

PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN	MILES TOPO	LANDUSE	INTERCHG	BRIDGE	RXXING	ITS	NEWLN	COST	ROWCOST	INTCHGCOST	BRDGCOST	RRXCOST	ITSCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE	
Central	Menifee	Ethanac	Goetz	Murieta	I-215	Backbone	0.99	4	4	0%	0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Menifee	Ethanac	Murieta	I-215	Backbone	0.90	4	4	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Menifee	Ethanac	interchange	I-215	Backbone	0.00	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$23,321,000	\$0	\$0	\$0	\$0	\$23,321,000	\$5,830,000	\$2,332,000	\$33,815,000	\$33,815,000
Central	Menifee	Ethanac	Mathews	Backbone	0.61	2	4	0%	0	1.23	1	2	3	0	0	0	0	0	\$1,435,000	\$606,000	\$0	\$0	\$0	\$0	\$0	\$144,000	\$359,000	\$2,332,000	\$2,748,000	
Central	Menifee	Ethanac	BNSF San Jacinto Branch	railroad crossing	Backbone	0.00	2	4	0%	0.00	1	3	0	0	0	1	0	0	\$0	\$0	\$0	\$0	\$75,288,000	\$0	\$7,529,000	\$18,822,000	\$7,529,000	\$109,148,000	\$109,148,000	
Central	Menifee	Menifee	SR-74 (Pinacate)	Simpson	Backbone	2.50	2	4	88%	0.60	1	3	0	0	0	0	0	0	\$702,000	\$296,000	\$0	\$0	\$0	\$0	\$0	\$7,000	\$176,000	\$100,000	\$1,344,000	\$1,344,000
Central	Menifee	Menifee	Salt Creek	bridge	Backbone	0.00	2	4	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$3,125,000	\$0	\$0	\$0	\$313,000	\$781,000	\$313,000	\$4,532,000	\$4,532,000
Central	Menifee	Menifee	Simpson	Aldergate	Backbone	0.64	4	4	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Menifee	Aldergate	Newport	Backbone	0.98	4	4	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Menifee	Holland	Newport	Backbone	1.07	4	4	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Menifee	Garbani	Holland	Backbone	1.03	4	4	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Menifee	Garbani	Scott	Backbone	1.00	2	4	0%	2.00	1	3	0	0	0	0	0	0	\$2,338,000	\$987,000	\$0	\$0	\$0	\$0	\$0	\$234,000	\$585,000	\$333,000	\$4,477,000	\$4,477,000
Central	Menifee	Menifee/Whitehead	Scott	Murieta City Limit	Backbone	0.53	4	4	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Newport	Goetz	Murieta	Backbone	1.81	6	6	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Newport	Murieta	I-215	Backbone	1.99	4	6	87%	0.52	1	3	0	0	0	0	0	0	\$606,000	\$256,000	\$0	\$0	\$0	\$0	\$0	\$61,000	\$152,000	\$86,000	\$1,161,000	\$1,161,000
Central	Menifee	Newport	Menifee	I-215	Backbone	1.02	6	6	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Newport	Lindenberger	Backbone	0.77	6	6	0%	0.00	1	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Newport	Lindenberger	SR-79 (Winchester)	Backbone	3.58	6	6	0%	0.00	1	3	0	0																

PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN	MILES TOPO	LANDUSE	INTERCHG	BRIDGE	RXXING	ITS	NEWLN	COST	ROWCOST	INTCHGCOST	BRDGCOST	RRXCOST	ITSCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE	
Central	Menifee	Ethanac	Goetz	Murieta	I-215	Backbone	0.99	4	4	0%	0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Menifee	Ethanac	Murieta	I-215	Backbone	0.90	4	4	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Menifee	Ethanac	interchange	I-215	Backbone	0.00	0	0	0	0	0	0	2	3	0	0	0	0	\$0	\$0	\$23,321,000	\$0	\$0	\$0	\$0	\$23,321,000	\$5,830,000	\$2,332,000	\$33,815,000	\$33,815,000
Central	Menifee	Ethanac	Mathews	Backbone	0.61	2	4	0%	0.123	1	2	0	0	0	0	0	0	\$1,435,000	\$606,000	\$0	\$0	\$0	\$0	\$0	\$0	\$144,000	\$359,000	\$232,000	\$2,748,000	\$2,748,000
Central	Menifee	Ethanac	BNSF San Jacinto Branch	railroad crossing	Backbone	0.00	2	4	0%	0.00	1	3	0	0	0	1	0	0	\$0	\$0	\$0	\$0	\$75,288,000	\$0	\$7,529,000	\$18,822,000	\$7,529,000	\$109,148,000	\$109,148,000	
Central	Menifee	Menifee	SR-74 (Pinacate)	Simpson	Backbone	2.50	2	4	88%	0.60	1	3	0	0	0	0	0	\$702,000	\$296,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$176,000	\$100,000	\$1,344,000	\$1,344,000
Central	Menifee	Menifee	Salt Creek	bridge	Backbone	0.00	2	4	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$313,000	\$781,000	\$313,000	\$4,532,000	\$4,532,000
Central	Menifee	Menifee	Simpson	Aldergate	Backbone	0.64	4	4	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Menifee	Aldergate	Newport	Backbone	0.98	4	4	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Menifee	Holland	Newport	Backbone	1.07	4	4	0%	1.07	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Menifee	Garbani	Holland	Backbone	1.03	4	4	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Menifee	Garbani	Scott	Backbone	1.00	2	4	0%	2.00	1	3	0	0	0	0	0	\$2,338,000	\$987,000	\$0	\$0	\$0	\$0	\$0	\$0	\$234,000	\$585,000	\$333,000	\$4,477,000	\$4,477,000
Central	Menifee	Menifee/Whitehead	Scott	Murieta City Limit	Backbone	0.53	4	4	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Newport	Goetz	Murieta	Backbone	1.81	6	6	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Newport	Murieta	I-215	Backbone	1.99	4	6	87%	0.52	1	3	0	0	0	0	0	\$606,000	\$256,000	\$0	\$0	\$0	\$0	\$0	\$0	\$61,000	\$152,000	\$86,000	\$1,161,000	\$1,161,000
Central	Menifee	Newport	Menifee	I-215	Backbone	1.02	6	6	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Newport	Lindenberger	Backbone	0.77	6	6	0%	0.00	1	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Central	Menifee	Newport	Lindenberger	SR-79 (Winchester)	Backbone	3.58	6	6	0%	0.00	1	3	0																	

