Ironwood	Sunnymead	Backbone 0.5		4 80%	0.00 1 2	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Moreno Valley		SR-60	interchange	Backbone 0.0		0 0% 4 25%	0.00 1 2 0.00 1 2	3 0 0	0 \$0 \$0 \$22,550,00	0 \$0 0 \$0	\$0 \$0 \$2,5 \$0 \$0	255,000 \$ \$0	\$5,638,000 \$2,255,000 \$0 \$0	\$32,698,000	\$11,192,000
Central Central	Moreno Valley Moreno Valley		Sunnymead Cactus	Cactus Harley Knox	Backbone 2.0 Backbone 3.6		6 0%	0.00 1 2	0 0 0		iO \$0	\$0 \$0 \$0	\$0 \$0	\$0 \$0	, \$Ο . \$Ω	\$0 \$0
Central	Moreno Valley		Country	Heacock	Backbone 0.4		4 0%	0.88 2 2	0 0 0		0 \$0		T	\$383,000 \$632,000	\$7,486,000	\$3,799,000
Central	Perris	11th/Case	Perris	Goetz	Backbone 0.3		4 0%	0.60 1 2	0 0 0	0 \$680,000 \$3,269,000	0 \$0		\$68,000	\$170,000 \$395,000		\$4,582,000
Central	Perris	Case	Goetz	I-215	Backbone 2.3		4 42%	2.74 1 2	0 0 0	7-7-1-7-1-7	0 \$0			\$775,000 \$1,799,000		\$20,876,000
Central	Perris	Case	San Jacinto River	bridge	Backbone 0.0		4 0%	0.00 1 2	0 125 0		0 \$1,200,000			\$300,000 \$120,000		\$1,235,000
Central	Perris	Ethanac	Keystone	Goetz	Backbone 2.2		2 38% 2 0%	2.78 1 3	0 0 0	0 \$3,144,000 \$1,361,000	0 \$0			\$786,000 \$451,000		\$6,056,000 \$5,568,000
Central Central	Perris Perris	Ethanac Ethanac	San Jacinto River I-215	bridge Sherman	Backbone 0.0 Backbone 0.3		4 0%	0.00 1 3	0 400 0	0 \$0 \$0 \$0 0 \$789,000 \$3,793,000	0 \$3,840,000	1		\$960,000 \$384,000 \$197,000 \$458,000		\$5,316,000
Central	Perris	Goetz	Case	Ethanac	Backbone 2.1		4 84%	0.69 1 3	0 0 0	0 \$782,000 \$339,000	0 \$0			\$196,000 \$112,000		\$999,000
Central	Perris	Goetz	San Jacinto River	bridge	Backbone 0.0		4 0%	0.00 1 3	0 400 0		0 \$3,840,000	1		\$960,000 \$384,000		\$3,398,000
Central	Perris	Mid-County (Placentia)	I-215	Perris	Backbone 0.8	7 0	4 41%	2.05 1 2	0 0 0	0 \$2,324,000 \$11,169,000	0 \$0	\$0 \$0 \$	232,000	\$581,000 \$1,349,000	\$15,655,000	\$15,655,000
Central	Perris	Mid-County (Placentia)	I-215	interchange	Backbone 0.0		0 0%	0.00 1 2	0 0 0	0 \$0 \$0	0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Perris	Mid-County (Placentia)	Perris	Evans	Backbone 1.5		4 52% 4 0%	3.01 1 2	0 0 0		0 \$0			\$853,000 \$1,981,000		\$22,985,000
Central Central	Perris Perris	Mid-County (Placentia) Perris	Perris Valley Storm Channel Harley Knox	bridge Ramona	Backbone 0.0 Backbone 1.0		4 0% 6 0%	0.00 1 2 0.00 1 3	0 300 0	0 \$0 \$0	0 \$5,760,000	\$0 \$0 \$. \$0 \$0	576,000 \$ \$0	\$1,440,000 \$576,000	\$8,352,000	\$8,352,000
Central	Perris	Perris	Ramona	Citrus	Backbone 2.4		6 35%	3.24 1 3	0 0 0	0 \$3,667,000 \$1,587,000	0 \$0		T	\$917,000 \$525,000	\$7,063,000	\$7,063,000
Central	Perris	Perris	Citrus	Nuevo	Backbone 0.5		6 0%	0.00 1 3	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Perris	Perris	Nuevo	11th	Backbone 1.7	5 2	4 74%	0.91 1 2	0 0 0	0 \$1,028,000 \$4,942,000	0 \$0	\$0 \$0 \$	103,000	\$257,000 \$597,000	\$6,927,000	\$6,927,000
Central	Perris	Perris	I-215 overcrossing	bridge	Backbone 0.0		4 0%	0.00 1 2	0 300 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Perris	Ramona	I-215	Perris	Backbone 1.4		6 77%	0.66 1 2	0 0 0	φ, ισ,σσσ φσ,σ,σ,σσσ	0 \$0			\$187,000 \$434,000		\$5,039,000
Central Central	Perris Perris	Ramona Ramona	I-215 Perris	interchange Evans	Backbone 0.0 Backbone 1.0		0 0% 6 0%	0.00 1 2 0.00 1 2	0 0	0 \$0 \$0 \$22,550,00 0 \$0 \$0	0 \$0 0 \$0	\$0 \$0 \$2,5 \$0 \$0	255,000 \$ \$0	\$5,638,000 \$2,255,000 \$0 \$0	\$32,698,000	\$7,725,000
Central	Perris	Ramona	Evans	Mid-County (2,800			4 0%	0.00 1 2	0 0 0		0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0
Central	Perris	SR-74 (4th)	Ellis	I-215	Backbone 2.3	3 4	4 0%	0.00 1 2	0 0 0	0 \$0 \$0	0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central	Unincorporated		SR-74	Keystone	Backbone 1.0		2 0%	2.14 1 3	0 0 0		0 \$0			\$606,000 \$347,000		\$4,666,000
Central	Unincorporated		Alessandro	Bridge Road	Backbone 5.0		4 0%	9.99 2 3	0 0 0		0 \$0			\$4,347,000 \$2,229,000		\$30,601,000
Central Central	Unincorporated Unincorporated		Nuevo Evans	SR-74 (Pinacate) Ramona (2,800 ft l			4 6% 4 0%	7.65 1 3 3.08 3 3	0 0 0		0 \$0 0 \$0			\$2,166,000 \$1,241,000 \$1,810,000 \$875,000		\$16,684,000 \$12,156,000
Central		Mid-County (Ramona)	Ramona (2,800 ft E of Rider)	Pico Avenue	Backbone 0.4		4 0%	0.00 1 3	0 0 0	, , , , , , , , , , , , , , , , , , , ,	0 \$0	\$0 \$0	\$0 \$0	\$0.510,000 \$073,000	\$12,136,000	\$12,136,000
Central		Mid-County (Ramona)	Pico Avenue	Bridge Road	Backbone 5.9		6 8%	21.91 1 3	0 0 0	0 \$24,800,000 \$10,735,000	0 \$0			\$6,200,000 \$3,554,000	\$47,769,000	\$47,769,000
Central	Unincorporated	Mid-County (Ramona)	San Jacinto River	bridge	Backbone 0.0	2	6 0%	0.00 1 3	0 1,300 0	0 \$0 \$0	0 ######		496,000 \$	\$6,240,000 \$2,496,000	\$36,192,000	\$36,192,000
Central	Unincorporated		San Bernardino County	Reche Vista	Backbone 3.3		2 0%	0.00 3 3	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Central Central	Unincorporated Unincorporated		Reche Canyon	Country	Backbone 1.2 Backbone 3.0		2 0% 2 0%	0.00 2 2 0.00 1 3	0 0 0		0 \$0 0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Central	Unincorporated		Briggs Ethanac	SR-79 (Winchester) Ellis	Backbone 2.7		4 0%	0.00 1 3	0 0 0		iO \$0	\$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0	\$0 \$0
Northwest	Corona	Cajalco	I-15	Temescal Canyon			4 0%	0.00 1 2	0 0 0		0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0
Northwest	Corona	Cajalco	I-15	interchange	Backbone 0.0		0 0%	0.00 1 2	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Northwest	Corona	Foothill	Paseo Grande	Lincoln	Backbone 2.6		4 0%	0.00 3 3	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Northwest	Corona	Foothill	Wardlow Wash	bridge	Backbone 0.0		4 0%	0.00 3 3	0 300 0		0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0
Northwest Northwest	Corona Corona	Foothill Foothill	Lincoln California	California I-15	Backbone 2.8 Backbone 0.8		4 0% 4 0%	0.00 1 2 0.00 1 2	0 0 0		0 \$0 0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Northwest	Corona	Green River	SR-91	Dominguez Ranch			6 0%	0.00 1 2	0 0 0		0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0
Northwest	Corona	Green River	Dominguez Ranch	Palisades	Backbone 0.5		6 0%	0.00 2 2	0 0 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Northwest	Corona	Green River	Palisades	Paseo Grande	Backbone 2.0	1 4	4 0%	0.00 2 2	0 0 0	0 \$0 \$0	0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Northwest	Eastvale	Schleisman	San Bernardino County	600' e/o Cucamoi			6 0%	0.00 1 2	0 0 0		0 \$0			\$112,000 \$45,000		\$648,000
Northwest	Eastvale	Schleisman	Cucamonga Creek	bridge	Backbone 0.0		6 0%	0.00 1 2	0 200 0		0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Northwest Northwest	Eastvale Eastvale	Schleisman Schleisman	600' e/o Cucamonga Creek Harrison	Harrison Sumner	Backbone 0.8 Backbone 0.4		6 0% 4 0%	0.00 1 2 0.00 1 2	0 0 0		0 \$0 0 \$0		\$60,000 \$34,000	\$149,000 \$60,000 \$84,000 \$34,000		\$866,000 \$488,000
Northwest	Eastvale	Schleisman	Sumner	Scholar	Backbone 0.5		4 0%	1.00 1 2	0 0 0		iO \$0			\$283,000 \$657,000		\$7,625,000
Northwest	Eastvale	Schleisman	Scholar	A Street	Backbone 0.3		6 95%	0.02 1 2	0 0 0		0 \$0		\$2,000	\$5,000 \$10,000		\$119,000
Northwest	Eastvale	Schleisman	A Street	Hamner	Backbone 0.2	7 4	6 95%	0.03 1 2	0 0 0	0 \$31,000 \$149,000	0 \$0	\$0 \$0	\$3,000	\$8,000 \$18,000	\$209,000	\$209,000
Northwest		Van Buren	SR-60	Bellegrave	Backbone 1.5		6 0%	3.14 1 2	0 0 0		0 \$0			\$888,000 \$2,062,000		\$10,461,000
Northwest		Van Buren	Bellegrave	Santa Ana River	Backbone 3.9		6 0%	7.99 1 2	0 0 0		0 \$0			\$2,260,000 \$5,249,000		\$0
Northwest	Riverside	Alessandro Arlinaton	Arlington La Sierra	Trautwein	Backbone 2.4 Backbone 5.8		6 0% 4 0%	0.00 2 2 0.00 1 2	0 0 0		0 \$0 0 \$0	\$0 ###### \$ \$0 \$0	166,000 \$0	\$416,000 \$166,000 \$0 \$0		\$2,410,000 \$0
Northwest Northwest	Riverside Riverside	Arlington Arlington	La Sierra Magnolia	Magnolia Alessandro	Backbone 5.8 Backbone 2.7		4 0% 6 0%	5.46 2 2	0 0 0		50 50 \$0			\$2,376,000 \$3,922,000		\$0 \$46,465,000
Northwest	Riverside	Van Buren	Santa Ana River	SR-91	Backbone 3.8		6 91%	0.69 1 2	0 0 0		0 \$0			\$194,000 \$451,000		\$4,392,000
Northwest	Riverside	Van Buren	SR-91	Mockingbird Cany			6 16%	5.18 1 2	0 0 0	0 \$5,863,000 \$28,174,000	0 \$0	\$0 \$0 \$		\$1,466,000 \$3,404,000		\$21,292,000
Northwest	Riverside	Van Buren	Wood	Trautwein	Backbone 0.4	3 6	6 0%	0.00 1 2	0 0 0	0 \$0 \$0	0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0
Northwest	Riverside	Van Buren	Trautwein	Orange Terrace	Backbone 1.2		6 22%	0.99 1 2			0 \$0			\$281,000 \$653,000		\$7,574,000
Northwest Northwest	Unincorporated Unincorporated		Trautwein Vista Grande	Vista Grande I-215	Backbone 1.2 Backbone 1.2		6 0% 6 0%	0.00 2 2 0.00 2 2	0 0 0		0 \$0 0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
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EXHIBIT F	-2 TUMF Network Detailed	Cost Estimate - Exist	ling Need an	d Obligate	d Fundir	ng																	Updated: July 23, 2024
AREA PLAN DI	T CITY STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN FU	TURELN % C	OMPLETE INC	REASELN MILES	TOPO LAN	DUSE INTE	ERCHG BF	RIDGE R	rxing its	NEWLNCOST ROWCOST	INTCHGCOST	BRDGCOST RRXC	OST ITSO	COST P	'LNG E	NG CONTIG	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Unincorporated Cajalco	El Sobrante	Harley John	Backbone	0.86	2	6	0%	3.46	2	3	0	0	0	0 \$6,012,000 \$1,693,000	\$0	\$0	\$0	\$0	\$601,000	\$1,503,000 \$771,00	00,580,00	\$9,817,000
Northwest	Unincorporated Cajalco	Harley John	Harvil	Backbone	5.81	2	6	6%	21.83	1	2	0	0	0	0 \$24,716,000 ########	<b>#</b> \$0	\$0	\$0	\$0	\$2,472,000	\$6,179,000 \$14,349,00	00 \$166,492,00	\$166,492,000
Northwest	Unincorporated Cajalco	Harvil	I-215	Backbone	0.28	4	6	0%	0.57	1	3	0	0	0	0 \$643,000 \$278,000	\$0	\$0	\$0	\$0	\$64,000	\$161,000 \$92,00	00 \$1,238,00	\$1,238,000
