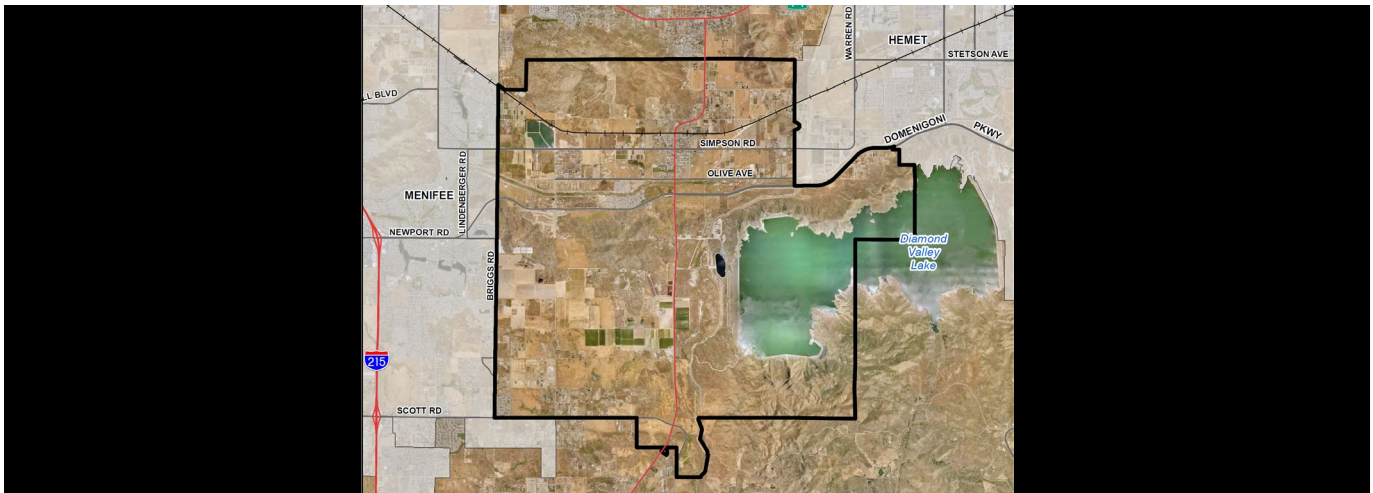


County of Riverside

Winchester Community Plan VMT Fee Nexus Study



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Section 1. Introduction

1.1 Executive Summary

1.1.1 Project Background

The purpose of the Winchester Community Plan Vehicle Miles Traveled (VMT) Fee Nexus Study (Nexus Study) prepared for the County of Riverside is to establish a fee on new residential development within the proposed Winchester Community Plan (WCP), located within the unincorporated community of Winchester in southwestern Riverside County, California, in order to fund a Metrolink Station and Park and Ride facility for the benefit of southwestern Riverside County.

The proposed WCP is a separate document prepared by the County of Riverside amending Riverside County's Existing General Plan to expand the existing Winchester Policy Area (WPA) from approximately 287 acres to approximately 23,153 acres of land within the General Plan's Harvest Valley/Winchester Area Plan; amend the boundaries of the General Plan's Harvest Valley/Winchester, Sun City/Menifee, and Southwest Area Plans so that the expanded WPA falls within the limits of the Harvest Valley/Winchester Area Plan only; revise land use designations within the expanded Winchester Policy area, including Foundation Component amendments; and amend the General Plan's Harvest Valley/Winchester Area Plan, Southwest Area Plan, San Jacinto Valley Area Plan, and Sun City/Menifee Valley Area Plan to revise the existing Highway 79 Policy Area language by removing the 9% reduction in density for residential projects.

This Nexus Study establishes the nexus between new residential development in the proposed WPA and the necessity for the proposed Metrolink station and Park and Ride facility. Specifically, this Nexus Study examines the relationship between the proposed removal of a 9% residential density reduction from the Harvest Valley/Winchester Policy Area, which includes the WPA, and the need for a Metrolink Station and Park and Ride. The 9% density reduction is currently imposed by the County of Riverside General Plan Policy HVWAP 7.2, which states the following:

Maintain program in the Highway 79 Policy Area to ensure that overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Service standards. In general, the program would establish guidelines to be incorporated into individual Traffic Impact Analysis that would monitor overall trip generation from residential development to ensure that overall within the Highway 79 Policy Area development projects produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Individually, projects could exceed the General Plan traffic model trip generation level, provided it can be demonstrated that sufficient reductions have occurred on other projects in order to meet Level of Service standards.

HVWAP policy 7.2 is proposed from removal from the plan, however the intent to provide alternative modes of transportation to alleviate traffic impacts remains.

This Nexus Study aims to determine a justifiable development impact fee to fund these facilities, mitigating the anticipated increase in traffic due to the density change. The fee would only be imposed on future residential development, including new development within existing Specific Plans.