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

Updated: November 7, 2025

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN	MILES	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING	ITS	NEWLN	COST	ROWCOST	INTCHGCOST	BRDGCOST	RRXCOST	ITSCOST	PLNG	ENG	CONTIG	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	\$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	\$44,977,000	\$0	\$0	\$0	\$0	\$4,498,000	\$11,244,000	\$4,498,000	\$65,217,000	\$33,627,000
Pass	Banning			Highland Springs	Oak Valley (14th)	Wilson (8th)	Backbone	0.73	4	4	0%	0.00	1	2		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning			Highland Springs	Cherry Valley	Oak Valley (14th)	Backbone	1.53	0	2	0%	0.00	1	2		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning			I-10 Bypass South	I-10	Maronigo Trail (Apache Trail)	Backbone	3.29	0	2	0%	6.57	1	2		0	0	0	0	0	\$7,695,000	\$36,051,000	\$0	\$0	\$0	\$0	\$0	\$770,000	\$1,924,000	\$4,375,000	\$50,815,000	\$50,815,000
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	\$0	\$44,977,000	\$0	\$0	\$0	\$0	\$4,498,000	\$11,244,000	\$4,498,000	\$65,217,000	\$65,217,000
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	\$0	\$0	\$2,976,000	\$0	\$0	\$0	\$298,000	\$744,000	\$298,000	\$4,316,000	\$4,316,000
Pass	Banning			I-10 Bypass South	UP/Hargrave	railroad crossing	Backbone	0.00	0	2	0%	0.00	1	2		0	0	1	0	0	\$0	\$0	\$0	\$0	\$37,644,000	\$0	\$3,764,000	\$9,411,000	\$3,764,000	\$54,583,000	\$54,583,000	
Pass	Beaumont			Beaumont	Oak Valley (14th)	I-10	Backbone	1.37	4	4	0%	0.00	1	2		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Beaumont			Potrero	Oak Valley (San Timoteo Cany	SR-60	Backbone	0.72	2	4	65%	0.50	1	3		0	0	0	0	0	\$590,000	\$249,000	\$0	\$0	\$0	\$0	\$0	\$59,000	\$148,000	\$84,000	\$1,130,000	\$1,130,000
Pass	Beaumont			Potrero	SR-60	interchange	Backbone	0.00	0	4	0%	0.00	1	3		0	0	0	0	0	\$0	\$0	\$44,977,000	\$0	\$0	\$0	\$0	\$4,498,000	\$11,244,000	\$4,498,000	\$65,217,000	\$31,717,000
Pass	Beaumont			Potrero	UP	railroad crossing	Backbone	0.00	4	4	0%	0.00	1	3		0	0	2	0	0	\$0	\$0	\$0	\$0	\$28,544,000	\$0	\$2,854,000	\$7,136,000	\$2,854,000	\$41,388,000	\$41,388,000	
Pass	Beaumont			Potrero	Noble Creek	bridge	Backbone	0.00	4	4	0%	0.00	1	3		0	500	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Beaumont			Potrero	SR-60	4th	Backbone	0.45	4	4	0%	0.00	1	3		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Beaumont			SR-79 (Beaumont)	I-10	California	Backbone	1.15	4	4	0%	0.00	1	2		0	0	0	0	0	\$0	\$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	1	2		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Calimesa			Cherry Valley	I-10	interchange	Backbone	0.00	0	0	0%	0.00	1	2		2	0	0	0	0	\$0	\$0	\$44,977,000	\$0	\$0	\$0	\$0	\$4,498,000	\$11,244,000	\$4,498,000	\$65,217,000	\$7,661,000
Pass	Calimesa			Cherry Valley	Roberts St	Roberts Rd	Backbone	0.70	2	4	0%	1.40	1	3		0	0	0	0	0	\$1,639,000	\$692,000	\$0	\$0	\$0	\$0	\$0	\$4,498,000	\$11,244,000	\$4,498,000	\$65,217,000	\$61,816,000
Pass	Unincorporated			Cherry Valley	Bellflower	Noble	Backbone	1.47	0	2	0%	2.94	1	3		0	0	0	0	0	\$3,443,000	\$1,453,000	\$0	\$0	\$0	\$0	\$0	\$1,640,000	\$410,000	\$233,000	\$3,138,000	\$3,138,000
Pass	Unincorporated			Cherry Valley	Highland Springs	Bellflower	Backbone	0.44	2	2	0%	0.00	1	3		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Unincorporated			Cherry Valley	Noble	Roberts St	Backbone	3.25	2	2	0%	0.00	1	3		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Unincorporated			Cherry Valley	San Timoteo Wash	bridge	Backbone	0.00	2	2	0%	0.00	1	3		0	300	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Unincorporated			SR-79 (Lamb Canyon)	California	Gilman Springs	Backbone	5.23	4	4	0%	0.00	2	3		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$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	0	\$4,149,000	\$1,751,000	\$0	\$0	\$0	\$0	\$0	\$415,000	\$1,037,000	\$590,000	\$7,942,000	\$7,942,000
San Jacinto	Hemet			Domenigoni	Sanderson	Warren	Backbone	2.14	4	6	0%	0.00	1	3		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
San Jacinto	Hemet			SR-74	Winchester	Warren	Backbone	2.59	4	6	11%	4.62	1	3		0	0	0	0	0	\$5,407,000	\$25,329,000	\$0	\$0	\$0	\$0	\$0	\$541,000	\$1,352,000	\$3,074,000	\$35,703,000	\$35,703,000