Northwest	Unincorporated Cajalco	Temescal Canyon	La Sierra	Backbone	3.21	2	6	2%	12.57	3	3	0	0	0	0 \$29,533,000 \$6,158,000	\$0	\$0	\$0	\$0	\$2,953,000	\$7,383,000 \$3,569,00	00 \$49,596,00	\$35,953,000
Northwest	Unincorporated Cajalco	Temescal Wash	bridge	Backbone	0.00	2	6	0%	0.00	3	3	0	175	0	0 \$0 \$0	\$0	\$3,360,000	\$0	\$0	\$336,000	\$840,000 \$336,00	00 \$4,872,00	\$1,907,000
Northwest	Unincorporated Cajalco	La Sierra	El Sobrante	Backbone	6.11	2	6	0%	24.44	3	3	0	0	0	0 \$57,434,000 \$11,976,000	\$0	\$0	\$0	\$0	\$5,743,000	\$14,359,000 \$6,941,00	00 \$96,453,00	\$96,453,000
Northwest	Unincorporated Van Buren	Mockingbird Canyon	Wood	Backbone	4.42	4	6	0%	8.84	1	2	0	0	0	0 \$10,010,000 \$48,104,000	\$0	\$0	\$0	\$0	\$1,001,000	\$2,503,000 \$5,811,00	00 \$67,429,00	\$67,429,000
Northwest	Unincorporated Van Buren	Orange Terrace	I-215	Backbone	1.89	6	6	0%	0.00	1	2	0	0	0	0 \$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	50 \$	\$0

AREA PLAN DI		STREETNAME	SEGMENTFROM	SEGMENTTO			<u> </u>	JTURELN % CC	DMPLETE INC	REASELN MILES TOP	O LANDUS	SE INTERCHG E	BRIDGE RRXII	NG ITS	NEWLNCOST	ROWCOST	INTCHGCOS	BRDGCOST RRXCOST ITS	COST PLNG	EN	IG CONTIC	TOTAL COST	MAXIMUM TUMF SHARE
Pass	Banning	Highland Springs	Wilson (8th)	Sun Lakes	Backbone	0.76	4	4	0%	0.00	1	2 0	0	0	0 \$0	\$0	\$	\$0 \$0	\$0	\$0	\$0	\$0 \$0	\$0
Pass	Banning	Highland Springs	I-10	interchange	Backbone	0.00	0	0	0%	0.00	1	2 2	0	0	0 \$0	\$0 \$0	, ., ,		\$0 \$4 \$0	,349,000 \$0	\$10,873,000 \$4,349	\$63,061,000, \$0 \$63,061,000	
Pass Pass	Banning Banning	Highland Springs Highland Springs	Oak Valley (14th) Cherry Valley	Wilson (8th) Oak Valley (14th)	Backbone Backbone	0.73 1.53	2	2	0% 0%	0.00 0.00	1	2 0	0	0	0 \$0	\$0 \$0	بر ا\$:		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	φυ \$0
Pass	Banning	I-10 Bypass South	I-10	Morongo Trail (Ap		3.29	0	2	0%	6.57	1	2 0	0	Ō	0 \$7,439,000	\$35,748,000	\$1	\$0 \$0	\$0 5	5744,000	\$1,860,000 \$4,319	,000 \$50,110,000	\$50,110,000
Pass	Banning	I-10 Bypass South	I-10	interchange	Backbone	0.00	0	0	0%	0.00	1	2 2	0	0	0 \$0	\$0				,349,000	\$10,873,000 \$4,349		
Pass	Banning	I-10 Bypass South	San Gorgonio	bridge	Backbone	0.00	0	2	0%	0.00	1	2 0	300	0	0 \$0	\$0	,			288,000	\$720,000 \$288		
Pass	Banning Beaumont	I-10 Bypass South Beaumont	UP/Hargrave Oak Valley (14th)	railroad crossing I-10	Backbone Backbone	0.00 1.37	0	2	0% 0%	0.00 0.00	1	2 0	0	0	0 \$0	\$0 \$0	,	1 . 1	\$0 \$3 \$0	,640,000 \$0	\$9,100,000 \$3,640	,000 \$52,780,000 \$0 \$0	\$52,780,000
Pass Pass	Beaumont Beaumont	Potrero	Oak Valley (San Timoteo Can		Backbone	0.72	2	4	65%	0.50	1	3 0	0	0	0 \$571,000	7.	т.	1.	\$0	\$57,000	\$143,000 \$82	T- T-	\$1,100,000
Pass	Beaumont	Potrero	SR-60	interchange	Backbone	0.00	0	0	0%	0.00	1	3 2	Ö	Ō	0 \$0	\$0		\$0 \$0	\$0 \$4	,349,000	\$10,873,000 \$4,349		
Pass	Beaumont	Potrero	UP	railroad crossing	Backbone	0.00	4	4	0%	0.00	1	3 0	0	2	0 \$0	\$0	,	1 . 1		,760,000	\$6,900,000 \$2,760	,000 \$40,020,000	\$40,020,000
Pass	Beaumont	Potrero	Noble Creek	bridge	Backbone	0.00	4	4	0% 0%	0.00	1	3 0	500	0	0 \$0	\$0 \$0	т.	7" 7"	\$0 #0	\$0 \$0	\$0 ©0	\$0 \$0 \$0 \$0	\$0
Pass Pass	Beaumont Beaumont	Potrero SR-79 (Beaumont)	SR-60 I-10	4th California	Backbone Backbone	0.45 1.15	4	4	0%	0.00 0.00	1	2 0	0	0	0 \$0	\$0 .\$0	т.	7" 7"	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	
Pass	Beaumont	SR-79 (Beaumont)	I-10	interchange	Backbone	0.00	0	0	0%	0.00	i	2 2	0	0	0 \$0	\$0	т.	7" 7"	1 -	,349,000	\$10,873,000 \$4,349	T- T-	\$7,408,000
Pass	Calimesa	Cherry Valley	I-10	interchange	Backbone	0.00	Ö	Ö	0%	0.00	1	3 2	Ö	Ō	0 \$0	\$0			1	,349,000	\$10,873,000 \$4,349		
Pass	Calimesa	Cherry Valley	Roberts St	Roberts Rd	Backbone	0.70	2	4	0%	1.40	1	3 0	0	0	0 \$1,585,000	\$686,000	\$1	\$0 \$0		159,000	\$396,000 \$227		
Pass	Unincorporated		Bellflower	Noble	Backbone	1.47	0	2	0%	2.94	1	3 0	0	0	0 \$3,328,000	\$1,441,000	\$1	7" 7"		333,000	\$832,000 \$477	,000 \$6,411,000	\$6,411,000
Pass Pass	Unincorporated Unincorporated		Highland Springs Noble	Bellflower Roberts St	Backbone Backbone	0.44 3.25	2	2	0% 0%	0.00 0.00	1	3 0	0	0	0 \$0	\$0 \$0	\$\ \$\	7" 7"	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$C \$0 \$C	\$U \$O
Pass	Unincorporated		San Timoteo Wash	bridge	Backbone	0.00	2	2	0%	0.00	i	3 0	300	0	0 \$0	\$0	\$		\$0	\$0	\$0 \$0	\$0 \$0	\$0
Pass		d SR-79 (Lamb Canyon)	California	Gilman Springs	Backbone	5.23	4	4	0%	0.00	2	3 0	0	0	0 \$0	\$0	\$	1.	\$0	\$0	\$0	\$0 \$0	\$0
San Jacinto	Hemet	Domenigoni	Warren	Sanderson	Backbone	1.77	4	6	0%	3.54	1	3 0	0	0	0 \$4,011,000	\$1,736,000	\$1	1.		401,000	\$1,003,000 \$575	,000 \$7,726,000	\$7,726,000
San Jacinto	Hemet	Domenigoni	Sanderson	State	Backbone	2.14	4	4	0%	0.00	1	3 0	0	0	0 \$0	\$0	\$1		\$0	\$0	\$0	\$0 \$0	\$0
San Jacinto	Hemet	SR-74 Mid-County (Ramona)	Winchester	Warren	Backbone	2.59	4	6	11% 0%	4.62 0.00	1	2 0	0	0	0 \$5,227,000	\$25,117,000	\$\ \$\	7" 7"	\$0 \$ \$0	5523,000	\$1,307,000 \$3,034	,000 \$35,208,000	\$35,208,000
San Jacinto San Jacinto	San Jacinto San Jacinto	Mid-County (Ramona)	Warren Sanderson/SR-79 (Hemet Byp	Sanderson as interchange	Backbone Backbone	1.73 0.00	0	4	0%	0.00	1	2 0	0	0	0 \$0	\$0 .\$0	,	1.	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	. \$0 \$∩
San Jacinto	San Jacinto	Ramona	Sanderson	State	Backbone	2.39	6	6	0%	0.00	i	2 0	ő	0	0 \$0	\$0	\$1		\$0	\$0	\$0	\$0 \$0	\$0
San Jacinto	San Jacinto	Ramona	State	Main	Backbone	2.66	4	4	0%	0.00	1	2 0	0	0	0 \$0	\$0	\$1	\$0 \$0	\$0	\$0	\$0	\$0 \$0	, \$0
San Jacinto	San Jacinto	Ramona	Main	Cedar	Backbone	2.40	0	4	57%	4.13	1	2 0	0	0	0 \$4,679,000	\$22,485,000		1.		468,000	\$1,170,000 \$2,716	,000 \$31,518,000	\$26,928,000
San Jacinto	San Jacinto	Ramona	Cedar	SR-74	Backbone	1.10	4	4	0%	0.00	1	2 0	0	0	0 \$0	\$0	\$1	7" 7"	\$0	\$0	\$0	\$0 \$0	\$0
San Jacinto	Unincorporated Unincorporated		SR-79 (Winchester) San Diego Aqueduct	Warren bridge	Backbone Backbone	3.10 0.00	4	6	0% 0%	6.20 0.00	1	3 0	300	0	0 \$7,013,000	\$3,036,000	\$\ \$\	1.		3701,000 3288,000	\$1,753,000 \$1,005 \$720,000 \$288		
San Jacinto San Jacinto		d Gilman Springs	Bridge	Sanderson	Backbone	2.95	2	2	0%	0.00	1	3 0	0	0	0 \$0	\$0 \$0	Φ' \$(		\$0	\$0	\$720,000 \$200 \$0	\$0 \$4,178,000 \$0 \$1	\$4,176,000
San Jacinto		d Mid-County (Ramona)	Bridge	Warren	Backbone	2.35	2	4	10%	4.23	i	3 0	Ö	Ö	0 \$4,787,000	\$2,072,000	\$	7" 7"	T-	479,000	\$1,197,000 \$686	,000 \$9,221,000	\$9,221,000
San Jacinto	Unincorporated	d SR-74	Briggs	SR-79 (Winchester	r) Backbone	3.54	4	6	0%	7.07	1	3 0	0	0	0 \$8,004,000	\$3,465,000	\$1			000,008	\$2,001,000 \$1,147	,000 \$15,417,000	
San Jacinto		d SR-79 (Hemet Bypass)	SR-74 (Florida)	Domenigoni	Backbone	3.22	0	2	1%	6.38	1	3 0	0	0	0 \$7,217,000	\$3,124,000	\$1	7" 7"		722,000	\$1,804,000 \$1,034		
San Jacinto		d SR-79 (Hemet Bypass)	San Diego Aqueduct	bridge Winchester	Backbone	0.00 1.50	0	2	0% 0%	0.00 3.00	1	3 0	300	•	0 \$0 0 \$3,396,000	\$0	\$\ .\$\			\$288,000 \$340,000	\$720,000 \$288 \$849,000 \$487		
San Jacinto San Jacinto		d SR-79 (Hemet Bypass) d SR-79 (San Jacinto Bypass)	Domenigoni Mid-County (Ramona)	SR-74 (Florida)	Backbone Backbone	6.50	0	4	0%	26.00	1	3 0	0	0	0 \$29,432,000	, ,	φ \$i	7" 7"		,943,000	\$7,358,000 \$4,217		
San Jacinto		d SR-79 (Sanderson)	Gilman Springs	Ramona	Backbone	1.58	4	6	0%	3.16	i	3 0	ő	0		\$1,550,000	\$1	7" 7"	1	358,000	\$896,000 \$513		
San Jacinto		d SR-79 (Sanderson)	San Jacinto River	bridge	Backbone	0.00	4	6	0%	0.00	1	3 0	1,400	0	0 \$0	\$0	\$1	) ###### \$O		,344,000	\$3,360,000 \$1,344		
San Jacinto		d SR-79 (Winchester)	Domenigoni	Keller	Backbone	4.90	4	6	13%	8.53	1	2 0	0	0	0 \$9,653,000	\$46,387,000		7" 7"		965,000	\$2,413,000 \$5,604	,000 \$65,022,000	\$65,022,000
Southwest	Canyon Lake		Railroad Canyon	Newport	Backbone	0.50	4	4	0%	0.00	2	2 0	0	0	0 \$0	\$0	\$	7" 7"	\$0	\$0 \$0	\$0 ©0	\$0 \$0	\$0 \$0
Southwest Southwest	Canyon Lake Lake Elsinore	Railroad Canyon Railroad Canyon	Canyon Hills I-15	Goetz Canyon Hills	Backbone Backbone	1.95 2.36	6	6	0% 50%	0.00 0.00	1	3 0	0	0	0 \$0	\$0 \$0	т.	7" 7"	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	
Southwest	Lake Elsinore	Railroad Canyon	I-15	interchange	Backbone	0.00	Ö	Ö	0%	0.00	1	3 0	0	0	0 \$0	\$0	т.	1.	\$0	\$0	\$0	\$0 \$0	\$0
Southwest	Lake Elsinore	SR-74	I-15	interchange	Backbone	0.00	0	0	0%	0.00	1	3 2	0	0	0 \$0	\$0	\$43,490,00	\$0 \$0	\$0 \$4	,349,000	\$10,873,000 \$4,349	,000 \$63,061,000	\$24,162,000
Southwest	Murrieta	Clinton Keith	Copper Craft	Toulon	Backbone	1.31	6	6	0%	0.00	1	3 0	0	0	0 \$0	\$0	\$1	7" 7"	\$0	\$0	\$0	\$0 \$0	\$0
Southwest	Murrieta	Clinton Keith	Toulon	I-215	Backbone	0.90	4	6	47%	0.95	1	3 0	0	0	0 \$1,078,000	\$466,000		7" 7"		\$108,000	\$270,000 \$154	,000 \$2,076,000	\$2,076,000
Southwest Southwest	Murrieta Murrieta	Clinton Keith French Valley (Date)	I-215 Murrieta Hot Springs	Whitewood Winchester Creek	Backbone Backbone	0.75 0.24	6	6	0% 0%	0.00 0.96	1	2 0	0	0	0 \$1,087,000	\$0 \$5,222,000	\$\ \$\	7" 7"	\$0 \$0	ەپ 109,000	\$272,000 \$631	,000 \$7,321,000	\$7,321,000
Southwest	Murrieta	French Valley (Date)	Winchester Creek	Margarita	Backbone	0.61	4	4	0%	0.00	1	2 0	0	0	0 \$1,007,000	\$3,222,000	Φ' \$ι		\$0	\$0	\$272,000 \$001 \$0	,000 \$7,321,000 .\$0 \$0.	پارکر, رو (\$0
Southwest	Murrieta	Whitewood	Menifee City Limit	Keller	Backbone	0.55	4	4	0%	0.00	1	3 0	0	0	0 \$0	\$0	\$1	\$0 \$0	\$0	\$0	\$0	\$0 \$0	, \$0
Southwest	Murrieta	Whitewood	Keller	Clinton Keith	Backbone	2.00	4	4	0%	0.00	1	3 0	0	0	0 \$0	\$0	\$1	1.	\$0	\$0	\$0	\$0 \$0	\$0
Southwest	Temecula	French Valley (Cherry)	Jefferson	Diaz	Backbone	0.56	0	2	54%	0.52	1	2 0	0	0	0 \$583,000		,	7" 7"	\$0	\$58,000	\$146,000 \$339		
Southwest Southwest	Temecula Temecula	French Valley (Cherry) French Valley (Date)	Murrieta Creek Margarita	bridge Ynez	Backbone Backbone	0.00 0.91	0	2	0% 0%	0.00	1	2 0	420	0	0 \$0	\$0 \$0	,		\$0 \$ \$0	\$403,000	\$1,008,000 \$403	\$5,846,000, \$0,000 \$5,846,000,	\$5,846,000
Southwest	Temecula	French Valley (Date)	Ynez	Jefferson	Backbone	0.71	0	2	55%	0.66	1	2 0	0	0	0 \$744,000	\$3,574,000	т.	1.	\$0	\$74,000	\$186,000 \$432	T- T-	\$5,010,000
Southwest	Temecula	French Valley (Date)	I-15	interchange	Backbone	0.00	Ö	Ō	0%	0.00	i	2 1	Ö	Ö	0 \$0	\$0		7" 7"	T-	,419,000	\$21,048,000 \$8,419		
Southwest	Temecula	SR-79 (Winchester)	Murrieta Hot Springs	Jefferson	Backbone	2.71	6	6	0%	0.00	1	1 0	0	0	1 \$0	\$0	\$1	\$0 \$0 #	#### 5	186,000	\$465,000 \$186	,000 \$2,697,000	\$2,697,000
Southwest	Temecula	SR-79 (Winchester)	I-15	interchange	Backbone	0.00	0	0	0%	0.00	1	1 0	0	0	0 \$0	\$0	Ψ	φυ φυ	\$0	\$0	\$0	\$0 \$0	\$0
Southwest	Temecula	Western Bypass (Diaz)	Cherry	Rancho Californio		2.14	0	2	93%	0.30	1	2 0	0			\$1,630,000	\$		\$0	\$34,000	\$85,000 \$197		
Southwest Southwest	Temecula Temecula	Western Bypass (Vincent More Western Bypass (Vincent More		SR-79 (Front) interchange	Backbone Backbone	1.48 0.00	0	0	15% 0%	2.52 0.00	3	2 0	0	0	0 \$5,913,000 0 \$0	\$13,687,000 \$0			\$0 \$ \$0	591,000 \$0	\$1,478,000 \$1,960 \$0	,000 \$23,629,000 \$0 \$0	
Southwest	Temecula	Western Bypass (Vincent More		bridge	Backbone	0.00	0	2	0%	0.00	3	2 0	300	0	0 \$0	\$0		\$2,880,000 \$0		288,000	\$720,000 \$288		
Southwest	Unincorporated		SR-79	Eastern Bypass	Backbone	2.40	2	2	0%	0.00	1	3 0	0	0	0 \$0	\$0	\$1		\$0	\$0	\$0	\$0 \$0	\$0
Southwest	Unincorporated		Whitewood	SR-79	Backbone	2.54	0	4	75%	2.54	1	3 0	0	-		\$1,245,000				288,000	\$719,000 \$412		
Southwest	Unincorporated		Warm Springs Creek	bridge	Backbone	0.00	4	4	0%	0.00	1	3 0	1,200	•	0 \$0	\$0	\$1		\$0	\$0	\$0	\$0 \$0	
Southwest	Unincorporated		I-15 Keller	Ethanac Thompson	Backbone	4.97 2.47	4	6	9% 9%	9.05 4.49	2	3 0	0		0 \$15,740,000 0 \$5.079.000	\$4,433,000 \$24,407,000				,574,000 5508,000	\$3,935,000 \$2,017 \$1,270,000 \$2,949		
Southwest Southwest		d SR-79 (Winchester) d SR-79 (Winchester)	Keller Thompson	Thompson La Alba	Backbone Backbone	1.82	4	6	9% 0%	3.63	1	2 0	0			\$19,761,000				3411,000	\$1,028,000 \$2,387		
Southwest		d SR-79 (Winchester)	La Alba	Hunter	Backbone	0.51	4	6	0%	1.03	i	2 0	ő	•		\$5,602,000				3117,000	\$292,000 \$677		
Southwest	Unincorporated	d SR-79 (Winchester)	Hunter	Murrieta Hot Sprin	ig Backbone	1.14	4	6	88%	0.27	1	3 0	0	-	0 \$309,000	\$134,000	\$1	\$0 \$0	\$0	\$31,000	\$77,000 \$44	,000 \$595,000	\$442,000
Southwest	Wildomar	Bundy Canyon	I-15	Monte Vista	Backbone	0.22	4	6	0%	0.44	2	3 0	0	-	0 \$774,000					\$77,000	\$194,000 \$99		
Southwest	Wildomar	Bundy Canyon	Monte Vista	Sunset	Backbone	3.14	2	4	0%	6.29	3	3 0	0		0 \$14,778,000					,478,000	\$3,695,000 \$1,786		
Southwest Southwest	Wildomar Wildomar	Bundy Canyon Clinton Keith	I-15 Palomar	interchange I-15	Backbone Backbone	0.00 0.55	U ∡	U ∡	0% 0%	0.00 0.00	1	3 2	O O	-	0 \$0	\$0 \$0			\$0 \$2 \$0	,255,000 \$0	\$5,638,000 \$2,255 \$0	,000 \$32,698,000 \$0 \$0	
Southwest	Wildomar	Clinton Keith	I-15	Copper Craft	Backbone	1.96	2	4	58%	1.64	2	3 0	0	-	0 \$2,858,000		,	7" 7"		3286,000	\$715,000 \$366		
Subtotal		-			Backbone	269.95		· · · · ·		318.02		11	8,835	3 7.1				#######################################					

AREA PLAN D		STREETNAME	SEGMENTFROM	SEGMENTIO	NETWORK		N FUTURELN % COMPLETE II	NCREASELN MILES TOP	O LANDUSE	INTERCHG BRIDGE F	RXING ITS	NEWLNCOST	ROWCOST	INTCHGCOST BRDGCOST RE	excost itscost	r PLNG	ENG	CONTIG I		MAXIMUM TUMF SHARE
Central	Menifee	Briggs	Newport	Scott	Secondary	3.05	2 2 0%	0.00	1 3	0 0	0	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	,	\$0 \$0	\$0	\$0
Central Central	Menifee Menifee	Briggs Briggs	SR-74 (Pinacate) Simpson	Simpson Old Newport	Secondary Secondary	2.54 1.50	2 4 73% 0 2 17%	1.37 2.49	1 3	0 0		0 \$1,553,000 0 \$2,819,000	\$672,000 \$1,220,000	\$0 \$0 \$0 \$0		\$0 \$155,000 \$0 \$282,000			\$2,991,000 \$5,430,000	\$2,991,000 \$5,430,000
Central	Menifee	Briggs	Salt Creek	bridge	Secondary	0.00	0 2 0%	0.00	1 3	0 600	0	0 \$0	\$0	\$0 \$5,760,000	1 .	\$0 \$576,000	\$1,440,00	00 \$576,000	\$8,352,000	\$8,352,000
Central	Menifee	Garbani	I-215	interchange	Secondary	0.00	0 0 0% 2 4 0%	0.00	1 3	2 0	-	0 \$0	\$0		1 .	\$0 \$4,349,000 \$0 \$591.000			\$63,061,000	\$42,483,000
Central Central	Menifee Menifee	Goetz Goetz	Juanita Newport	Lesser Lane Juanita	Secondary Secondary	2.61 1.36	2 4 0%	5.22 0.00	1 3	0 0	0	0 \$5,907,000 0 \$0	\$2,557,000 \$0	\$0 \$0 \$0 \$0	7.7	\$0 \$591,000 \$0 \$0		00 \$846,000 50 \$0	\$11,378,000 \$0	\$11,378,000 \$0
Central	Menifee	Holland	Murrieta	Bradley	Secondary	1.03	2 4 0%	2.06	1 2	0 0	0	0 \$2,332,000	\$11,206,000	\$0 \$0	\$0	\$0 \$233,000	\$583,00	00 \$1,354,000	\$15,708,000	\$15,708,000
Central	Menifee	Holland	Bradley	Haun	Secondary	0.75	2 4 0% 0 4 0%	1.50	1 2	0 0	0		\$8,160,000	\$0 \$0 \$0 \$0	7.7	\$0 \$170,000 \$0 \$140.000			\$11,439,000	\$11,439,000
Central Central	Menifee Menifee	Holland Holland	Haun I-215 overcrossing	Antelope bridge	Secondary Secondary	0.31 0.00	0 4 0%	1.24 0.00	1 2	0 350	0	0 \$1,404,000	\$6,746,000 \$0	\$0 \$0,720,000	1 .	\$0 \$140,000 \$0 \$672,000			\$9,456,000 \$9,744,000	\$9,456,000 \$9,744,000
Central	Menifee	Holland	Antelope	Menifee	Secondary	0.70	2 4 64%	0.50	1 2	0 0	0		\$2,742,000	\$0 \$0	\$0	\$0 \$57,000	\$143,00	00 \$331,000	\$3,844,000	\$3,844,000
Central	Menifee	McCall	I-215	Aspel	Secondary	1.23 0.00	4 6 0% 0 0 0%	2.46 0.00	1 3	0 0	-	0 \$2,780,000 0 \$0	\$1,203,000 \$0	\$0 \$0 \$0 \$0	T-	\$0 \$278,000 \$0 \$0		00 \$398,000 50 \$0	\$5,354,000	\$5,354,000
Central Central	Menifee Menifee	McCall McCall	I-215 Aspel	interchange Menifee	Secondary Secondary	0.95	2 4 45%	1.05	1 3	0 0	0	0 \$1,188,000	7.	\$0 \$0 \$0 \$0		\$0 \$0 \$0 \$119,000			\$0 \$2,288,000	\$2,288,000
Central	Menifee	Murrieta	Ethanac	McCall	Secondary	1.95	2 2 0%	0.00	1 3	0 0	0	0 \$0	\$0	\$0 \$0	7.7	\$0 \$0	, ,	\$0 \$0	\$0	\$0
Central Central	Menifee Menifee	Murrieta Murrieta	McCall Newport	Newport	Secondary	2.03 3.00	2 4 10% 2 2 0%	3.65 0.00	1 3	0 0	Ü	0 \$4,136,000 0 \$0	\$1,790,000	\$0 \$0 \$0 \$0	1 .	\$0 \$414,000 \$0 \$0		00 \$593,000 50 \$0	\$7,967,000 \$0	\$7,967,000
Central	Moreno Valley		I-215	Bundy Canyon Heacock	Secondary Secondary	2.17	4 6 83%	0.74	1 2	0 0	-		\$4,007,000	\$0 \$0 \$0 \$0	7.7	\$0 \$83,000	,		\$5,617,000	\$5,617,000
Central	Moreno Valley	Cactus	I-215	interchange	Secondary	0.00	0 0 0%	0.00	1 2	0 0	0	0 \$0	\$0	\$0 \$0	1 .	\$0 \$0		\$0 \$0	\$0	\$0
Central	Moreno Valley		Ironwood	SR-60	Secondary	0.28	4 4 0% 0 0 0%	0.00 0.00	1 2	0 0	0	0 \$0	\$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	,	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Central Central	Moreno Valley Moreno Valley		SR-60 SR-60	interchange Eucalyptus	Secondary Secondary	0.00 0.77	6 6 0%	0.00	1 2	0 0	0	0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0	٠ ٦	50 \$0	\$0 \$0	\$0 \$0
Central	Moreno Valley		I-215	Towngate	Secondary	1.00	4 6 42%	1.16	1 2	0 0	0	0 \$1,313,000	\$6,309,000	\$0 \$0	,	\$0 \$131,000	\$328,00	00 \$762,000	\$8,843,000	\$8,843,000
Central	Moreno Valley		Towngate	Frederick	Secondary	0.67	4 4 0%	0.00	1 2	0 0	0	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	٠ ٦	\$0 \$0	\$0	\$0 \$0
Central Central	Moreno Valley Moreno Valley		Frederick Heacock	Heacock Kitching	Secondary Secondary	1.01 1.01	4 4 0% 2 2 0%	0.00 0.00	1 2	0 0	0	0 \$0 0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	7.7	\$0 \$0 \$0 \$0		\$0 \$0 \$0 \$0	\$0 \$0	\$0 .\$0
Central	Moreno Valley		Kitching	Moreno Beach	Secondary	2.42	4 4 98%	0.00	1 2	0 0	0	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	,	\$0 \$0	\$0	\$0
Central	Moreno Valley		Moreno Beach	Theodore	Secondary	2.28	4 4 47%	0.00	1 2	0 0	0	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	,	\$0 \$0	\$0	\$0
Central Central	Moreno Valley Moreno Valley		SR-60 Cactus	Alessandro San Michele	Secondary Secondary	1.63 2.79	4 4 0% 4 4 77%	0.00	1 2	0 0	0	0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	,	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Central	Moreno Valley		Reche Vista	Cactus	Secondary	4.73	4 4 92%	0.00	1 2	ŏ ŏ	Õ	0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0		\$0 \$0	\$0	\$0
Central	Moreno Valley		San Michele	Harley Knox	Secondary	0.74	2 2 0%	0.00	1 3	0 0	0	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	7	\$0 \$0	\$0	\$0
Central Central	Moreno Valley Moreno Valley		SR-60 Day	Day Heacock	Secondary Secondary	1.33 2.01	4 4 0% 4 4 0%	0.00 0.00	1 2	0 0	υ 0	0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	,	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Central	Moreno Valley		Alessandro	John F Kennedy	Secondary	1.00	4 4 0%	0.00	1 2	0 0	0	0 \$0	\$0 \$0	\$0 \$0 \$0	\$0 \$0	\$0 \$0	,	\$0 \$0	\$0 \$0	\$0
Central	Moreno Valley		John F Kennedy	Oleander	Secondary	3.16	4 4 0%	0.00	1 2	0 0	0	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	, t(00.00	\$0 \$0	\$0	\$0
Central Central	Moreno Valley Moreno Valley		Reche Canyon SR-60 overcrossing	SR-60 bridge	Secondary Secondary	1.23 0.00	2 4 0% 4 4 0%	2.47 0.00	1 2	0 0	0	0 \$2,790,000	\$13,410,000 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$279,000 \$0 \$0		00 \$1,620,000 50 \$0	\$18,797,000 \$0	\$18,797,000 \$0
Central	Moreno Valley		SR-60	Alessandro	Secondary	1.51	4 4 0%	0.00	1 2	0 0	Ö	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	,	\$0 \$0	\$0	\$0
Central	Moreno Valley		Ironwood	SR-60	Secondary	0.40	4 4 0%	0.00	1 2	0 0	0	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	٠ ٦	\$0 \$0	\$0	\$0
Central Central		Pigeon Pass/CETAP Corridor Reche Canyon	Hidden Springs Moreno Valley City Limit	Ironwood Locust	Secondary Secondary	2.66 0.35	4 4 0% 2 2 0%	0.00 0.00	2 3	0 0	0	0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0	,	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Central	Moreno Valley		Locust	Alessandro	Secondary	2.75	2 4 5%	5.22	1 2	0 0	Ö		\$28,385,000	\$0 \$0	1 .	\$0 \$591,000	\$1,477,00	00 \$3,429,000	\$39,789,000	\$39,789,000
Central	Moreno Valley		SR-60	interchange	Secondary	0.00	0 0 0%	0.00	1 2	3 0	0	0 \$0	\$0		1 .	\$0 \$2,255,000			\$32,698,000	\$32,698,000