San Jacinto	San Jacinto			Mid-County (Ramona)	Warren	Sanderson	Backbone	1.73	4	4	0%	0.00	1	2		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
San Jacinto	San Jacinto			Mid-County (Ramona)	Sanderson/SR-79 (Hemet Bypc	interchange	Backbone	0.00	0	0	0%	0.00	1	2		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
San Jacinto	San Jacinto			Ramona	State	State	Backbone	2.39	6	6	0%	0.00	1	2		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$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	0	\$4,840,000	\$22,675,000	\$0	\$0	\$0	\$0	\$0	\$484,000	\$1,210,000	\$2,752,000	\$31,961,000	\$27,307,000
San Jacinto	San Jacinto			Ramona	SR-74	Cedar	Backbone	1.10	4	4	0%	0.00	1	2		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
San Jacinto	Unincorporated			SR-79 (Winchester)	Warren	Domenigoni	Backbone	3.10	4	6	0%	0.00	1	3		0	0	0	0	0	\$7,255,000	\$3,062,000	\$0	\$0	\$0	\$0	\$0	\$726,000	\$1,814,000	\$1,032,000	\$13,889,000	\$13,889,000
San Jacinto	Unincorporated			Domenigoni	San Diego Aqueduct	bridge	Backbone	0.00	4	6	0%	0.00	1	3		0	300	0	0	0	\$0	\$0	\$0	\$0	\$2,976,000	\$0	\$0	\$298,000	\$744,000	\$298,000	\$4,316,000	\$4,316,000
San Jacinto	Unincorporated			Gilman Springs	Bridge	Sanderson	Backbone	2.95	2	2	0%	0.00	1	3		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
San Jacinto	Unincorporated			Mid-County (Ramona)	Bridge	Warren	Backbone	2.35	2	4	10%	4.23	1	3		0	0	0	0	0	\$4,952,000	\$2,090,000	\$0	\$0	\$0	\$0	\$0	\$495,000	\$1,238,000	\$704,000	\$9,479,000	\$9,479,000
San Jacinto	Unincorporated			SR-74	Briggs	SR-79 (Winchester)	Backbone	3.54	4	6	0%	7.07	1	3		0	0	0	0	0	\$8,280,000	\$3,494,000	\$0	\$0	\$0	\$0	\$0	\$828,000	\$2,070,000	\$1,177,000	\$15,849,000	\$15,849,000
San Jacinto	Unincorporated			SR-79 (Hemet Bypass)	SR-74 (Florida)	Domenigoni	Backbone	3.22	0	2	1%	6.38	1	3		0	0	0	0	0	\$7,466,000	\$3,151,000	\$0	\$0	\$0	\$0	\$0	\$747,000	\$1,867,000	\$1,062,000	\$14,293,000	\$14,293,000
San Jacinto	Unincorporated			SR-79 (Hemet Bypass)	San Diego Aqueduct	bridge	Backbone	0.00	0	0	0%	0.00	1	3		0	300	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
San Jacinto	Unincorporated			SR-79 (Hemet Bypass)	Domenigoni	Winchester	Backbone	1.50	0	2	0%	3.00	1	3		0	0	0	0	0	\$3,513,000	\$1,483,000	\$0	\$0	\$0	\$0	\$0	\$351,000	\$876,000	\$500,000	\$4,316,000	\$4,316,000
San Jacinto	Unincorporated			SR-79 (San Jacinto Bypass)	SR-74 (Florida)	Mid-County (Ramona)	Backbone	6.50	0	4	0%	26.00	1	3		0	0	0	0	0	\$30,446,000	\$12,849,000	\$0	\$0	\$0	\$0	\$0	\$3,045,000	\$7,612,000	\$4,330,000	\$58,282,000	\$58,282,000
San Jacinto	Unincorporated			SR-79 (Sanderson)	Gilman Springs	Ramona	Backbone	1.58	4	6	0%	3.16	1	3		0	0	0	0	0	\$3,705,000	\$1,564,000	\$0	\$0	\$0	\$0	\$0	\$371,000	\$926,000	\$527,000	\$7,093,000	\$2,627,000
San Jacinto	Unincorporated			SR-79 (Sanderson)	San Jacinto River	bridge	Backbone	0.00	4	6	0%	0.00	1	3		1,400	0	0	0	0	\$0	\$0	\$0	\$13,888,000	\$0	\$0	\$1,389,000	\$3,472,000	\$1,389,000	\$20,138,000	\$7,907,000	
San Jacinto	Unincorporated			SR-79 (Winchester)	Domenigoni	Keller	Backbone	4.90	4	6	13%	8.53	1	2		0	0	0	0	0	\$9,985,000	\$46,779,000	\$0	\$0	\$0	\$0	\$0	\$999,000	\$2,496,000	\$5,676,000	\$65,935,000	\$65,935,000
Southwest	Canyon Lake			Goetz	Railroad Canyon	Newport	Backbone	0.50	4	4	0%	0.00	2	2		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Southwest	Canyon Lake			Railroad Canyon	Canyon Hills	Goetz	Backbone	1.95	6	6	0%	0.00	2	2		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Southwest	Lake Elsinore			Railroad Canyon	I-15	Canyon Hills	Backbone	2.36	6	6	50%	0.00	1	3		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Southwest	Lake Elsinore			Railroad Canyon	I-15	interchange	Backbone	0.00	0	0	0%	0.00	1	3		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$44,977,000	\$0	\$0	\$0	\$0	\$4,498,000	\$11,244,000	\$4,498,000	\$65,217,000	\$24,988,000
Southwest	Murrieta			Clinton Keith	Copper Craft	Toulon	Backbone	1.31	6	6	0%	0.00	1	3		0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$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	0	\$1,115,000	\$470,000	\$0	\$0	\$0	\$0	\$0	\$112,000	\$279,000	\$159,000	\$2,	