Central Central	Moreno Valley Moreno Valley		SR-60 SR-60	Eucalyptus interchange	Secondary Secondary	0.26 0.00	2 4 0% 0 0 0%	0.52 0.00	1 2	0 0	0	0 \$589,000	\$2,829,000 \$0	\$0 \$0 \$22,550,000 \$0	\$0 \$0	\$0 \$59,000 \$0 \$2,255,000			\$3,966,000 \$32,698,000	\$3,966,000 \$32,698,000
Central	Perris	Ellis	Goetz	Evans	Secondary	1.27	0 4 14%	4.37	1 3	0 0	Ö	0 \$4,945,000	\$2,141,000	\$0 \$0	\$0	\$0 \$495,000			\$9,526,000	\$9,526,000
Central	Perris	Evans	Oleander	Ramona	Secondary	1.00	4 4 0%	0.00	1 3	0 0	0	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0		\$0 \$0	\$0	\$0
Central Central	Perris Perris	Evans Evans	Ramona Morgan	Morgan Rider	Secondary Secondary	0.59 0.50	4 4 0% 4 4 0%	0.00 0.00	1 3	0 0	0	0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	,	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Central	Perris	Evans	Rider	Placentia	Secondary	0.56	2 2 79%	0.00	1 3	0 0	Ö	0 \$0	\$0	\$0 \$0	,	\$0 \$0	,	\$0 \$0	\$0	\$0
Central	Perris	Evans	Placentia	Nuevo	Secondary	1.52	0 4 51%	2.98	1 3	0 0	0		\$1,459,000	\$0 \$0	7.7	\$0 \$337,000			\$6,492,000	\$6,492,000
Central Central	Perris Perris	Evans Evans	Nuevo San Jacinto River	Ellis bridge	Secondary Secondary	2.03 0.00	0 4 0% 0 4 0%	8.12 0.00	1 3	0 400	0	0 \$9,192,000	\$3,979,000	\$0 \$0 \$0 \$7,680,000	1 .	\$0 \$919,000 \$0 \$768,000			\$17,705,000 \$11,136,000	\$17,705,000 \$11,136,000
Central	Perris	Evans	I-215	bridge	Secondary	0.00	0 4 0%	0.00	1 3	0 300	-	0 \$0	\$0	\$0 \$5,760,000		\$0 \$576,000			\$8,352,000	\$8,352,000
Central	Perris	Goetz	Lesser	Ethanac	Secondary	2.04	2 4 12%	3.60	1 3	0 0	0		\$1,763,000	\$0 \$0		\$0 \$407,000			\$7,845,000	\$7,845,000
Central Central	Perris Perris	Harley Knox Harley Knox	I-215 I-215	Indian interchange	Secondary Secondary	1.53 0.00	4 4 0% 0 0 0%	0.00	1 2	0 0	0	0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	1 -	\$0 \$0 \$0 \$0	,	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Central	Perris	Harley Knox	Indian	Perris	Secondary	0.50	6 6 0%	0.00	1 2	0 0	ő	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	٠ ٦	\$0 \$0	\$0	\$0
Central	Perris	Harley Knox	Perris	Redlands	Secondary	0.50	4 4 0%	0.00	1 2	0 0	Ü	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0		\$0 \$0	\$0	\$0
Central Central	Perris Perris	Nuevo Nuevo	I-215 I-215	Murrieta interchange	Secondary Secondary	1.36 0.00	4 6 18% 0 0 0%	2.23 0.00	1 2	0 0	0	0 \$2,519,000 0 \$0	\$12,107,000 \$0		\$0 \$0	\$0 \$252,000 \$0 \$2,255,000		00 \$1,463,000 00 \$2,255,000	\$16,971,000 \$32,698,000	\$16,971,000 \$19,736,000
Central	Perris	Nuevo	Murrieta	Dunlap	Secondary	1.00	2 4 0%	2.00	1 3	0 0	Ö	0 \$2,267,000		\$0 \$0	\$0	\$0 \$227,000			\$4,367,000	\$4,367,000
Central	Perris	Nuevo	Perris Valley Storm Channel	bridge	Secondary	0.00	4 4 0%	0.00	1 3	0 300	-	0 \$0	\$0	\$0 \$0		\$0 \$0		\$0 \$0	\$0	\$0
Central Central	Perris Perris	SR-74 (Matthews) SR-74 (Matthews)	I-215 I-215	Ethanac interchange	Secondary Secondary	1.25 0.00	4 4 0% 0 0 0%	0.00 0.00	1 2	0 0 3	-	0 \$0 0 \$0	\$0 \$0	\$0 \$0 \$22,550,000 \$0	7.7	\$0 \$0 \$0 \$2,255,000	٠ ٦	\$0 \$0 00 \$2,255,000	\$0 \$32,698,000	\$0 \$21,835,000
Central	Unincorporated	Center (Main)	I-215	Mt Vernon	Secondary	1.66	2 2 0%	0.00	1 2	0 0	-	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	, ,	\$0 \$0	\$0	\$0
Central Central	Unincorporated		I-215 BNSF	interchange railroad crossing	Secondary	0.00 0.00	0 0 0% 2 2 0%	0.00 0.00	1 2	3 0	0	0 \$0	\$0 \$0			\$0 \$2,255,000 \$0 \$1,380,000		00 \$2,255,000 00 \$1,380,000	\$32,698,000 \$20,010,000	\$11,912,000 \$20,010,000
Central	Unincorporated Unincorporated		Post	SR-74	Secondary Secondary	2.65	2 2 0%	5.30	1 3	0 0	-		\$2,596,000	\$0 \$0 \$ \$0 \$0		\$0 \$600,000			\$11,550,000	\$11,550,000
Central	Unincorporated	Mount Vernon/CETAP Corrido	or Center	Pigeon Pass	Secondary	0.61	2 4 46%	0.65	3 3	0 0		0 \$1,537,000	\$321,000	\$0 \$0	\$0	\$0 \$154,000	\$384,00	00 \$186,000	\$2,582,000	\$2,582,000
Central Central	Unincorporated		Dunlap San Jacinto River	Menifee	Secondary	2.00 0.00	2 4 0% 2 4 0%	4.01 0.00	1 3	0 0 0 400	-	0 \$4,536,000 0 \$0	\$1,963,000 \$0	\$0 \$0 \$0 \$3,840,000		\$0 \$454,000 \$0 \$384,000			\$8,737,000 \$5,568,000	\$2,505,000 \$5,568,000
Central	Unincorporated Unincorporated	Pigeon Pass/CETAP Corridor	Hidden Springs	bridge Mount Vernon	Secondary Secondary	3.95	0 2 74%	2.05	3 3	0 0	-		\$1,006,000	\$0 \$3,840,000 \$0 \$0		\$0 \$483,000			\$8,106,000	\$8,106,000
Central	Unincorporated	Post	Santa Rosa Mine	Ellis	Secondary	0.44	2 2 0%	0.00	2 3	0 0	0	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0		\$0 \$0	\$0	\$0
Central	Unincorporated		Reche Vista	Moreno Valley C		3.20 2.54	0 0 0% 2 2 0%	0.00 0.00	2 3	0 0	-	0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	1 .	\$0 \$0 \$0 \$0	,	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Central Northwest	Unincorporated Corona	Kealanas 6th	San Timoteo Canyon SR-91	Locust Magnolia	Secondary Secondary	4.50	4 4 0%	0.00	1 1	0 0	-	0 \$0 0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	1 .	\$0 \$0	,	50 \$0 50 \$0	\$0 \$0	\$0 \$0
Northwest	Corona	Auto Center	Railroad	SR-91	Secondary	0.48	4 4 0%	0.00	1 2	0 0	0	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	7	\$0 \$0	\$0	\$0
Northwest	Corona	Cajalco	Bedford Canyon	I-15	Secondary	0.15	4 4 0% 4 4 0%	0.00	1 2	0 0	0	0 \$0 0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	٠ ٦	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Northwest Northwest	Corona Corona	Hidden Valley Lincoln	Norco Hills Parkridge	McKinley Ontario	Secondary Secondary	0.59 3.20	4 4 0% 4 4 0%	0.00 0.00	1 2	0 0	Ü	0 \$0	\$0 \$0	\$0 \$0 \$0 \$0		\$0 \$0 \$0 \$0	7	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Northwest	Corona	Magnolia	6th	Sherborn	Secondary	0.46	4 6 0%	0.92	1 2	0 0	0	0 \$1,047,000			\$0	\$0 \$105,000	\$262,00	\$608,000	\$7,054,000	\$6,419,000
Northwest	Corona	Magnolia	Temescal Creek	bridge	Secondary	0.00	4 6 0%	0.00	1 2	0 300	-	0 \$0	\$0	\$0 \$2,880,000	1 .	\$0 \$288,000			\$4,176,000	\$3,580,000
Northwest Northwest	Corona Corona	Magnolia Magnolia	Sherborn Rimpau	Rimpau Ontario	Secondary Secondary	0.53 1.17	6 6 0% 6 6 0%	0.00 0.00	1 2	0 0	ŭ	0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	7.7	\$0 \$0 \$0 \$0	,	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
Northwest	Corona	Main	Grand	Ontario	Secondary	0.88	2 2 0%	0.00	1 3	ŏ ŏ	Õ	0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0		\$0 \$0	\$0	\$0
Northwest	Corona	Main	Ontario	Foothill	Secondary	0.89	4 4 0%	0.00	1 2	0 0	-	0 \$0	\$0	\$0 \$0		\$0 \$0	7	\$0 \$0	\$0	\$0
Northwest Northwest	Corona Corona	Main Main	Hidden Valley Parkridge	Parkridge SR-91	Secondary Secondary	0.35 0.91	4 6 0% 6 6 0%	0.70 0.00	1 2	0 0	-	0 \$789,000 0 \$0	\$3,791,000 \$0	\$0 \$0 \$0 \$0		\$0 \$79,000 \$0 \$0		00 \$458,000 60 \$0	\$5,314,000 \$0	\$4,389,000 \$0
Northwest	Corona	Main	SR-91	S. Grand	Secondary	0.81	4 4 0%	0.00	1 1	ŏ ŏ	0	0 \$0	\$0	\$0 \$0	\$0	\$0 \$0		\$0 \$0	\$0	\$0
Northwest	Corona	McKinley	Hidden Valley	Promenade	Secondary	0.40	4 4 0%	0.00	1 2	0 0	-	0 \$0	\$0 \$0	\$0 \$0 \$0		\$0 \$0		\$0 \$0	\$0 \$0	\$0 \$0
Northwest Northwest	Corona Corona	McKinley McKinley	Promenade SR-91	SR-91 Magnolia	Secondary Secondary	0.33 0.31	6 6 0% 4 4 0%	0.00 0.00	1 1	0 0	-	0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0 \$0 \$0	,	\$0 \$0 \$0 \$0	\$0 \$0	\$0 \$0
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EXHIBIT	1-2 TUM	NF Network Detail	led Cost Estimate - Exi	sting Need and	Obligate	d Fundii	ng																			U	pdated: July 23, 2024
AREA PLAN D	IST CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN F	JTURELN %	COMPLETE INCR	EASELN MILES TO	OPO LAN	ADUSE IN	ITERCHG BI	RIDGE F	rrxing its	;	NEWLNCOST R	OWCOST I	NTCHGCOST BRI	OGCOST RR	XCOST ITS	COST I	PLNG I	NG CONTIC	TOTAL	. COST N	MAXIMUM TUMF SHARE
Northwest	Corona	McKinley	Arlington Channel	bridge	Secondary	0.00	) 6	6	0%	0.00	1	1	0	100	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Corona	McKinley	BNSF	railroad crossing	Secondary	0.00	) 4	4	0%	0.00	1	1	0	0	1	0	\$0	\$0	\$0	\$0 \$7	2,800,000	\$0	\$7,280,000	\$18,200,000 \$7,28	),000 \$1	05,560,000	\$0
Northwest	Corona	Ontario	I-15	El Cerrito	Secondary	0.88	3 4	6	0%	1.76	1	2	0	0	0	0	\$1,997,000	\$9,596,000	\$0	\$0	\$0	\$0	\$200,000	\$499,000 \$1,15	,000 \$	13,451,000	\$13,451,000
Northwest	Corona	Ontario	Lincoln	Buena Vista	Secondary	0.32	4	4	0%	0.00	1	2	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Corona	Ontario	Buena Vista	Main	Secondary	0.65	6	6	0%	0.00	1	2	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Corona	Ontario	Main	Kellogg	Secondary	0.78	6	6	0%	0.00	1	1	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Corona	Ontario	Kellogg	Fullerton	Secondary	0.32	2 6	6	0%	0.00	1	1	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Corona	Ontario	Fullerton	Rimpau	Secondary	0.42	2 6	6	0%	0.00	1	1	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Corona	Ontario	Rimpau	I-15	Secondary	0.67	' 6	6	0%	0.00	1	1	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Corona	Railroad	Auto Club	Buena Vista	Secondary	2.45	5 4	4	0%	0.00	1	2	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Corona	Railroad	BNSF	railroad crossing	Secondary	0.00	) 4	4	0%	0.00	1	2	0	0	2	0	\$0	\$0	\$0	\$0 \$2	7,600,000	\$0	\$2,760,000	\$6,900,000 \$2,76	),000 \$	40,020,000	\$40,020,000
Northwest	Corona	Railroad	Buena Vista	Main (at Grand)	Secondary	0.58	3 2	2	0%	0.00	1	2	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Corona	River	Corydon	Main	Secondary	2.28	3 4	4	0%	0.00	1	2	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Corona	Serfas Club	SR-91	Green River	Secondary	0.96	. 4	4	0%	0.00	1	2	0	0	0	0	\$0	\$0	\$0	<b>\$</b> O	\$0	\$0	\$0	\$0	\$0	\$0	\$0

AREA PLAN D		STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK MILES		N % COMPLETE INCRE	ASELN MILES TOPO LA	NDUSE INTERCHG BRIDGE RRX	KING ITS	NEWLNCOST ROWCOST	INTCHGCOST	BRDGCOST RRXCOS	T ITSCOST	PLNG	ENG	CONTIG T	OTAL COST	MAXIMUM TUMF SHARE
Northwest	Eastvale	Archibald	Remington	River	Secondary 3.4	10 4	4 82%	0.00 1	3 0 0	0	1 \$0 \$0	\$0	\$0	\$0 #####	\$233,000	\$583,000	\$233,000	\$3,382,000	\$3,382,000
Northwest	Eastvale	Hamner	Mission	Bellegrave	Secondary 3.0 Secondary 0.5		6 0% 6 0%	0.00 1 0.00 1	3 0 0	0	0 \$0 \$0 1 \$0 \$0			\$0 \$137,00		\$0		\$0	\$0
Northwest Northwest	Eastvale Eastvale	Hamner Hamner	Bellegrave Amberhill	Amberhill Limonite	Secondary 0.2 Secondary 0.2		6 55%	1.28 1	3 0 0	0	0 \$1,447,000 \$626,000			\$0 \$137,00		\$34,000 \$362,000		\$199,000 \$2,787,000	\$199,000 \$2,787,000
Northwest	Eastvale	Hamner	Limonite	Schleisman	Secondary 1.0		6 0%	0.00 1	3 0 0	0	1 \$0 \$0		\$0	\$0 \$684,00	0 \$68,000	\$171,000	\$68,000	\$991,000	\$991,000
Northwest	Eastvale	Hamner	Schleisman	Santa Ana River			6 23%	2.54 1	3 0 0	-	0 \$2,873,000 \$1,243,000			\$0 \$		\$718,000		\$5,533,000	\$3,675,000
Northwest Northwest	Eastvale Eastvale	Hellman Hellman	Schleisman Walters	Walters River	Secondary 0.8 Secondary 1.4		4 90% 4 0%	0.06 1 2.82 1	2 0 0	-	0 \$62,000 \$299,000 0 \$3,192,000 \$15,341,000			\$0 \$ \$0 \$	- +-,	\$16,000 \$798,000	) \$36,000 ) \$1,853,000	\$419,000 \$21,503,000	\$419,000 \$21,503,000
Northwest	Eastvale	Hellman	Cucamonga Creek	bridge	Secondary 0.0		4 0%	0.00 1	2 0 275	0	0 \$0 \$0		\$2,640,000	\$0 \$	- +	\$660,000		\$3,828,000	\$3,828,000
Northwest	Eastvale	Limonite	I-15	Eastvale Gatewo			6 0%	0.00 1	3 0 0	0	1 \$0 \$0	\$0	\$0	\$0 \$199,00		\$50,000		\$289,000	\$289,000
Northwest	Eastvale	Limonite	I-15	interchange	Secondary 0.0		0 0%	0.00 1	3 0 0	0	0 \$0 \$0			\$0 \$		\$0		\$0	\$0
Northwest Northwest	Eastvale Eastvale	Limonite	Eastvale Gateway Hamner	Hamner	Secondary 0.3 Secondary 1.0		6 0% 6 75%	0.00 1 0.50 1	3 0 0	0	1 \$0 \$0 0 \$568,000 \$246,000			\$0 \$175,00 \$0 \$		\$44,000 \$142,000		\$255,000 \$1,094,000	\$255,000 \$1,094,000
Northwest	Eastvale	Limonite Limonite	Sumner	Sumner Harrison	Secondary 1.0 Secondary 0.5		6 0%	0.00 1	3 0 0	0	1 \$0 \$246,000			\$0 \$343,00		\$86,000		\$497,000	\$497,000
Northwest	Eastvale	Limonite	Harrison	Archibald	Secondary 0.4		4 0%	0.00 1	3 0 0	0	0 \$0 \$0	\$0	\$0	\$0 \$		\$0		\$0	\$0
Northwest	Eastvale	Limonite	Archibald	Hellman (Keller S			4 78%	1.01 1	3 0 0	0	0 \$1,146,000 \$496,000			\$0 \$	- 7,	\$287,000		\$2,208,000	\$2,208,000
Northwest Northwest	Eastvale Eastvale	Limonite River	Cucamonga Creek Hellman	bridge Archibald	Secondary 0.0 Secondary 0.1		4 0% 4 48%	0.00 1 0.78 1	3 0 500	0	0 \$0 \$0 0 \$883,000 \$4,243,000		) \$9,600,000 ) \$0	\$0 \$ \$0 \$		\$2,400,000 \$221,000		\$13,920,000 \$5,948,000	\$0 \$5,948,000
Northwest	Jurupa Valley	Armstrong	San Bernardino County	Valley	Secondary 1.3		4 34%	2.02 2	3 0 0	0	0 \$3,518,000 \$991,000			\$0 \$		\$880,000		\$6,192,000	\$6,192,000
Northwest	Jurupa Valley	Bellegrave	Cantu-Galleano Ranch	Van Buren	Secondary 0.3	29 2	4 63%	0.21 1	3 0 0	0	0 \$241,000 \$104,000	\$0		\$0 \$	0 \$24,000	\$60,000		\$464,000	\$464,000
Northwest	Jurupa Valley	Cantu-Galleano Ranch	Wineville	Bellegrave	Secondary 1.8		2 90%	0.36 1	3 0 0	0	0 \$412,000 \$178,000			\$0 \$		\$103,000		\$793,000	\$793,000
Northwest Northwest	Jurupa Valley Jurupa Valley	Etiwanda Etiwanda	Philadelphia SR-60	SR-60 Limonite	Secondary 1.0 Secondary 2.5		6 67% 4 0%	0.69 1 0.00 1	3 0 0	0	0 \$786,000 \$340,000 0 \$0 \$6	) \$0 ) \$0		\$0 \$ \$0 \$		\$197,000	) \$113,000 ) \$0	\$1,515,000	\$989,000 \$0
Northwest	Jurupa Valley	Limonite	I-15	Wineville	Secondary 0.4		6 0%	0.00 1	3 0 0	0	0 \$0 \$0			\$0 \$		\$0	\$0	\$0	\$0
Northwest	Jurupa Valley	Limonite	Wineville	Etiwanda	Secondary 0.9		4 0%	0.00 1	3 0 0	0	0 \$0 \$0			\$0 \$		\$0	\$0	\$0	\$0
Northwest	Jurupa Valley	Limonite	Etiwanda	Van Buren	Secondary 2.3		4 75%	1.37 1	3 0 0	0	0 \$1,547,000 \$670,000			\$0 \$	. , ,	\$387,000		\$2,981,000	\$2,981,000
Northwest Northwest	Jurupa Valley Jurupa Valley	Limonite Limonite	Van Buren Clay	Clay Riverview	Secondary 0.3 Secondary 2.4		4 0% 4 0%	0.00 1 0.00 1	3 0 0	0	0 \$0 \$0 0 \$0 \$0			\$0 \$ \$0 \$		\$0 \$0		\$0 \$0	\$0 \$0
Northwest	Jurupa Valley	Market	Rubidoux	Santa Ana River	,		4 0%	2.38 1	3 0 0	0	0 \$2,690,000 \$1,164,000			\$0 \$		\$673,000		\$5,181,000	\$0
Northwest	Jurupa Valley	Market	Santa Ana River	bridge	Secondary 0.0		4 0%	0.00 1	3 0 1,000	0	0 \$0 \$0	\$0	\$9,600,000	\$0 \$		\$2,400,000		\$13,920,000	\$6,204,000
Northwest	Jurupa Valley	Mission	Milliken	SR-60	Secondary 2.		4 0%	0.00 1	3 0 0	0	0 \$0 \$0			\$0 \$		\$0	\$0	\$0	\$0
Northwest Northwest	Jurupa Valley Jurupa Valley	Mission Riverview	SR-60 Limonite	Santa Ana River Mission	Secondary 7.3 Secondary 0.9		4 0% 4 0%	0.00 1 0.00 1	3 0 0	0	0 \$0 \$0 0 \$0 \$0			\$0 \$ \$0 \$		\$C \$C	) \$0 ) \$0	\$0 \$0	\$0 \$0
Northwest	Jurupa Valley	Rubidoux	Pine	Mission	Secondary 2.9		4 0%	0.00 2	3 0 0	0	0 \$0 \$0			\$0 \$		\$0	\$0	\$0	\$0
Northwest	Jurupa Valley	Rubidoux	SR-60	interchange	Secondary 0.0	0 0	0 0%	0.00 2	3 3 0	0		\$22,550,000		\$0 \$	0 \$2,255,000	\$5,638,000	\$2,255,000	\$32,698,000	\$9,051,000
Northwest	Jurupa Valley	Valley	Armstrong	Mission	Secondary 0.		4 0%	0.00 1	3 0 0	0	0 \$0 \$0			\$0 \$		\$0		\$0	\$0
Northwest Northwest	Norco Norco	1st 1st	Parkridge Mountain	Mountain Hamner	Secondary 0.1 Secondary 0.1		2 0% 4 0%	0.00 1 0.00 1	3 0 0	0	0 \$0 \$0 0 \$0 \$0			\$0 \$ \$0 \$		\$0 \$0	) \$0 ) \$0	\$0 \$0	\$0 \$0
Northwest	Norco	2nd	River	I-15	Secondary 1.3		2 0%	0.00 1	3 0 0	0	0 \$0 \$0			\$0 \$		\$0	\$0	\$0	\$0
Northwest	Norco	6th	Hamner	California	Secondary 1.3	71 4	4 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$		\$0	\$0	\$0	\$0
Northwest	Norco	6th	I-15	interchange	Secondary 0.0		0 0%	0.00 1	2 3 0	0		\$22,550,000		\$0 \$			\$2,255,000	\$32,698,000	\$3,489,000
Northwest Northwest	Norco Norco	Arlington California	Crestview Arlington	Fairhaven 6th	Secondary 1.0 Secondary 1.0		4 0% 4 5%	1.99 1 2.00 1	3 0 0	-	0 \$2,254,000 \$976,000 0 \$2,262,000 \$10,870,000			\$0 \$ \$0 \$		\$564,000	) \$323,000 ) \$1,313,000	\$4,342,000 \$15,237,000	\$4,342,000 \$12,525,000
Northwest	Norco	Corydon	River	5th	Secondary 1.4		2 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$		\$366,000		\$13,237,000	\$12,323,000
Northwest	Norco	Hamner	Santa Ana River	bridge	Secondary 0.0		6 0%	0.00 1	3 0 1,200	0	0 \$0 \$0	\$0	) ######	\$0 \$			\$2,304,000	\$33,408,000	\$11,455,000
Northwest	Norco	Hamner	Santa Ana River	Hidden Valley	Secondary 3.3		6 0%	6.50 1	2 0 0	0	0 \$7,362,000 \$35,378,000			\$0 \$	. ,		\$4,274,000	\$49,591,000	\$49,591,000
Northwest	Norco	Hidden Valley	I-15	Norco Hills I-15	Secondary 1.4 Secondary 0.		4 0% 4 0%	0.00 2 0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$ \$0 \$		\$0	) \$0 ) \$0	\$0	\$0
Northwest Northwest	Norco Norco	Hidden Valley Norco	Hamner Corydon	Hamner	Secondary 0.1 Secondary 1.1		2 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$		\$(	) \$0	\$0 \$0	\$0 \$0
Northwest	Norco	North	California	Crestview	Secondary 0.1		2 0%	0.00 1	3 0 0	0	0 \$0 \$0	\$0		\$0 \$		\$0	\$0	\$0	\$0
Northwest	Norco	River	Archibald	Corydon	Secondary 1.		4 90%	0.23 1	2 0 0	0	0 \$259,000 \$1,243,000			\$0 \$	T=-/	\$65,000		\$1,743,000	\$1,109,000
Northwest	Riverside	14th	Market	Martin Luther King			4 0% 2 0%	0.00 1 0.00 1	2 0 0	0	0 \$0 \$0 0 \$0 \$0			\$0 \$ \$0 \$		\$0	) \$0 ) \$0	\$0	\$0 \$0
Northwest Northwest	Riverside Riverside	1st 3rd	Market SR-91	Main I-215	Secondary 0.0 Secondary 1.3		4 81%	0.25	2 0 0	0	0 \$288,000 \$1,385,000			\$0 \$		\$72,000		\$1,941,000	\$0 \$1,941,000
Northwest	Riverside	3rd	BNSF	railroad crossing			4 0%	0.00 1	2 0 0	1	0 \$0 \$0						\$7,280,000	\$105,560,000	\$30,560,000
Northwest	Riverside	Adams	Arlington	SR-91	Secondary 1.		4 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$		\$0		\$0	\$0
Northwest	Riverside	Adams	SR-91	Lincoln	Secondary 0.5		4 0% 0 0%	0.00 1 0.00 1	2 0 0	0	0 \$0 \$0 0 \$0 \$0			\$0 \$ \$0 \$	ο φο	\$6,739,000	) \$0 ) \$2,255,000	\$0	\$0
Northwest Northwest	Riverside Riverside	Adams Arlington	SR-91 Fairhaven	interchange La Sierra	Secondary 0.0 Secondary 0.0		4 0%	0.00 1	3 0 0	0	0 \$0 \$0			\$0 \$	. , ,	\$3,636,000 \$0		\$32,698,000 \$0	\$3,262,000 \$0
Northwest	Riverside	Buena Vista	Santa Ana River	Redwood	Secondary 0.3		4 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$		\$0		\$0	\$0
Northwest	Riverside	Canyon Crest	Martin Luther King	Central	Secondary 0.9		4 0%	0.00 2	2 0 0	0	0 \$0 \$0			\$0 \$		\$0	\$0	\$0	\$0
Northwest	Riverside	Canyon Crest	Central	Country Club	Secondary 0.5 Secondary 0.5		4 0% 4 12%	0.00 2 1.63 2	3 0 0	0	0 \$0 \$0 0 \$2.839.000 \$799.000		\$0	\$0 \$		\$710,000	\$0	\$0	\$0
Northwest Northwest	Riverside Riverside	Canyon Crest Canyon Crest	Country Club Via Vista	Via Vista Alessandro	Secondary 0.9 Secondary 0.0		4 12%	0.00 2	3 0 0	0	0 \$2,839,000 \$799,000 0 \$0 \$0		) \$0 ) .\$0	\$0 \$	0 \$284,000 0 \$0	\$710,000 \$0		\$4,996,000 \$0	\$1,593,000 \$0
Northwest	Riverside	Central	Chicago	I-215/SR-60	Secondary 2.3		4 0%	0.00 1	2 0 0	Ö	0 \$0 \$0			\$0 \$		\$0		\$0	\$0
Northwest	Riverside	Central	SR-91	Magnolia	Secondary 0.3		4 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$		\$0		\$0	\$0
Northwest	Riverside Piverside	Central	Alessandro Van Buren	SR-91	Secondary 2.0		4 0% 4 0%	0.00 1 0.00 1	2 0 0	0	0 \$0 \$0 0 \$0 \$0			\$0 \$ \$0 \$		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
Northwest Northwest	Riverside Riverside	Central Chicago	Van Buren Alessandro	Magnolia Spruce	Secondary 3.4 Secondary 3.4		4 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$ \$0 \$		\$0	) \$0	\$0 \$0	\$0 \$0
Northwest	Riverside	Chicago	Spruce	Columbia	Secondary 0.3	75 4	4 0%	0.00 1	2 0 0	0	0 \$0 \$0	\$0	\$0	\$0 \$	0 \$0	\$0	\$0	\$0	\$0
Northwest	Riverside	Columbia	Main	lowa	Secondary 1.0		4 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$		\$0		\$0	\$0