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

Updated: November 7, 2025

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN	MILES	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING	ITS	NEWLN	COST	ROWCOST	INTCHGCOST	BRDGCOST	RRXCOST	ITSCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE	
Central	Menifee			Briggs	Newport	Scott	Secondary	3.05	2	2	0%	0.00	0	1	3	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Menifee			Briggs	SR-74 (Pinacate)	Simpson	Secondary	2.54	2	4	73%	1.37	1	3	0	0	0	0	0	0	\$1,606,000	\$678,000	\$0	\$0	\$0	\$0	\$0	\$161,000	\$402,000	\$228,000	\$3,075,000	\$3,075,000
Central	Menifee			Briggs	Simpson	Old Newport	Secondary	1.50	0	2	17%	2.49	1	3	0	0	0	0	0	0	\$2,916,000	\$1,231,000	\$0	\$0	\$0	\$0	\$0	\$292,000	\$729,000	\$41,500	\$5,583,000	\$5,583,000
Central	Menifee			Briggs	Sail Creek	bridge	Secondary	1.01	0	2	0%	0.00	1	3	0	0	600	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$595,000	\$1,488,000	\$595,000	\$8,430,000	\$8,430,000
Central	Menifee			Goetz	interchange	Goetz	Secondary	0.00	0	0	0%	0.00	1	3	2	0	0	0	0	0	\$0	\$0	\$44,977,000	\$5,952,000	\$0	\$0	\$0	\$4,498,000	\$11,244,000	\$4,498,000	\$65,217,000	\$43,936,000
Central	Menifee			Goetz	Lesser Lane	Goetz	Secondary	2.61	2	4	0%	5.22	1	3	0	0	0	0	0	0	\$6,111,000	\$2,579,000	\$0	\$0	\$0	\$0	\$0	\$611,000	\$1,528,000	\$869,000	\$11,698,000	\$11,698,000
Central	Menifee			Goetz	Newport	Juanita	Secondary	1.36	2	2	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Menifee			Holland	Bradley	Murrieta	Secondary	1.03	2	4	0%	2.06	1	2	0	0	0	0	0	0	\$2,412,000	\$11,301,000	\$0	\$0	\$0	\$0	\$0	\$241,000	\$603,000	\$1,371,000	\$15,928,000	\$15,928,000
Central	Menifee			Holland	Bradley	Hau	Secondary	0.75	2	4	0%	1.50	1	2	0	0	0	0	0	0	\$1,757,000	\$8,229,000	\$0	\$0	\$0	\$0	\$0	\$176,000	\$439,000	\$999,000	\$11,600,000	\$11,600,000
Central	Menifee			Hau	Antelope	Antelope	Secondary	0.31	0	4	0%	1.24	1	2	0	0	0	0	0	0	\$1,452,000	\$6,803,000	\$0	\$0	\$0	\$0	\$0	\$145,000	\$363,000	\$826,000	\$9,589,000	\$9,589,000
Central	Menifee			Holland	I-215 overcrossing	Antelope	Secondary	0.00	0	4	0%	0.00	1	2	0	350	0	0	0	0	\$0	\$0	\$0	\$6,944,000	\$0	\$0	\$0	\$694,000	\$1,736,000	\$694,000	\$10,068,000	\$10,068,000
Central	Menifee			Holland	Antelope	Menifee	Secondary	0.70	2	4	64%	0.50	1	2	0	0	0	0	0	0	\$590,000	\$2,765,000	\$0	\$0	\$0	\$0	\$0	\$59,000	\$148,000	\$336,000	\$3,898,000	\$3,898,000
Central	Menifee			McCall	I-215	Aspel	Secondary	1.23	4	6	0%	2.46	1	3	0	0	0	0	0	0	\$2,876,000	\$1,214,000	\$0	\$0	\$0	\$0	\$0	\$288,000	\$719,000	\$409,000	\$5,506,000	\$5,506,000
Central	Menifee			McCall	I-215	interchange	Secondary	0.00	0	0	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Menifee			McCall	Aspel	Menifee	Secondary	0.95	2	4	45%	1.05	1	3	0	0	0	0	0	0	\$1,229,000	\$519,000	\$0	\$0	\$0	\$0	\$0	\$123,000	\$307,000	\$175,000	\$2,353,000	\$2,353,000
Central	Menifee			Murrieta	Ethanac	McCall	Secondary	1.95	2	2	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Menifee			Murrieta	McCall	Newport	Secondary	2.03	2	4	10%	3.65	1	3	0	0	0	0	0	0	\$4,279,000	\$1,806,000	\$0	\$0	\$0	\$0	\$0	\$428,000	\$1,070,000	\$609,000	\$8,192,000	\$8,192,000
Central	Menifee			Murrieta	Newport	Bundy Canyon	Secondary	3.00	2	2	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Cactus	I-215	Heacock	Secondary	2.17	4	4	83%	0.74	1	2	0	0	0	0	0	0	\$863,000	\$4,041,000	\$0	\$0	\$0	\$0	\$0	\$86,000	\$216,000	\$490,000	\$5,696,000	\$5,696,000
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Day	Ironwood	SR-60	Secondary	0.28	4	4	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Day	SR-60	interchange	Secondary	0.00	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Day	SR-60	Eucalyptus	Secondary	0.77	6	6	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			I-215	Eucalyptus	Towngate	Secondary	1.00	4	4	42%	1.16	1	2	0	0	0	0	0	0	\$1,358,000	\$6,362,000	\$0	\$0	\$0	\$0	\$0	\$136,000	\$340,000	\$772,000	\$8,968,000	\$8,968,000
Central	Moreno Valley			Eucalyptus	Frederick	Frederick	Secondary	0.67	4	4	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Frederick	Eucalyptus	Eucalyptus	Secondary	1.01	4	4	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Heacock	Eucalyptus	Kitching	Secondary	1.01	2	2	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Eucalyptus	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	\$0	\$0	
Central	Moreno Valley			Eucalyptus	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	\$0	\$0	
Central	Moreno Valley			Frederick	SR-60	Alessandro	Secondary	1.63	4	4	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Heacock	Cactus	San Michele	Secondary	2.79	4	4	77%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Heacock	Reche Vista	Cactus	Secondary	4.73	4	4	92%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Heacock	San Michele	Heacock Knox	Secondary	0.74	2	2	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Ironwood	SR-60	Day	Secondary	1.33	4	4	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Ironwood	Day	Heacock	Secondary	2.01	4	4	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Lasselle	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	
Central	Moreno Valley			Lasselle	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	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Moreno Beach	SR-60	Reche Canyon	Secondary	1.23	2	4	0%	2.47	1	2	0	0	0	0	0	0	\$2,887,000	\$13,523,000	\$0	\$0	\$0	\$0	\$0	\$289,000	\$722,000	\$1,641,000	\$19,062,000	\$19,062,000
Central	Moreno Valley			Moreno Beach	SR-60 overcrossing	bridge	Secondary	0.00	4	4	0%	0.00	1	2	0	250	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Moreno Beach	SR-60	Alessandro	Secondary	1.51	4	4	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Pigeon Pass	Ironwood	SR-60	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	
Central	Moreno Valley			Pigeon Pass/CETAP Corridor	Hidden Springs	Ironwood	Secondary	2.66	4	4	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Reche Canyon	Moreno Valley City Limit	Locust	Secondary	0.35	2	2	0%	0.00	2	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Moreno Valley			Redlands	Locust	Alessandro	Secondary	2.75	0	4	5%	5.22	1	2	0	0	0	0	0	0	\$6,110,000	\$28,625,000	\$0	\$0	\$0	\$0	\$0	\$611,000	\$1,528,000	\$3,474,000	\$40,348,000	\$40,348,000
Central	Moreno Valley			Redlands	SR-60	interchange	Secondary	0.00	0	0	0%	0.00	1	2	3	0	0	0	0	0	\$0	\$0	\$23,321,000	\$0	\$0	\$0	\$0	\$2,332,000	\$5,830,000	\$2,332,000	\$33,815,000	\$33,815,000
Central	Moreno Valley			Redlands	SR-60	Eucalyptus	Secondary	0.26	2	4	0%	0.52	1	2	0	0	0	0	0	0	\$609,000	\$2,853,000	\$0	\$0	\$0	\$0	\$0	\$61,000	\$1,524,000	\$346,000	\$4,021,000	\$4,021,000
Central	Moreno Valley			Redlands	SR-60	interchange	Secondary	2.00	0	0	0%	0.00	1	2	3	0	0	0	0	0	\$0	\$0	\$23,321,000	\$0	\$0	\$0	\$0	\$2,332,000	\$5,830,000	\$2,332,000	\$33,815,000	\$33,815,000
Central	Perris			Ellis	Goetz	Evans	Secondary	1.27	0	4	14%	4.37	1	3	0	0	0	0	0	0	\$5,116,000	\$2,159,000	\$0	\$0	\$0	\$0	\$0	\$512,000	\$1,279,000	\$728,000	\$9,794,000	\$9,794,000
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	\$0	\$0	
Central	Perris			Evans	Ramona	Morgan	Secondary	0.59	4	4	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Central	Perris			Evans	Morgan	Rider	Secondary	0.50	4	4	0%	0.00	1	3	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	0	0	0	0	\$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	0	0	0	\$3,486,000	\$1,471,000	\$0	\$0	\$0	\$0	\$0	\$349,000	\$8			