Northwest Northwest	Riverside Riverside	Columbia	I-215 Center	interchange 3rd	Secondary 0.0 Secondary 2.5		0 0% 6 12%	0.00 1 3.97 1	2 3 0	0	0 \$0 \$0 0 \$4,494,000 \$21,596,000	) \$22,550,000 ) \$0		\$0 \$ \$0 \$			\$2,255,000 \$2,609,000	\$32,698,000 \$30,272,000	\$9,050,000 \$30,272,000
Northwest	Riverside	lowa Iowa	3rd	University	Secondary 0.3		4 0%	0.00 1	2 0 0	- 1	0 \$0 \$0			\$0 \$		\$1,124,000		\$30,272,000	\$30,272,000
Northwest	Riverside	lowa	University	Martin Luther King			4 0%	0.00 1	2 0 0	Ü	0 \$0 \$0		\$0	\$0 \$		\$0		\$0	\$0 \$0
Northwest	Riverside	JFK	Trautwein	Wood	Secondary 0.4		4 10%	0.86 1	3 0 0	0	0 \$976,000 \$422,000			\$0 \$		\$244,000		\$1,880,000	\$1,880,000
Northwest	Riverside	La Sierra	Arlington	SR-91	Secondary 3.5		4 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$122.00		\$0		\$0	\$0
Northwest Northwest	Riverside Riverside	La Sierra La Sierra	SR-91 Indiana	Indiana Victoria	Secondary 0.1 Secondary 0.1		6 0% 4 0%	0.00 1 0.00 1	2 0 0	0	1 \$0 \$0 1 \$0 \$0			\$0 \$133,00 \$0 \$536,00		\$33,000 \$134,000		\$192,000 \$778,000	\$192,000 \$778,000
Northwest	Riverside	Lemon (NB One way)	Mission Inn	University	Secondary 0.0		2 0%	0.00 1	3 0 0	0	0 \$0 \$0			\$0 \$000,00		\$(		\$0	\$0
Northwest	Riverside	Lincoln	Van Buren	Jefferson	Secondary 2.0	00 4	4 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$		\$0		\$0	\$0
Northwest	Riverside	Lincoln	Jefferson Washington	Washington	Secondary 1.0		2 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$		\$0		\$0	\$0 \$0
Northwest Northwest	Riverside Riverside	Lincoln Madison	Washington SR-91	Victoria Victoria	Secondary 1.4 Secondary 0.8		2 0% 2 0%	0.00 1 0.00 1	2 U U	0	0 \$0 \$0 1 \$0 \$0			\$0 \$ \$0 \$588,00		\$0 \$147,000		\$0 \$853,000	\$0 \$853,000
Northwest	Riverside	Madison	BNSF	railroad crossing	,		2 0%	0.00 1	2 0 0	2	0 \$0 \$0			1 - 1			\$1,380,000	\$20,010,000	\$20,010,000
Northwest	Riverside	Magnolia	BNSF Railroad	Tyler	Secondary 2.3	70 4	4 0%	0.00 1	2 0 0	0	0 \$0 \$0	\$0	\$0	\$0 \$	0 \$0	\$0	\$0	\$0	\$0
Northwest	Riverside	Magnolia	BNSF	railroad crossing			4 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$		\$0		\$0	\$0
Northwest Northwest	Riverside Riverside	Magnolia Magnolia	Tyler Harrison	Harrison 14th	Secondary 0.4 Secondary 5.5		6 0% 4 0%	0.00 1 0.00 1	2 0 0	0	0 \$0 \$0 0 \$0 \$0			\$0 \$ \$0 \$		\$0 \$0	) \$0 ) \$0	\$0 \$0	\$0 \$0
Northwest	Riverside	Main	1st	San Bernardino C	,		4 0%	0.00 1	2 0 0	0	0 \$0 \$0			\$0 \$		\$0		\$0 \$0	\$0 \$0
Northwest	Riverside	Market	14th	Santa Ana River	Secondary 2.5	59 2	4 76%	1.24 1	2 0 0	0	0 \$1,409,000 \$6,771,000	\$0	\$0	\$0 \$	0 \$141,000	\$352,000	\$818,000	\$9,491,000	\$9,491,000
Northwest	Riverside	Martin Luther King	14th	I-215/SR-60	Secondary 2.5		6 29%	3.15 1	2 0 0	0	0 \$3,567,000 \$17,144,000			\$0 \$			\$2,071,000	\$24,031,000 \$0	\$24,031,000
Northwest Northwest	Riverside Riverside	Mission Inn Redwood (SB One way)	Redwood Mission Inn	Lemon University	Secondary 0.3 Secondary 0.6		2 0% 4 0%	0.00 1 0.00 1	3 0 0	-	0 \$0 \$0 0 \$0 \$0			\$0 \$ \$0 \$		\$0 \$0		\$0 \$0	\$0 \$0
Northwest	Riverside	Trautwein	Alessandro	Van Buren	Secondary 2.		4 0%	0.00 2	2 0 0	0	0 \$0 \$0			\$0 \$		\$0		\$0	\$0

<b>EXHIBIT</b>	H-2 TUMI	F Network Detai	iled Cost Estimate - Exi	sting Need an	d Obligate	d Fundii	ng																			l	Jpdated: July 23, 2024
AREA PLAN [	IST CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN FL	JTURELN %	COMPLETE INC	REASELN MILES TO	PO LAN	DUSE INT	ERCHG BRI	DGE R	rxing its	1	NEWLNCOST RO	OWCOST	INTCHGCOST BRE	GCOST RRXC	OST IT	SCOST F	PLNG E	NG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Riverside	Tyler	SR-91	Magnolia	Secondary	0.43	6	6	0%	0.00	1	2	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Riverside	Tyler	SR-91	interchange	Secondary	0.00	0	0	0%	0.00	1	2	2	0	0	0	\$0	\$0	\$43,490,000	\$0	\$0	\$0	\$4,349,000	\$10,873,000	\$4,349,000	\$63,061,000	\$21,814,000
Northwest	Riverside	Tyler	Magnolia	Hole	Secondary	0.27	6	6	0%	0.00	1	2	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Riverside	Tyler	Hole	Wells	Secondary	1.06	4	4	0%	0.00	1	2	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Riverside	Tyler	Wells	Arlington	Secondary	1.35	2	2	0%	0.00	1	2	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Riverside	University	Redwood	SR-91	Secondary	0.86	4	4	0%	0.00	1	3	0	0	0	1	\$0	\$0	\$0	\$0	\$0	\$593,000	\$59,000	\$148,000	\$59,000	\$859,000	\$859,000
Northwest	Riverside	University	SR-91	I-215/SR-60	Secondary	2.08	4	4	0%	0.00	1	2	0	0	0	1	\$0	\$0	\$0	\$0	\$0 i	#####	\$143,000	\$356,000	\$143,000	\$2,067,000	\$2,067,000
Northwest	Riverside	Victoria	Lincoln	Arlington	Secondary	0.16	2	2	0%	0.00	1	2	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Riverside	Victoria	Madison	Washington	Secondary	0.52	2	2	0%	0.00	1	2	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Riverside	Washington	Victoria	Hermosa	Secondary	2.06	2	4	14%	3.54	1	2	0	0	0	0	\$4,011,000 \$1	9,274,000	\$0	\$0	\$0	\$0	\$401,000	\$1,003,000	\$2,329,000	\$27,018,000	\$27,018,000
Northwest	Riverside	Wood	JFK	Van Buren	Secondary	0.70	2	4	0%	1.40	1	3	0	0	0	0	\$1,585,000	\$686,000	\$0	\$0	\$0	\$0	\$159,000	\$396,000	\$227,000	\$3,053,000	\$3,053,000
Northwest	Riverside	Wood	Van Buren	Bergamont	Secondary	0.11	4	4	0%	0.00	1	3	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Riverside	Wood	Bergamont	Krameria	Secondary	0.39	4	4	0%	0.00	1	3	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

AREA PLAN DIS			SEGMENTFROM	SEGMENTTO	NETWORK MILES		INGLN FUTURELN % (	COMPLETE INCREASEL	N MILES TOPO LANDUS	SE INTERCHG BRIDGE RRXING	G ITS	NEWLNCOST ROWCOST	INTCHGCOST	BRDGCOST RRXCOST	ITSCOST PL	LNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Unincorporated Cantu-Gall		Hamner	Wineville	,	0.94	6 6	0%	0.00 1	3 0 0	0 0			\$0	\$0 \$0	\$0		50 \$0	\$0	\$0
Northwest	Unincorporated Dos Lagos		emescal Canyon	I-15		0.17	4 4	0%	0.00 1	3 0 0	0 0	50 \$0			\$0 \$0	\$0	,		\$0	\$0
Northwest	Unincorporated El Cerrito		-15	Ontario		0.56 1.05	4 4	0% 0%	0.00 1 0.00 2	3 0 0	0 0	0 \$0 \$0 0 \$0 \$0	7-		\$0 \$0 \$0 \$0	\$0	\$	0 \$0 0 \$0	\$(	\$0
Northwest Northwest	Unincorporated El Sobrante Unincorporated Harley John		Mockingbird Canyon Washington	Cajalco Scottsdale		0.12	2 2	0%	0.00 2	3 0 0	0 0	) \$0 \$0 ) \$0 \$0	1 .		\$0 \$0	\$0 \$0	)	10 \$0 10 \$0	φι •r	\$0 \$0
Northwest	Unincorporated Harley John		Scottsdale	Cajalco		1.19	2 2	0%	0.00 1	3 0 0	0 0	5 \$0 \$0			\$0 \$0	\$0	, , , , , , , , , , , , , , , , , , ,	0 \$0	\$(	\$0 \$0
Northwest	Unincorporated La Sierra		Victoria	El Sobrante		2.23	4 4	0%	0.00 2	3 0 0	0 0	\$0 \$0	\$0	\$0	\$0 \$0	\$0	) \$	0 \$0	\$0	\$0
Northwest	Unincorporated La Sierra	E	El Sobrante	Cajalco		2.36	2 2	0%	0.00 2	3 0 0	0 0	50 \$0	7-		\$0 \$0	\$0	\$	0 \$0	\$0	\$0
Northwest	Unincorporated Mockingbir		Van Buren	El Sobrante	,	3.41	2 4	0%	6.82 2	3 0 0	0 0	· · · · · · · · · · · · · · · · · · ·			\$0 \$0	\$1,186,000				
Northwest	Unincorporated Temescal C		El Cerrito	Tuscany		0.65	2 4	20%	1.03 2	3 0 0	0 0	σ φι,ουσ,ουσ φουν,ουσ			\$0 \$0 \$0 \$0	\$180,000	\$450,00	0 \$231,000	\$3,168,000	\$0 \$0
Northwest Northwest	Unincorporated Temescal ( Unincorporated Temescal (		Tuscany Dos Lagos	Dos Lagos Leroy		0.91 1.10	4 4	0% 0%	0.00 2 0.00 2	3 0 0	0 0	) \$0 \$0 ) \$0 \$0	7-		\$0	\$0 \$0	) \$	iO \$0	)¢. )\$.	\$O
Northwest	Unincorporated Temescal (		eroy	Dawson Canyon		1.89	4 4	0%	0.00 2	3 0 0	0 0	) \$0 \$0 ) \$0 \$0	\$0		\$0 \$0 \$0 \$0	\$0 \$0	, , , , , , , , , , , , , , , , , , ,	60 \$0	\$( .\$(	\$0 \$0
Northwest	Unincorporated Temescal C		Dawson Canyon	I-15		0.49	4 4	0%	0.00 2	3 0 0	0 0	5 \$0 \$0	7.	7.7	\$0 \$0	\$0	\$	0 \$0	\$0	\$0
Northwest	Unincorporated Temescal C		-15	interchange		0.00	0 0	0%	0.00 2	3 3 0	0 0	\$0 \$0	\$22,550,000	\$0	\$0 \$0	\$2,255,000	\$5,638,00	0 \$2,255,000	\$32,698,000	\$32,698,000
Northwest	Unincorporated Temescal C		-15	Park Canyon		2.02	2 4	10%	3.63 3	3 0 0	0 0	\$8,533,000 \$1,779,000		7.7	\$0 \$0	\$853,000	1 ,	00 \$1,031,000	\$14,329,000	\$14,329,000
Northwest	Unincorporated Temescal C		Park Canyon	Indian Truck Trail	,	2.55	4 4	0%	0.00 2	3 0 0	0 0	\$0 \$0	\$0	7.7	\$0 \$0	\$0	,	0 \$0	\$(	\$0
Northwest	Unincorporated Washington		Hermosa Kanna ani n	Harley John	,	3.96	2 4	26%	5.86 1	3 0 0	0 0	· +-// +-/			\$0 \$0 \$0 \$0	\$664,000				
Northwest Pass	Unincorporated Wood Banning 8th		Krameria Wilson	Cajalco I-10		2.99 0.54	2 4	4% 0%	5.75 1 0.00 1	2 0 0	0 0	) \$6,509,000 \$2,817,000 ) \$0 \$0			\$0 \$0 \$0 \$0	\$651,000	\$1,627,00 \$	0 \$933,000 0 \$0	\$12,537,000 \$0	\$12,537,000 \$0
Pass	Banning Lincoln		Sunset	SR-243		2.01	2 2	0%	0.00 1	2 0 0	0 0	) \$0 \$0 ) \$0	1 .		\$0 \$0 \$0	\$0	, , , , , , , , , , , , , , , , , , ,	io \$0	\$(	\$O
Pass	Banning Ramsey		-10	8th		1.70	2 2	0%	0.00 1	2 0 0	0 0	50 \$0 \$0	1 .		\$0 \$0	\$0	\$	0 \$0	\$0	\$0
Pass	Banning Ramsey	8	3th	Highland Springs		3.55	4 4	0%	0.00 1	2 0 0	0 0	50 \$0	\$0	\$0	\$0 \$0	\$0	) \$	0 \$0	\$0	\$0
Pass	Banning SR-243		-10	Wesley	Secondary	0.62	2 2	0%	0.00 1	2 0 0	0 0	50 \$0	7-		\$0 \$0	\$0	\$	0 \$0	\$0	\$0
Pass	Banning Sun Lakes		Highland Home	Sunset	Secondary	1.00	0 4	0%	4.00 1	2 0 0	0 0	· + .// +/		7.7	\$0 \$0	\$453,000		0 \$2,629,000		
Pass	Banning Sun Lakes		Smith Creek	bridge	,	0.00	0 4	0%	0.00 1	2 0 300	0 0	50 \$0		φο,, σο,σσο	\$0 \$0	\$576,000				
Pass	Banning Sun Lakes		Montgomery Creek	bridge		0.00 1.33	0 4	0% 0%	0.00 1 0.00 1	2 0 200	0 0	) \$0 \$0 ) \$0 \$0		1 - 1 - 1 - 1 - 1	\$0 \$0 \$0 \$0	\$384,000 \$0		0 \$384,000 0 \$0	\$5,568,000 \$0,	\$5,568,000
Pass Pass	Banning Sun Lakes Banning Sunset		Highland Springs Ramsey	Highland Home Lincoln		0.28	2 2	0%	0.00 1	2 0 0	0 0	) \$0 \$0 ) \$0 \$0	, ≱∩ , \$∩	7.7	\$0 \$0 \$0 \$0	\$0 \$0	т т	in \$0	φ( \$(	\$0 \$0
Pass	Banning Sunset		-10	interchange		0.00	0 0	0%	0.00 1	2 3 0	0 0	5 \$0 \$0	\$22,550,000	7.7	\$0 \$0 \$0	\$2,255,000	Ψ	0 \$2,255,000	Ψ	7.