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

Updated: November 7, 2025

PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN	MILES	TOPO	LANDUSE	INTERCHG	BRIDGE	RXXING	ITS	NEWLN	NCOST	ROWCOST	INTCHGCOST	BRDGCOST	RXXCOST	ITSCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE		
Northwest	Eastvale	Archibald	Remington	River	Secondary	3.40	4	4	82%	0.00	0.00	1	3	0	0	0	0	1	\$0	\$0	\$0	\$0	\$0	\$0	\$2,413,000	\$241,000	\$603,000	\$241,000	\$3,498,000	\$3,498,000		
Northwest	Eastvale	Hamner	Bellevue	Bellevue	Secondary	3.03	6	6	0%	0.00	0.00	1	3	0	0	0	0	0	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Hamner	Bellevue	Amberhill	Secondary	0.20	6	6	0%	0.00	0.00	1	3	0	0	0	0	0	1	\$0	\$0	\$0	\$0	\$0	\$0	\$142,000	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Amberhill	Amberhill	Amberhill	Secondary	0.71	2	2	55%	0.00	0.71	1	3	0	0	0	0	0	0	\$1,497,000	\$632,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Hamner	Limonite	Schleisman	Secondary	1.00	6	6	0%	0.00	0.00	1	3	0	0	0	0	0	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Hamner	Schleisman	Santa Ana River	Secondary	0.82	2	6	23%	0.00	2.54	1	3	0	0	0	0	0	0	\$2,972,000	\$1,254,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Heliman	Schleisman	Walters	Secondary	0.55	2	4	90%	0.06	0.06	1	2	0	0	0	0	0	0	\$64,000	\$302,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Heliman	Walters	River	Secondary	1.41	2	4	0%	2.82	2.82	1	2	0	0	0	0	0	0	\$3,302,000	\$15,471,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Heliman	Cucamonga Creek	bridge	Secondary	0.00	2	4	0%	0.00	0.00	1	2	0	0	0	275	0	0	\$0	\$0	\$0	\$0	\$2,728,000	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Limonite	I-15	Eastvale Gateway	Secondary	0.29	6	6	0%	0.00	0.00	1	3	0	0	0	0	0	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Limonite	I-15	Interchange	Secondary	0.15	0	0	0%	0.00	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Limonite	Eastvale Gateway	Hamner	Secondary	0.26	6	6	0%	0.00	0.00	1	3	0	0	0	0	0	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Limonite	Sumner	Sumner	Secondary	1.00	4	6	75%	0.50	0.50	1	3	0	0	0	0	0	0	\$587,000	\$248,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Limonite	Sumner	Harrison	Secondary	0.50	6	6	0%	0.00	0.00	1	3	0	0	0	0	0	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Limonite	Harrison	Archibald	Secondary	0.49	4	4	0%	0.00	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,000	\$36,000	\$89,000	\$36,000	\$516,000		
Northwest	Eastvale	Limonite	Heliman (Keller SBD Co.)	Heliman	Secondary	1.15	0	4	78%	1.01	1.01	1	3	0	0	0	0	0	0	\$1,185,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Limonite	Cucamonga Creek	bridge	Secondary	0.00	0	0	0%	0.00	0.00	1	3	0	0	500	0	0	0	\$0	\$0	\$0	\$0	\$9,920,000	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Eastvale	Heliman	River	Archibald	Secondary	0.75	2	4	48%	0.78	0.78	1	2	0	0	0	0	0	0	\$913,000	\$4,279,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Jurupa Valley	Armstrong	San Bernardino County	Valley	Secondary	1.53	2	4	34%	2.02	2.02	2	3	0	0	0	0	0	0	\$3,637,000	\$999,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Jurupa Valley	Bellevue	Cantu-Galleano Ranch	Van Buren	Secondary	0.29	2	4	63%	0.21	0.21	1	3	0	0	0	0	0	0	\$249,000	\$105,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Jurupa Valley	Cantu-Galleano Ranch	Wineville	Bellevue	Secondary	1.82	0	2	90%	0.36	0.36	1	3	0	0	0	0	0	0	\$426,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Jurupa Valley	Elfwanda	Philadelphia	SR-60	Secondary	1.05	4	6	67%	0.69	0.69	1	3	0	0	0	0	0	0	\$813,000	\$343,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Jurupa Valley	Elfwanda	SR-60	Limonite	Secondary	2.95	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		
Northwest	Jurupa Valley	Limonite	I-15	Wineville	Secondary	0.47	6	6	0%	0.00	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Jurupa Valley	Wineville	Wineville	Limonite	Secondary	0.99	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		
Northwest	Jurupa Valley	Limonite	Elfwanda	Van Buren	Secondary	2.73	2	4	75%	1.37	1.37	1	3	0	0	0	0	0	0	\$1,600,000	\$675,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Jurupa Valley	Limonite	Van Buren	Clay	Secondary	0.79	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		
Northwest	Jurupa Valley	Limonite	Clay	Riverview	Secondary	2.45	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		
Northwest	Jurupa Valley	Market	Rubidoux	Santa Ana River	Secondary	1.19	2	4	0%	2.38	2.38	1	3	0	0	0	0	0	0	\$2,783,000	\$1,174,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Jurupa Valley	Market	Santa Ana River	bridge	Secondary	0.00	2	4	0%	0.00	0.00	1	3	0	0	1,000	0	0	0	\$0	\$0	\$0	\$0	\$9,920,000	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Jurupa Valley	Mission	SR-60	Milliken	Secondary	2.10	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		
Northwest	Jurupa Valley	SR-60	Mission	Santa Ana River	Secondary	0.40	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		
Northwest	Jurupa Valley	Riverview	Limonite	Mission	Secondary	0.95	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		
Northwest	Jurupa Valley	Rubidoux	Pine	Mission	Secondary	2.90	4	4	0%	0.00	0.00	2	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Jurupa Valley	Rubidoux	SR-60	interchange	Secondary	0.00	0	0	0%	0.00	0.00	2	3	0	0	3	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Jurupa Valley	Valley	Armstrong	Mission	Secondary	0.48	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		
Northwest	Norco	1st	Mountain	Parkridge	Secondary	0.26	2	2	0%	0.00	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Norco	1st	Mountain	Hamner	Secondary	0.26	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	
Northwest	Norco	2nd	California	SR-60	Secondary	1.39	2	2	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	
Northwest	Norco	6th	California	Hamner	Secondary	0.71	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	
Northwest	Norco	6th	I-15	interchange	Secondary	1.00	0	0	0%	0.00	0.00	1	2	3	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Norco	Arlington	Crestview	Fairhaven	Secondary	1.00	2	4	0%	1.99	1.99	1	3	0	0	0	0	0	0	\$2,331,000	\$984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Norco	Arlington	California	6th	Secondary	1.05	2	4	5%	2.00	2.00	1	2	0	0	0	0	0	0	\$2,340,000	\$10,962,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Norco	Corydon	River	5th	Secondary	1.46	2	2	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	
Northwest	Norco	Hamner	Santa Ana River	bridge	Secondary	0.00	2	6	0%	0.00	0.00	1	3	0	0	1,200	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Norco	Hamner	Santa Ana River	Hidden Valley	Secondary	3.25	4	6	0%	6.50	6.50	1	2	0	0	0	0	0	0	\$7,615,000	\$35,677,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest	Norco	Hidden Valley	I-15	Hidden Hills	Secondary	1.46	4	4	0%	0.00	0.00	2	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Norco	Hidden Valley	Hamner	I-15	Secondary	0.19	4	4	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	
Northwest	Norco	Norco	Corydon	Hamner	Secondary	1.20	2	2	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	
Northwest	Norco	North	California	Crestview	Secondary	0.25	2	2	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	
Northwest	Norco	River	Archibald	Corydon	Secondary	1.14	2	4	90%	0.23	0.23	1	2	0	0	0	0	0	0	\$268,000	\$1,254,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Riverside	14th	Market	Marlin Luther King	Secondary	0.89	4	4	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	
Northwest	Riverside	1st	Market	Marlin	Secondary	0.08	2	2	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	
Northwest	Riverside	SR-91	I-215	SR-91	Secondary	1.34	3	4	81%	0.25	0.25	1	2	0	0	0	0	0	0	\$298,000	\$1,397,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Riverside	SR-91	BNFS	railroad crossing	Secondary	0.00	4	4	0%	0.00	0.00	1	2	0	0	0	1	0	0	\$0	\$0	\$0	\$0	\$0	\$75,288,000	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Riverside	Adams	Arlington	SR-91	Secondary	1.56	4	4	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	
Northwest	Riverside	Adams	SR-91	Lincoln	Secondary	0.54	4	4	0%	0.00	0.00	1	2	0	0	0	0	0	0	\$0												

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

Updated: November 7, 2025

PLAN	DIST	CITY	STREETNAME	SEGMENT	FROM	SEGMENT	TO	NETWORK	MILES	EXISTING	FUTURE	LINE	% COMPLETE	INCREASE	IN MILES	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING	ITS	NEW	LN	COST	ROWCOST	INTCHGCOST	BRDGCOST	RRXCOST	ITSCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TIME SHARE			
Northwest			Canlu-Galleano Ranch	Hamner	Unincorporated	Winerville	Secondary	0.94	6	0	0	0	0%	0.00	1	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest			Unincorporated Dos Lagos (Weirick)	Temescal Canyon	I-15	Secondary	0.17	4	4	0	0	0	0%	0.00	1	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest			Unincorporated El Centro	I-15	Secondary	0.56	4	4	0	0	0	0	0%	0.00	1	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest			Unincorporated El Sobrante	Cajalco	Secondary	1.05	2	2	0	0	0	0	0%	0.00	2	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest			Unincorporated Harley John	Washington	Scottsdale	Secondary	0.12	4	4	0	0	0	0%	0.00	1	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest			Unincorporated Harley John	Cajalco	Secondary	1.19	2	2	0	0	0	0	0%	0.00	1	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest			Unincorporated La Sierra	Victoria	El Sobrante	Secondary	2.23	4	4	0	0	0	0%	0.00	2	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest			Unincorporated La Sierra	Cajalco	El Sobrante	Secondary	2.36	2	2	0	0	0	0%	0.00	2	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest			Unincorporated Mockingbird Canyon	Van Buren	El Sobrante	Secondary	3.41	2	4	0	0	0	0%	6.82	2	3	0	0	0	0	0	0	0	\$1,262,000	\$3,368,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest			Unincorporated Temescal Canyon	El Centro	Tuscan	Secondary	0.65	2	4	20%	1.03	2	3	0	0	0	0	0	0	0	0	0	\$1,861,000	\$511,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest			Unincorporated Temescal Canyon	Dos Lagos	Tuscan	Secondary	0.91	4	4	0	0	0	0%	0.00	2	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest			Unincorporated Temescal Canyon	Dos Lagos	Leroy	Secondary	1.10	4	4	0	0	0	0%	0.00	2	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest			Unincorporated Temescal Canyon	Dawson Canyon	Leroy	Secondary	1.89	4	4	0	0	0	0%	0.00	2	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest			Unincorporated Temescal Canyon	Dawson Canyon	I-15	Secondary	0.49	4	4	0	0	0	0%	0.00	2	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest			Unincorporated Temescal Canyon	I-15	interchange	Secondary	0.00	0	0	0	0	0	0%	0.00	2	3	3	0	0	0	0	0	0	\$0	\$0	\$23,321,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest			Unincorporated Temescal Canyon	I-15	Park Canyon	Secondary	2.02	2	4	10%	3.63	3	3	0	0	0	0	0	0	0	0	0	\$8,823,000	\$1,794,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest			Unincorporated Temescal Canyon	Park Canyon	Indian Truck Trail	Secondary	2.55	4	4	0	0	0	0%	0.00	2	3	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest			Unincorporated Temescal Canyon	Harley John	Hermosa	Secondary	3.96	2	4	26%	5.84	2	3	0	0	0	0	0	0	0	0	0	\$6,867,000	\$2,898,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Northwest			Unincorporated Wood	Krameria	Cajalco	Secondary	2.99	2	4	4%	5.75	1	3	0	0	0	0	0	0	0	0	0	\$6,733,000	\$2,842,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pass	Banning		8th	Wilson	Secondary	0.54	2	2	0	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning		Lincoln	Sunset	SR-243	Secondary	2.01	2	2	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning		Ramsey	8th	Secondary	1.70	2	2	0	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning		Ramsey	8th	Highland Springs	Secondary	3.55	4	4	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning		SR-243	I-10	Wesley	Secondary	0.62	2	2	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning		Sun Lakes	Highland Home	Sunset	Secondary	1.00	0	0	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning		Sun Lakes	Smith Creek	bridge	Secondary	0.00	0	4	0	0	0	0%	0.00	1	2	0	0	0	0	300	0	\$0	\$0	\$21,944,000	\$0	\$0	\$5,952,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning		Sun Lakes	Montgomery Creek	bridge	Secondary	0.00	0	4	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning		Sun Lakes	Highland Springs	Highland Home	Secondary	1.33	4	4	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning		Sunset	Ramsey	Lincoln	Secondary	0.28	2	2	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning		Sunset	I-10	interchange	Secondary	0.00	0	0	0	0	0	0%	0.00	1	2	3	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning		Wilson	Highland Home	8th	Secondary	2.51	4	4	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Banning		Wilson	Highland Springs	Highland Home	Secondary	1.01	4	4	100%	1.01	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	
Pass	Beaumont		1st	Pennsylvania	Viele	Secondary	1.28	2	2	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Beaumont		1st	Pennsylvania	Highland Springs	Secondary	1.10	2	2	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Beaumont		6th	I-10	Highland Springs	Secondary	2.24	4	4	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Beaumont		Desert Lawn	Champions	Oak Valley (STC)	Secondary	0.99	2	2	0	0	0	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Beaumont		Oak Valley (14th)	Highland Springs	Pennsylvania	Secondary	1.13	4	4	0	0	0	0%	0.00	2	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Beaumont		Oak Valley (14th)	Pennsylvania	Oak View	Secondary	1.40	4	4	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Beaumont		Oak Valley (14th)	I-10	Oak View	Secondary	0.65	4	4	50%	0.00	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	
Pass	Beaumont		Oak Valley (14th)	I-10	Oak View	Secondary	0.00	0	0	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Beaumont		Oak Valley (STC)	Interchange	Tukwet Canyon	Secondary	2.94	0	2	0	0	0	0%	0.00	2	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Beaumont		Oak Valley (STC)	Tukwet Canyon	I-10	Secondary	2.58	2	2	0	0	0	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Beaumont		Pennsylvania	6th	1st	Secondary	0.53	2	4	18%	0.86	1	2	0	0	0	0	0	0	0	0	\$1,011,000	\$4,739,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pass	Beaumont		Pennsylvania	I-10	interchange	Secondary	0.00	0	0	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Calimesa		Bryant	County Line	Avenue L	Secondary	0.38	2	2	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Calimesa		Calimesa	County Line	County Line	Secondary	0.80	4	4	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Calimesa		I-10	interchange	I-10	Secondary	0.00	0	0	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Calimesa		County Line	Bryant	Secondary	1.83	2	2	0	0	0	0	0%	0.00	1	2	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Calimesa		County Line	I-10	interchange	Secondary	0.00	0	0	0	0	0	0%	0.00	1	2	3	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Calimesa		Desert Lawn	Palmer	Champions	Secondary	1.42	2	2	0	0	0	0%	0.00	1	3	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pass	Calimesa		Singleton	Avenue L	Condit	Secondary	1.86	4	4	0	0	0	0%	0.00	2	3	0	0	0	0	0	0	\$0	\$0	\$0												