Pass	Banning Wilson		Highland Home	8th		2.51	4 4	0%	0.00 1	2 0 0	0 0	50 \$0 \$0			\$0 \$0	\$0	\$	0 \$0	\$02,070,000	\$0
Pass	Banning Wilson		Highland Springs	Highland Home	Secondary	1.01	4 4	100%	0.00 1	2 0 0	0 0	50 \$0	\$0	\$0	\$0 \$0	\$0	) \$	0 \$0	\$0	\$0
Pass	Beaumont 1st	V	/iele	Pennsylvania	Secondary	1.28	2 2	0%	0.00 1	2 0 0	0 0	50 \$0	1 .		\$0 \$0	\$0	\$	0 \$0	\$0	\$0
Pass	Beaumont 1st		Pennsylvania	Highland Springs	,	1.10	2 2	0%	0.00 1	2 0 0	0 0	50 \$0	1 .		\$0 \$0	\$0	) \$	0 \$0	\$0	\$0
Pass	Beaumont 6th		-10	Highland Springs		2.24	4 4	0%	0.00 1	2 0 0	0 0	\$0 \$0			\$0 \$0	\$0	\$	0 \$0	\$0	\$0
Pass	Beaumont Desert Law		Champions	Oak Valley (STC)		0.99	2 2	0%	0.00 1	3 0 0	0 0	50 \$0	1 .		\$0 \$0	\$0	) \$	0 \$0	\$0	\$0
Pass Pass	Beaumont Oak Valley Beaumont Oak Valley	- / \ /	Highland Springs Pennsylvania	Pennsylvania Oak View		1.13 1.40	4 4	0% 0%	0.00 2 0.00 1	2 0 0	0 0	) \$0 \$0 ) \$0 \$0		\$U \$0	\$0 \$0 \$0 \$0	\$0 \$0	)	10 \$0 10 \$0	φι \$1	\$0 \$0
Pass	Beaumont Oak Valley		Oak View	I-10	,	0.65	4 4	50%	0.00 1	2 0 0	0 0	) \$0 \$0 )\$. (1	7.	\$0	\$0 \$0	\$0	, 4 ) \$	60 \$0	\$(	\$0
Pass	Beaumont Oak Valley		-10	interchange		0.00	0 0	0%	0.00 1	2 2 0	0 0	\$0 \$0	7-	7.7	\$0 \$0	\$4,349,000	\$10.873.00	0 \$4,349,000	\$63,061,000	\$62,401,000
Pass	Beaumont Oak Valley	, , ,	JP Railroad	Tukwet Canyon		2.94	2 2	0%	0.00 2	3 0 0	0 0	50 \$0 \$0	\$0		\$0 \$0	\$0			\$0	\$0
Pass	Beaumont Oak Valley	ey (STC) To	Tukwet Canyon	I-10	Secondary	2.58	2 2	0%	0.00 1	3 0 0	0 0	\$0 \$0	\$0	\$0	\$0 \$0	\$0	) \$	0 \$0	\$0	\$0
Pass	Beaumont Pennsylvan		Sth .	1st	,	0.53	2 4	18%	0.86 1	2 0 0	0 0	σ φ,, σ,σσσ φ,,σ,,,σσσ			\$0 \$0	\$98,000	\$245,00	0 \$568,000	\$6,588,000	\$6,588,000
Pass	Beaumont Pennsylvar		-10	interchange	,	0.00	0 0	0%	0.00 1	2 0 0	0 0	\$0 \$0	7-	7.7	\$0 \$0	\$0	\$	0 \$0	\$0	\$0
Pass	Calimesa Bryant		County Line	Avenue L	,	0.38	2 2	0%	0.00 1	2 0 0	0 0	\$0 \$0	7-	7.7	\$0 \$0	\$0	· · ·	0 \$0	\$0	\$0
Pass Pass	Calimesa Calimesa Calimesa Calimesa		County Line -10	I-10 interchange		0.80	0 0	0% 0%	0.00 1 0.00 1	2 0 0	0 0	) \$0 \$0 ) \$0 \$0			\$0 \$0 \$0 \$0	\$0 \$4,349,000	т т	0 \$0 0 \$4,349,000	\$63,061,000 \$63,061,000	\$0 \$63,061,000
Pass	Calimesa County Line		7th	Bryant		1.83	2 2	0%	0.00 1	2 0 0	0 0	) \$0 \$0	\$0		\$0 \$0 \$0 \$0	\$0.		n \$0,547,000	\$00,001,000	\$00,001,000
Pass	Calimesa County Line		-10	interchange		0.00	0 0	0%	0.00 1	2 3 0	0 0	5 \$0 \$0	1 .	7.7	\$0 \$0	\$2,255,000	т т	0 \$2,255,000	\$32,698,000	7.7
Pass	Calimesa Desert Law		Palmer	Champions	Secondary	1.42	2 2	0%	0.00 1	3 0 0	0 0	50 \$0 \$0	\$0		\$0 \$0	\$0	) \$	0 \$0	\$0	\$0
Pass	Calimesa Singleton	A	Avenue L	Condit	Secondary	1.86	4 4	0%	0.00 2	3 0 0	0 0	\$0 \$0	\$0	\$0	\$0 \$0	\$0	) \$	0 \$0	\$0	\$0
Pass	Calimesa Singleton		Condit	Roberts	,	0.85	2 4	0%	1.70 1	2 0 0	0 0	· · · · · · · · · · · · · · · · · · ·		1.	\$0 \$0	\$193,000		0 \$1,118,000		
Pass	Calimesa Singleton		-10	interchange		0.00	0 0	0%	0.00 1	2 2 0	0 0	\$0 \$0			\$0 \$0	\$4,349,000		0 \$4,349,000	\$63,061,000	\$0
Pass	Calimesa Tukwet Car		Roberts Rd	Palmer		0.25	4 4	0%	0.00 1	3 0 0	0 0	\$0 \$0	1 .	7.7	\$0 \$0	\$0	\$		\$0	\$0
Pass Pass	Unincorporated Live Oak C Unincorporated San Timote		Oak Valley (STC) San Bernardino County	San Bernardino C UP Railroad	o seconaary Secondary	2.81 5.65	2 2	0% 0%	0.00 2 0.00 2	3 0 0	0 0	0 \$0 \$0 0 \$0 \$0			\$0 \$0 \$0 \$0	\$0	) \$	0 \$0	\$(	\$0
Pass	Unincorporated San Timote		JP Railroad	railroad crossing		0.00	2 2	0%	0.00 2	3 0 0	1 0	5 \$0 \$0			7- 7-	\$3,640,000	\$9,100,00	0 \$3,640,000	\$52,780,000	\$52,780,000
San Jacinto	Hemet Sanderson		Acacia	Menlo		0.98	4 4	0%	0.00 1	2 0 0	0 0	50 \$0 \$0			\$0 \$0	\$0	\$	0 \$0	\$02,700,000	\$0
San Jacinto	Hemet Sanderson		Domenigoni	Stetson		1.09	4 4	0%	0.00 1	2 0 0	0 0	50 \$0 \$0	\$0	\$0	\$0 \$0	\$0	) ;	0 \$0	\$0	\$0
San Jacinto	Hemet Sanderson	n R	RR Crossing	Acacia		0.42	4 4	0%	0.00 1	2 0 0	0 0	50 \$0		\$0	\$0 \$0	\$0	) \$	0 \$0	\$0	\$0
San Jacinto	Hemet Sanderson		Stetson	RR Crossing	,	0.58	4 4	0%	0.00 1	2 0 0	0 0	0 \$0 \$0	1 .		\$0 \$0	\$0	) \$	0 \$0	\$0	\$0
San Jacinto	Hemet Sanderson		Menlo Marran	Esplanade		1.00	4 4	0%	0.00 1	2 0 0	0 0	50 \$0	\$0	\$0	\$0 \$0	\$0	\$	iu \$0	\$0	\$0 *C
San Jacinto	Hemet SR-74 (Florid Hemet SR-74 (Florid	•	Warren Columbia	Cawston Ramona	Secondary Secondary	1.02 2.58	4 4	0% 0%	0.00 1 0.00 1	2 0 0	0 0	) \$0 \$0 ) \$0 \$0	\$0	\$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0	, \$	60 \$0 60 \$0	\$C .\$C	\$0 \$0
San Jacinto San Jacinto	Hemet SR-74 (Florid Hemet SR-74/SR-79		Columbia Cawston	Kamona Columbia	Secondary	4.03	4 4	0%	0.00 1	2 0 0	0 0	11 11	7-	7.7	\$0 \$0 \$0 \$0	\$0 \$0			\$( \$(	\$0 \$0
San Jacinto	Hemet State		Domenigoni	Chambers	Secondary	1.31	4 4	0%	0.00 1	2 0 0	0 0	5 \$0 \$0			\$0 \$0	\$0			.\$(	\$0
San Jacinto	Hemet State		Chambers	Stetson		0.51	4 4	0%	0.00 1	2 0 0	0 0	\$0 \$0			\$0 \$0	\$0	) ;	0 \$0	\$0	\$0
San Jacinto	Hemet State	F	Florida	Esplanade	Secondary	1.74	4 4	0%	0.00 1	2 0 0	0 0	50 \$0	\$0	\$0	\$0 \$0	\$0	) \$	0 \$0	\$0	\$0
San Jacinto	Hemet State	S	Stetson	Florida	Secondary	1.25	2 2	0%	0.00 1	1 0 0	0 0	50 \$0	7-		\$0 \$0	\$0	т т		\$0	\$0
San Jacinto	Hemet Stetson		Cawston	State	,	2.52	4 4	0%	0.00 1	2 0 0	0 0	50 \$0 \$0	7-		\$0 \$0	\$0	т т	0 \$0	. \$0	\$0
San Jacinto	Hemet Stetson		Warren	Cawston	Secondary	1.00	2 4	0%	2.00 1	3 0 0	0 0	. ,-,, ,			\$0 \$0	\$226,000				
San Jacinto	Hemet Warren Hemet Warren		Esplanade Esplanado	Domenigoni	,	5.02 0.19	2 4	9% 9%	9.14 1 0.34 1	3 0 0	0 0				\$0 \$0 \$0 \$0	\$1,035,000 \$39,000		0 \$1,482,000 0 \$56,000		
San Jacinto San Jacinto	Hemet Warren Hemet Warren		Esplanade Salt Creek	Domenigoni bridge		0.00	2 4	0%	0.00 1	3 0 300	0 0	) \$0 \$0 ) \$0			\$0 \$0	\$288,000				
San Jacinto	San Jacinto Esplanade		Mountain	State		2.55	4 4	0%	0.00 1	2 0 0	0 0	5 \$0 \$0			\$0 \$0	\$0			\$4,170,000	\$0
San Jacinto	San Jacinto Esplanade		State	Warren		3.53	2 2	0%	0.00 1	3 0 0	0 0	50 \$0 \$0			\$0 \$0	\$0			\$0	\$0
San Jacinto	San Jacinto Sanderson		Ramona	Esplanade		3.55	4 4	0%	0.00 1	3 0 0	0 0	\$0 \$0			\$0 \$0	\$0	) \$		\$0	\$0
San Jacinto			State	San Jacinto	Secondary	1.02	2 2	0%	0.00 1	2 0 0	0 0	\$0 \$0			\$0 \$0	\$0			\$0	\$0
San Jacinto	San Jacinto SR-79 (San		North Ramona Blvd	7th		0.25	2 2	0%	0.00 1	2 0 0	0 0	\$0 \$0	1 .		\$0 \$0	\$0			\$0	\$0
San Jacinto	San Jacinto SR-79 (San	•	7th	SR-74		2.25	4 4	0%	0.00 1	2 0 0	0 0	50 \$0			\$0 \$0	\$0 \$0			\$(	\$0 \$0
San Jacinto	San Jacinto State		Ramona Gilman Springs	Esplanade Quandt Ranch	,	1.99 0.76	4 4	0% 0%	0.00 1 1.52 1	2 U U	0 0		1 .		\$0 \$0 \$0 \$0	\$0 \$172,000	,		\$0,317,000 \$3,317,000	\$0 \$3,317,000
San Jacinto San Jacinto	San Jacinto State San Jacinto State		San Jacinto River	bridge		0.76	4 4	0%	0.00 1	3 0 500	0 0	) \$1,722,000 \$745,000 ) \$0 \$0			\$0 \$0 \$0 \$0	\$172,000			\$3,317,000 \$0	\$3,317,000 \$0
San Jacinto	San Jacinto State		Quandt Ranch	Ramona		0.70	4 4	0%	0.00 1	3 0 0	0 0	11 11	1 .		\$0 \$0 \$0	\$0 \$0			\$(	\$0 \$0
San Jacinto	San Jacinto Warren		Ramona	Esplanade	Secondary	3.47	2 4	11%	6.18 1	3 0 0	0 0		1 -		\$0 \$0	\$699,000	,	0 \$1,002,000	7.	1.
San Jacinto	Unincorporated Gilman Spr	prings S	Sanderson	State	Secondary	2.54	2 4	0%	5.09 1		0 0	\$5,761,000 \$2,494,000	\$0	\$0	\$0 \$0	\$576,000	\$1,440,00	0 \$826,000	\$11,097,000	\$11,097,000
San Jacinto	Unincorporated Gilman Spr		Massacre Canyon Wash	bridge		0.00	2 4	0%			0 0				\$0 \$0	\$96,000				
San Jacinto	Unincorporated SR-79 (Wind	ncnester) S	SR-74 (Florida)	Domenigoni	Secondary	3.23	2 2	0%	0.00 1	3 0 0	0 0	50 \$0	\$0	\$0	\$0 \$0	\$0	\$	50 \$0	\$0	\$0

# EXHIBIT H-2 TUMF Network Detailed Cost Estimate - Existing Need and Obligated Funding AREA PLAN DIST CITY STREETNAME SEGMENTROM SEGMENTRO NETWORK MILES EXISTING IN ELITIDETIAL & COMPLETE INCREASEIN MILES TOPO LANDISE INTERCLOSE PROPERTY INCREASE IN ACCOUNT OF THE PROPERTY INCREASE

AREA PLAN D	ST CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN F	UTURELN 9	% COMPLETE INCR	REASELN MILES	TOPO LANDU	USE INTERCH	G BRIDGE R	RXING 17	TS N	NEWLNCOST	ROWCOST	INTCHGCO:	ST BRDGCOST RRXCOST	ITSCOST	PLNG	ENG		1017 12 0001	maximum tumf share
Southwest	Lake Elsinore	Corydon	Mission	Grand	Secondary	1.53	2	4	50%	1.53	1	3	0 0	0	0	\$1,732,000	. ,	00 5	\$0 \$0	\$0 \$1	0 \$173,000	\$433,000		\$3,336,000	\$3,336,000
Southwest	Lake Elsinore	Diamond	Mission	I-15	Secondary	0.24		6	0%	0.00	1	3	0 0	0	0	\$0	- 1	50	\$0 \$0	\$0 \$1		\$0	\$0	\$0	\$0
Southwest	Lake Elsinore	Franklin (integral to Railroad C		interchange	Secondary	0.00		0	0%	0.00	1	3	3 0	0	0	\$0	) }	\$0 \$22,550,00		\$0 \$1	· +=/=/		\$2,255,000	\$32,698,000	\$32,698,000
Southwest	Lake Elsinore	Grand	Lincoln	Toff	Secondary	1.29		4	0% 6%	0.00	1	3	0 0	0	0	\$1,004,000	) # <b>7</b> 00.00	βU :	50 \$0 50 \$0	\$0 \$1 \$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest Southwest	Lake Elsinore Lake Elsinore	Grand Lake	Toft I-15	SR-74 (Riverside) Lincoln	Secondary Secondary	0.86 3.25		4	6% 28%	4.68	1	3	0 0	0	0	\$1,824,000	0 \$789,00 0 \$25,462,00		50 \$0 50 \$0	⊅∪ ⊅i .\$0 .\$i	φ.ο2,000	\$456,000 \$2,036,000		\$3,512,000 \$39,817,000	\$3,512,000 \$32,726,000
Southwest	Lake Elsinore	Lake	I-15	interchange	Secondary	0.00		0	0%	0.00	2	2	3 0	0	0	\$0,144,000		\$0 \$22,550,00	7-	\$0 \$1		\$5,638,000		\$32,698,000	\$15,771,000
Southwest	Lake Elsinore	Lake	Temescal Wash	bridge	Secondary	0.00		4	0%	0.00	2	2	0 180	0	0	\$(				\$0 \$i		\$432,000		\$2,506,000	\$1,150,000
Southwest	Lake Elsinore	Mission	Railroad Canyon	Bundy Canyon	Secondary	2.39		4	0%	0.00	1	3	0 0	Ō	0	\$0	0 9	50 5	50 \$0	\$0 \$1		\$0	\$0	\$0	\$0
Southwest	Lake Elsinore	Nichols	I-15	Lake	Secondary	1.80	2	4	0%	3.60	1	3	0 0	0	0	\$4,075,000	0 \$1,764,00	00 9	50 \$0	\$0 \$1	0 \$408,000	\$1,019,000	\$584,000	\$7,850,000	\$7,850,000
Southwest	Lake Elsinore	Nichols	Temescal Wash	bridge	Secondary	0.00	2	4	0%	0.00	1	3	0 300	0	0	\$0	0 9	\$O 5	\$0 \$2,880,000	\$0 \$1	0 \$288,000	\$720,000	\$288,000	\$4,176,000	\$4,176,000
Southwest	Lake Elsinore	Nichols	I-15	interchange	Secondary	0.00		0	0%	0.00	1	3	2 0	0	0	\$0	- ,	\$0 \$43,490,00		\$0 \$1	T ., ,	\$10,873,000		\$63,061,000	\$63,061,000