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

Updated: November 7, 2025

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN	MILES	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING	ITS	NEWLN	COST	ROWCOST	INTCHGCOST	BRDGCOST	RRXCOST	ITSCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE		
Southwest	Lake Elsinore	Corydon	Mission	Grand	Secondary			1.53	2	4	50%		1.53	1	3	0	0	0	0	0	\$1,792,000	\$756,000	\$0	\$0	\$0	\$0	\$0	\$179,000	\$448,000	\$255,000	\$3,430,000	\$3,430,000	
Southwest	Lake Elsinore	Diamond	Mission	I-15	Secondary			0.24	6	6	0%		0.00	1	3	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Lake Elsinore	Franklin (Integral to Railroad C	I-15	Interchange	Secondary			0.00	0	0	0%		0.00	1	3	0	0	0	0	0	\$0	\$0	\$23,321,000	\$0	\$0	\$0	\$2,332,000	\$5,830,000	\$2,332,000	\$33,815,000	\$33,815,000		
Southwest	Lake Elsinore	Grand	Lincoln	Taft	Secondary			1.29	4	4	0%		0.00	1	3	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Lake Elsinore	Grand	Taft	SR-74 (Riverside)	Secondary			0.84	2	4	6%		1.61	1	3	0	0	0	0	0	\$1,886,000	\$796,000	\$0	\$0	\$0	\$0	\$0	\$189,000	\$472,000	\$268,000	\$3,611,000	\$3,611,000	
Southwest	Lake Elsinore	Lake	I-15	Lincoln	Secondary			3.25	2	4	28%		4.68	2	2	0	0	0	0	0	\$8,420,000	\$25,677,000	\$0	\$0	\$0	\$0	\$0	\$842,000	\$2,105,000	\$3,410,000	\$40,454,000	\$33,250,000	
Southwest	Lake Elsinore	Lake	I-15	Interchange	Secondary			0.00	0	0	0%		0.00	2	2	3	0	0	0	0	\$0	\$0	\$23,321,000	\$0	\$0	\$0	\$0	\$2,332,000	\$5,830,000	\$2,332,000	\$33,815,000	\$16,309,000	
Southwest	Lake Elsinore	Lake	Temescal Wash	bridge	Secondary			0.00	2	4	0%		0.00	2	2	0	180	0	0	0	\$0	\$0	\$0	\$1,786,000	\$0	\$0	\$0	\$179,000	\$447,000	\$179,000	\$2,591,000	\$1,190,000	
Southwest	Lake Elsinore	Mission	Railroad Canyon	Bundy Canyon	Secondary			2.39	4	4	0%		0.00	1	3	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	0	\$4,216,000	\$1,779,000	\$0	\$0	\$0	\$0	\$0	\$422,000	\$1,054,000	\$600,000	\$8,071,000	\$8,071,000	
Southwest	Lake Elsinore	Nichols	Temescal Wash	Jefferson	Secondary			0.32	4	4	0%		0.00	1	3	0	0	0	0	0	\$0	\$0	\$0	\$2,976,000	\$0	\$0	\$0	\$298,000	\$744,000	\$298,000	\$4,316,000	\$4,316,000	
Southwest	Lake Elsinore	Nichols	I-15	Interchange	Secondary			0.00	0	0	0%		0.00	1	3	2	0	0	0	0	\$0	\$0	\$44,977,000	\$0	\$0	\$0	\$0	\$4,498,000	\$11,244,000	\$4,498,000	\$65,217,000	\$65,217,000	
Southwest	Lake Elsinore	SR-74 (Collier/Riverside)	I-15	Lakeshore	Secondary			2.15	2	4	26%		3.19	1	2	0	0	0	0	0	\$3,732,000	\$17,484,000	\$0	\$0	\$0	\$0	\$0	\$373,000	\$933,000	\$2,122,000	\$24,644,000	\$24,644,000	
Southwest	Lake Elsinore	SR-74 (Grand)	Riverside	SR-74 (Ortega)	Secondary			0.64	2	4	0%		1.28	1	2	0	0	0	0	0	\$1,495,000	\$7,002,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$374,000	\$850,000	\$9,871,000	\$3,744,000	
Southwest	Lake Elsinore	Lakeshore	Grand	SR-74 (Riverside)	Secondary			1.74	2	4	24%		2.65	1	2	0	0	0	0	0	\$3,098,000	\$14,514,000	\$0	\$0	\$0	\$0	\$0	\$310,000	\$775,000	\$1,761,000	\$20,458,000	\$20,458,000	
Southwest	Lake Elsinore	Temescal Canyon	I-15	Lake	Secondary			1.21	2	4	0%		2.42	2	3	0	0	0	0	0	\$4,354,000	\$1,196,000	\$0	\$0	\$0	\$0	\$0	\$435,000	\$1,089,000	\$555,000	\$7,629,000	\$7,629,000	
Southwest	Lake Elsinore	Temescal Canyon	Temescal Wash	bridge	Secondary			0.00	2	4	0%		0.00	2	3	0	250	0	0	0	\$0	\$0	\$0	\$2,480,000	\$0	\$0	\$0	\$248,000	\$620,000	\$248,000	\$3,596,000	\$3,596,000	
Southwest	Murrieta	California Oaks	I-15	Jefferson	Secondary			0.50	6	6	0%		0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Murrieta	Jackson	I-15	Jackson	Secondary			0.50	6	6	0%		0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Murrieta	Jackson	Clinton Keith	Jefferson	Secondary			1.76	4	4	0%		0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Murrieta	Jackson	Whitewood	Ynez	Secondary			0.53	4	4	0%		0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Murrieta	Jefferson	Palomar	Nutmeg	Secondary			1.02	0	2	75%		0.51	2	3	0	0	0	0	0	\$917,000	\$252,000	\$0	\$0	\$0	\$0	\$0	\$92,000	\$229,000	\$117,000	\$1,607,000	\$1,607,000	
Southwest	Murrieta	Jefferson	Nutmeg	Murrieta Hot Springs	Secondary			2.37	2	2	0%		0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Murrieta	Jefferson	Murrieta Hot Springs	Cherry	Secondary			2.26	4	6	11%		4.02	1	2	0	0	0	0	0	\$4,704,000	\$22,039,000	\$0	\$0	\$0	\$0	\$0	\$470,000	\$1,176,000	\$2,674,000	\$31,063,000	\$31,063,000	
Southwest	Murrieta	Keller	I-215	Whitewood	Secondary			0.75	3	4	0%		0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Murrieta	Keller	I-215	Interchange	Secondary			0.00	0	0	0%		0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Murrieta	Las Alamos	Jefferson	I-215	Secondary			1.77	4	4	0%		0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Murrieta	Murrieta Hot Springs	Jefferson	I-215	Secondary			1.16	6	6	0%		0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Murrieta	Murrieta Hot Springs	I-215	Margarita	Secondary			1.45	6	6	0%		0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Murrieta	Murrieta Hot Springs	Margarita	SR-79 (Winchester)	Secondary			1.01	4	6	8%		1.86	1	3	0	0	0	0	0	\$2,178,000	\$919,000	\$0	\$0	\$0	\$0	\$0	\$218,000	\$545,000	\$310,000	\$4,170,000	\$4,008,000	
Southwest	Murrieta	Nutmeg	Jefferson	Clinton Keith	Secondary			1.97	4	4	0%		0.00	1	3	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$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	0	\$1,591,000	\$437,000	\$0	\$0	\$0	\$0	\$0	\$159,000	\$398,000	\$203,000	\$2,788,000	\$2,788,000	
Southwest	Murrieta	Whitewood	Los Alamos	Murrieta Hot Springs	Secondary			1.93	0	2	0%		0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Murrieta	Whitewood	Murrieta Hot Springs	Jackson	Secondary			0.80	0	2	66%		0.54	2	2	0	0	0	0	0	\$979,000	\$2,984,000	\$0	\$0	\$0	\$0	\$0	\$98,000	\$245,000	\$396,000	\$4,702,000	\$4,702,000	
Southwest	Murrieta	Ynez	Jackson	SR-79 (Winchester)	Secondary			1.22	4	4	0%		0.00	1	2	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Temecula	Butterfield Stage	Murrieta Hot Springs	Calle Chapos	Secondary			0.82	4	4	0%		0.00	2	3	0	0	0	1	0	\$0	\$0	\$0	\$0	\$0	\$582,000	\$58,000	\$146,000	\$58,000	\$844,000	\$844,000		
Southwest	Temecula	Butterfield Stage	Calle Chapos	La Serena	Secondary			0.70	4	4	0%		0.00	2	3	0	0	0	0	1	\$0	\$0	\$0	\$0	\$0	\$0	\$497,000	\$50,000	\$124,000	\$50,000	\$721,000	\$721,000	
Southwest	Temecula	Butterfield Stage	Rancho California	La Serena	Secondary			0.91	4	4	0%		0.00	2	3	0	0	0	0	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$645,000	\$65,000	\$161,000	\$65,000	\$936,000	\$936,000
Southwest	Temecula	Butterfield Stage	Rancho California	Pauba	Secondary			0.85	4	4	0%		0.00	2	3	0	0	0	0	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$604,000	\$60,000	\$151,000	\$60,000	\$875,000	\$875,000
Southwest	Temecula	Butterfield Stage	Pauba	SR-79 (Temecula Pkwy)	Secondary			1.69	2	4	93%		0.24	2	3	0	0	0	0	0	\$426,000	\$117,000	\$0	\$0	\$0	\$0	\$0	\$43,000	\$107,000	\$54,000	\$747,000	\$747,000	
Southwest	Temecula	Cherry	Jefferson	Rancho California	Secondary			2.29	4	4	0%		0.00	1	1	0	0	0	1	0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,629,000	\$163,000	\$407,000	\$163,000	\$2,362,000	\$2,362,000	
Southwest	Temecula	Margarita	Murrieta Hot Springs	SR-79 (Temecula Pkwy)	Secondary			7.68	4	4	0%		0.00	1	3	0	0	0	1	0	\$0	\$0	\$0	\$0	\$0	\$5,452,000	\$545,000	\$1,363,000	\$545,000	\$7,905,000	\$7,905,000		
Southwest	Temecula	Old Town Front	Rancho California	I-15/SR-79 (Temecula Pkwy)	Secondary			1.45	4	4	0%		0.00	1	1	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Temecula	Pechanga Pkwy	Via Gilberto	Pechanga Pkwy	Secondary			1.44	4	4	0%		0.00	1	1	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Temecula	Rancho California	Jefferson	Margarita	Secondary			1.89	4	6	53%		1.78	1	1	0	0	0	0	0	\$2,084,000	\$14,055,000	\$0	\$0	\$0	\$0	\$0	\$208,000	\$521,000	\$1,614,000	\$18,482,000	\$18,408,000	
Southwest	Temecula	Rancho California	I-15	Interchange	Secondary			0.00	0	0	0%		0.00	1	1	3	0	0	0	0	\$0	\$0	\$23,321,000	\$0	\$0	\$0	\$0	\$2,332,000	\$5,830,000	\$2,332,000	\$33,815,000	\$33,815,000	
Southwest	Temecula	Rancho California	Margarita	Butterfield Stage	Secondary			1.96	4	4	0%		0.00	1	1	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Temecula	SR-79 (Temecula Pkwy)	I-15	Pechanga Pkwy	Secondary			0.90	6	6	0%		0.00	1	3	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Southwest	Temecula	SR-79 (Temecula Pkwy)	Pechanga Pkwy	Butterfield Stage	Secondary			3.08	6	6	0%		0.00	1	3	0	0	0	1	0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,187,000	\$219,000	\$547,000	\$219,000	\$3,172,000	\$3,172,000	
Southwest	Unincorporated	Briggs	Scott	SR-79 (Winchester)	Secondary			3.39	2	4	56%		2.98	1	3	0	0	0	0	0	\$3,495,000	\$1,475,000	\$0	\$0	\$0	\$0	\$0	\$350					