Southwest	Lake Elsinore	SR-74 (Collier/Riverside)	I-15	Lakeshore	Secondary	2.15		4	26%	3.19	1	2	0 0	0	0		0 \$17,337,00		50 \$0	\$0 \$1	. , , , , , , , , , , , , , , , , , , ,	\$902,000		\$24,303,000	\$24,303,000
Southwest	Lake Elsinore	SR-74 (Grand)	Riverside	SR-74 (Ortega)	Secondary	0.64		4	0%	1.28	1	2	0 0	0	0		0 \$6,943,00		7.	\$0 \$1	T	\$361,000		\$9,733,000	\$3,691,000
Southwest	Lake Elsinore	SR-74 (Riverside)	Lakeshore	Grand	Secondary	1.74		4	24%	2.65	I	2	0 0	0	0		0 \$14,392,00		7-	\$0 \$1	- +,	\$749,000		\$20,175,000	\$20,175,000
Southwest	Lake Elsinore	Temescal Canyon Temescal Canyon	I-15 Temescal Wash	Lake	Secondary	1.21 0.00		4	0% 0%	2.42 0.00	2	3	0 250	0	0	\$4,211,000 ¢r	0 \$1,186,00	)U :	\$0 \$0 \$0 \$2,400,000	\$0 \$1	0 \$421,000 0 \$240,000	\$1,053,000		\$7,411,000	\$7,411,000 \$3,480,000
Southwest Southwest	Lake Elsinore Murrieta	California Oaks	Jefferson	bridge I-15	Secondary Secondary	0.00		4	0%	0.00	1	2	0 230	0	0	φ(	7 1	DO .	50 \$2,400,000 . 50 .\$0 .	φ∪ φι ¢∩ ¢ι	0 \$240,000	\$600,000	\$240,000 \$0	\$3,480,000	\$3,46U,UUU \$0
Southwest	Murrieta	California Oaks	I-15	Jackson	Secondary	0.50		4	0%	0.00	1	2	0 0	0	0	\$(	J 4	o c	50 \$0 50 \$0	φ∪ φι \$∩ \$ι	0 \$0	\$0 \$0	\$0	φ0 \$Ω	\$0 \$0
Southwest	Murrieta	California Oaks	Jackson	Clinton Keith	Secondary	1.76		4	0%	0.00	i	2	0 0	0	0	\$0	0 9	50 5	50 \$0	\$0 \$1	0 \$0	\$0	.\$0	\$0	\$0
Southwest	Murrieta	Jackson	Whitewood	Ynez	Secondary	0.53		4	0%	0.00	1	2	0 0	Ō	0	\$0	0 9	50 5	50 \$0	\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest	Murrieta	Jefferson	Palomar	Nutmeg	Secondary	1.02		2	75%	0.51	2	3	0 0	0	0	\$887,000	\$250,00	00 9	50 \$0	\$0 \$1	0 \$89,000	\$222,000	\$114,000	\$1,562,000	\$1,562,000
Southwest	Murrieta	Jefferson	Nutmeg	Murrieta Hot Spring	g Secondary	2.37	2	2	0%	0.00	1	2	0 0	0	0	\$0	0 \$	\$O 5	50 \$0 :	\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest	Murrieta	Jefferson	Nutmeg	Murrieta Hot Spring	gSecondary	0.17		6	0%	0.69	1	2	0 0	0	0	\$780,000			50 \$0	\$0 \$1	T,	\$195,000		\$5,256,000	\$5,256,000
Southwest	Murrieta	Jefferson	Murrieta Hot Springs	Cherry	Secondary	2.26		6	11%	4.02	1	2	0 0	0	0		0 \$21,854,00		\$0 \$0	\$0 \$1	T,	\$1,137,000		\$30,634,000	\$30,634,000
Southwest	Murrieta	Keller	I-215	Whitewood	Backbone	0.75		2	0%	0.00	1	2	0 0	0	0	\$0		50	\$0 \$0	\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest	Murrieta	Keller	I-215	interchange	Backbone	0.00		0	0%	0.00	1	2	0 0	0	0	\$0	٠ ٩	50	50 \$0	\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest	Murrieta	Los Alamos	Jefferson	I-215 I-215	Secondary	1.77 1.16		4	0% 0%	0.00	1	2	0 0	0	0	\$(	) )	04	50 \$0 50 \$0	\$U \$1	0 \$0 0 \$0	\$0 .\$0	\$0	\$0	\$0
Southwest Southwest	Murrieta Murrieta	Murrieta Hot Springs Murrieta Hot Springs	Jefferson I-215	Margarita	Secondary Secondary	1.10		6	0%	0.00	1	2	0 0	0	0	φ( 12	J 4	o c	50 \$0 .	.ΦU .ΦI \$Ω \$1	0 \$0	\$0 .\$0	\$0	\$O	\$0 \$0
Southwest	Murrieta	Murrieta Hot Springs	Margarita	SR-79 (Winchester)		1.01		6	8%	1.86	i	3	0 0	0	0	\$2,106,000	\$911,00	00	50 \$0	\$0 \$i		\$527,000	7.	\$4,057,000	\$3,899,000
Southwest	Murrieta	Nutmeg	Jefferson	Clinton Keith	Secondary	1.97		4	0%	0.00	i	3	0 0	0	0	\$(		50 5	7.	\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest	Murrieta	Whitewood	Clinton Keith	Los Alamos	Secondary	2.01	3	4	56%	0.88	2	3	0 0	0	0	\$1,539,000	\$433,00	00 9	50 \$0	\$0 \$1	0 \$154,000	\$385,000	\$197,000	\$2,708,000	\$2,708,000
Southwest	Murrieta	Whitewood	Los Alamos	Murrieta Hot Spring		1.93	2	2	0%	0.00	1	2	0 0	0	0	\$0	0 9	50 5	\$0 \$0	\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest	Murrieta	Whitewood	Murrieta Hot Springs	Jackson	Secondary	0.80		2	66%	0.54	2	2	0 0	0	0	\$947,000	0 \$2,959,00	00 5	\$0 \$0	\$0 \$1	0 \$95,000	\$237,000	\$391,000	\$4,629,000	\$4,629,000
Southwest	Murrieta	Ynez	Jackson	SR-79 (Winchester)	) Secondary	1.22		4	0%	0.00	1	2	0 0	0	0	\$0	0 \$	\$0 5	\$0 \$0	\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest	Temecula	Butterfield Stage	Murrieta Hot Springs	Calle Chapos	Secondary	0.82		4	0%	0.00	2	3	0 0	0	1	\$0	0 9	50		\$0 \$563,00		\$141,000		\$816,000	\$816,000
Southwest	Temecula	Butterfield Stage	Calle Chapos	La Serena	Secondary	0.70		4	0%	0.00	2	3	0 0	0		\$(	- 1	50		\$0 \$480,00		\$120,000		\$696,000	\$696,000
Southwest Southwest	Temecula Temecula	Butterfield Stage	La Serena Pancho California	Rancho California Pauba		0.91 0.85		4	0% 0%	0.00	2	3	0 0	0	1	\$( \$(	٧ ,	) 10		\$0 \$624,000 \$0 \$584,000		\$156,000 \$146,000	\$62,000 \$58,000	\$904,000 \$846,000	\$904,000 \$846,000
Southwest	Temecula	Butterfield Stage Butterfield Stage	Rancho California Pauba	SR-79 (Temecula F	Secondary	1.69		4	93%	0.00	2	3	0 0	0	0	\$412,000	٠ ,	)O (	50 \$0 . 50 .	\$0 \$364,000 \$0 \$1		\$146,000	\$53,000	\$725,000	\$725,000
Southwest	Temecula	Jefferson	Cherry	Rancho California		2.29		4	0%	0.00	1	1	0 0	0	1	\$(	0 9110,00	03	7.	\$0 ######		\$394,000		\$2,285,000	\$2,285,000
Southwest	Temecula	Margarita	Murrieta Hot Springs	SR-79 (Temecula F		7.68		4	0%	0.00	i	3	0 0	0	1	\$0	0 9	50 5		\$0 ######		\$1,318,000		\$7,644,000	\$7,644,000
Southwest	Temecula	Old Town Front	Rancho California	I-15/SR-79 (Temec		1.45		4	0%	0.00	1	1	0 0	0	0	\$0	0 \$	50 5		\$0 \$1		\$0	\$0	\$0	\$0
Southwest	Temecula	Pechanga Pkwy	SR-79 (Temecula Pkwy)	Via Gilberto	Secondary	1.32	6	6	0%	0.00	1	1	0 0	0	0	\$0	0 \$	50 5	\$0 \$0	\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest	Temecula	Pechanga Pkwy	Via Gilberto	Pechanga Pkwy	Secondary	1.44		4	0%	0.00	1	1	0 0	0	0	\$0	D \$	50 5		\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest	Temecula	Rancho California	Jefferson	Margarita	Secondary	1.89		6	53%	1.78	1	1	0 0	0	0		0 \$13,938,00		\$0 \$0	\$0 \$1	· +,	\$504,000		\$18,254,000	\$18,181,000
Southwest	Temecula	Rancho California	I-15	interchange	Secondary	0.00		0	0%	0.00	1	1	3 0	0	0	\$( \$(	- ,	\$0 \$22,550,00	00 \$0 50 \$0	\$0 \$1	0 \$2,255,000	\$5,638,000		\$32,698,000	\$0
Southwest	Temecula	Rancho California	Margarita	Butterfield Stage	Secondary	1.96 0.90		4	0% 0%	0.00	1	1	0 0	0	0	\$(	D 1	04	, σ	\$0 \$1 \$0 \$1	0 \$0 0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0
Southwest Southwest	Temecula Temecula	SR-79 (Temecula Pkwy) SR-79 (Temecula Pkwy)	I-15 Pechanga Pkwy	Pechanga Pkwy Butterfield Stage	Secondary Secondary	3.08		6	0%	0.00	1	3	0 0	0	1	φ( 12	J 4	o c		ъ∪ ъ \$0 ######		\$529,000	7.	\$3,065,000	\$3,065,000
Southwest	Unincorporated		Scott	SR-79 (Winchester)		3.39		4	56%	2.98	i	3	0 0	0	0	\$3,379,000	0 \$1,463,00	00		\$0s		\$845,000		\$6,509,000	\$6,509,000
Southwest		Butterfield Stage	Tucalota Creek	bridge	Secondary	0.00		4	0%	0.00	2	3	0 200	0	0	\$0,0,7,000	0 91,7100,00	50 5	50 \$0	\$0 \$1		\$0	\$0	\$0	\$0
Southwest		Butterfield Stage (Pourroy)	Auld	Murrieta Hot Spring		2.27	0	4	17%	7.54	2	3	0 0	0	0	\$13,113,000	3,693,00	00 9	50 \$0	\$0 \$1	0 \$1,311,000	\$3,278,000	\$1,681,000	\$23,076,000	\$23,076,000
Southwest	Unincorporated		Ortega	Corydon	Secondary	4.96	2	4	10%	8.92	1	2	0 0	0	0	\$10,098,000	3 \$48,529,00	00 5	\$0 \$0	\$0 \$1	0 \$1,010,000	\$2,525,000		\$68,025,000	\$68,025,000
Southwest	Unincorporated	Horsethief Canyon	Temescal Canyon	I-15	Secondary	0.17		2	0%	0.00	1	3	0 0	0	0	\$0	0 \$	50 5	50 \$0	\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest		Indian Truck Trail	Temescal Canyon	I-15	Secondary	0.18		6	0%	0.00	1	3	0 0	0	0	\$0	0 9	50 5		\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest		Murrieta Hot Springs	SR-79 (Winchester)	Pourroy	Secondary	1.75		4	0%	0.00	1	3	0 0	0	0	\$0	0 9	50 5	50 \$0	\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest	Unincorporated		Pechanga	San Diego County		1.39		2	0%	0.00 0.73	2	3	0 0	Ü	Ü	\$1,070,000	) 4250.00 )	φU	50 \$0 50 \$0	<b>⊅</b> ∪ \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest Southwest	Unincorporated	Rancho California	SR-79 (Winchester) Butterfield Stage	Auld Glen Oaks	Secondary Secondary	2.28 4.26		4	84% 0%	8.52	2	3	0 0	0	0	\$1,270,000	0 \$358,00 0 \$66,712.00		0 \$0 .	\$U \$1 \$Ω \$1	0 \$127,000 0 \$965,000	\$318,000 \$2,411,000		\$2,236,000 \$87,369,000	\$2,236,000 \$87,369,000
Southwest		Temescal Canyon	Horsethief Canyon Wash	bridge	Secondary	0.00		4	0%	0.00	2	3	0 240	0	0	\$7,045,000	) \$66,712,00 1 4		50 \$2,304,000	\$0 \$1 \$0 \$1		\$576,000		\$3,340,000	\$3,340,000
Southwest		Temescal Carryon	Indian Truck Trail	I-15	Secondary	2.57		4	0%	5.14	2	3	0 0	0	0	\$8.944.000	3 \$2,519,00		50 \$2,504,600	\$0 \$i		\$2,236,000		\$15,739,000	\$15,739,000
Southwest		Temescal Canyon	Indian Wash	bridge	Secondary	0.00		4	0%	0.00	2	3	0 105	0	0	.\$(	. ,,,,,,,, )		\$0 \$1,008,000	\$0 \$1	0 \$101,000	\$252,000			\$1,462,000
Southwest		Bundy Canyon	Mission	I-15	Secondary	0.94		4	32%	1.27	1	2	0 0	Ō	Ō	\$1,441,000	\$6,923,00			\$0 \$1		\$360,000			\$9,704,000
Southwest	Wildomar	Grand	Corydon	Wildomar Trail	Secondary	2.02	2	2	0%	0.00	1	2	0 0	0	0	\$0		\$O 5		\$0 \$1	0 \$0	\$0	\$0	\$0	\$0
Southwest	Wildomar	Mission	Bundy Canyon	Palomar	Secondary	0.84		4	0%	0.00	1	2	0 0	0	0	\$0				\$0 \$1		\$0		\$0	\$0
Southwest	Wildomar	Palomar	Clinton Keith	Washington	Secondary	0.74		4	0%	1.48	1	3	0 0	0	0		0 \$725,00			\$0 \$1		\$419,000			\$3,227,000
Southwest	Wildomar	Palomar	Mission	Clinton Keith	Secondary	2.79		4	21%	4.41	2	3	0 0	0	0		\$2,159,00			\$0 \$1					\$13,493,000
Southwest	Wildomar	Wildomar Trail	I-15	Baxter	Secondary	0.29		4	0%	0.59	1	პ ვ	0 0	0	0		0 \$288,00			\$0 \$1	- 7,	\$166,000			\$1,281,000
Southwest Southwest	Wildomar Wildomar	Wildomar Trail Wildomar Trail	I-15 Baxter	interchange Palomar	Secondary Secondary	0.00 0.74		0	0% 0%	0.00 1.48	1	ა 2	0 0	0	-			\$0 \$22,550,00 00 °		\$0 \$1 \$0 \$1			\$2,255,000 \$975,000		\$27,858,000 \$11,316,000
Southwest	Wildomar	Wildomar Trail	Palomar	Grand	Secondary	0.74		2	0%	0.00	i	2	0 0	0	0		) \$6,073,00 ) 9			\$0 \$1 \$0 \$1		\$420,000		\$11,516,000	\$11,318,000
Subtotal				3.44	Secondary				0,0	241.59			22 8,650	U					00 ####### ######	T" T	- 7-			T*	\$1,919,036,000
Totals	Network				/	739.59				559.62			33 17,485	9					# ##### #####						
	Transit																							\$ 217.870.000	

otals Network Transit Administration MSHCP TOTAL # \$4,846,228,000 \$ 3,880,743,000 \$ 217,870,000 \$ 154,831,000 \$ 161,422,960 \$ 161,422,960 \$ 64,665,000 \$ 53,918,000 \$5,290,215,960 \$ 4,250,914,960