During the development of the proposed WCP, neighboring communities expressed concern over anticipated traffic congestion and as a result, a 9% density reduction in the WCP/Highway 79 Policy Area to limit anticipated increases in traffic congestion was brought forward as an alternative. Since then, the County of Riverside is considering the removal of the 9% density reduction in the spirit of compliance with California legislation aimed at resolving the housing

crisis, namely the Housing Accountability Act (HAA) (Senate Bill 330) which to a large degree prohibits reductions in residential density. Under the HAA, jurisdictions are prohibited from requiring housing development to be produced at a lower density unless two findings are made:

1. There is a specific adverse impact upon public health or safety as a result of the development; and
2. No other feasible alternative to satisfactorily mitigate or avoid the identified adverse impact(s).

In the case of the WCP, no such findings can be made. Additionally, the County is implementing the 2021-2029 Housing Element which contains programs aimed at increasing the capacity for housing through the Regional House Needs Allocation.

In July 2022, the Winchester Community Plan Draft Program Environmental Impact Report (EIR) was prepared (State Clearinghouse Number 2019049114), which includes an analysis of the removal of the 9% residential density reduction as discussed in Section 4.17, Transportation, of the EIR. As a component of the EIR, pursuant to the requirements of Senate Bill 743 (SB 743) a VMT Analysis was prepared by Kimley-Horn Associates dated December 1, 2020 analyzing VMT impacts on residential land uses, employment land uses (excluding retail), local-serving retail uses, and regional-serving retail or other unique land uses. The VMT Analysis determined that the Residential land uses proposed by the Community Plan would result in significant and unavoidable VMT impacts while the Employment-Based and Retail Use VMT were determined to be less than significant.

The EIR also analyzed specific project design elements, VMT reducing policies and improvements, and other measures (including the planned Caltrans alignment of Highway 79) to reduce traffic in this area. Project design elements that are VMT reducing, as described within the Draft Winchester Design Principles, include specific design direction related to Smart Growth, Transit Oriented Development, Sustainability, and Mixed-Use projects, all of which may reduce project VMT. VMT reducing policies and improvements, presented in full in Appendix E of the EIR, describe the establishment of a framework for a programmatic approach to policies and improvements that respond to the need for feasible VMT mitigation within the project area. Identified VMT mitigation opportunities include the following: Transportation Demand Measures; Implementation of SCAG SB 375 Measures; Transit and Multimodal Improvements; and Establishment of a VMT Bank/Exchange. In addition, future development in the project area would be subject to payment of applicable County Development Impact Fees including the TUMF and would be conditioned to construct roadway improvements as identified in the TUMF Transportation Improvement Plans (TIPs) to offset potential transportation impacts resulting from future development. Finally, on December 16, 2016, the California Department of Transportation (Caltrans) concluded several years of studies and environmental reviews as it signed its Record of Decision establishing Highway 79 Realignment Project Alternative "1br" as its preferred alternative for the highway realignment project, as it moves forward. Project Alternative "1br" would realign and widen Highway 79 throughout the project area to a limited-access, four-lane expressway. The Caltrans realignment project would provide further improved circulation and traffic capacity to accommodate growth in Winchester and surrounding communities.

Based on this analysis, the EIR required mitigation for VMT impacts related to future residential development and identified mitigation requiring the development of a VMT Mitigation Fee to offset Residential VMT impacts for areas outside the Downtown Core/Town Center (Mitigation Measure TRA-1). The measure explicitly excludes non-residential (Employment and Retail) uses since the VMT Analysis determined that impacts associated with these uses would be less than significant.

This Nexus Study is intended to establish the needed VMT Mitigation Fee by demonstrating the nexus between the Metrolink Station and Park and Ride Facility and outline the basis of a per square-foot of dwelling unit (DU) cost (mitigation fee), per AB 602. The mitigation fee would be applicable to all new residential development that is entitled/approved after the effective date of Ordinance No. 671 adopting the fee. The fee applies to all new residential

development within the WPA, only. As stated above, this fee does not apply to commercial/industrial uses within the WPA.

Mitigation Measure TRA-1 of the EIR states:

TRA-1: Prior to commencement of residential development within the Winchester Policy Area and Highway 79 Policy Area (excluding areas in the Downtown Core), the County shall undertake a nexus study and adopt an ordinance creating a Vehicle Miles Traveled (VMT) Mitigation Fee for the Community Plan Area. The VMT Mitigation Fee shall consist of a flat fee applied to any new development within the abovementioned areas and shall fund the development of a Transit Station and Park and Ride facility in the Downtown Core. The Mitigation Fee shall not be applied to any residential units developed in the Downtown Core. The ordinance and resulting Mitigation Fee shall be established prior to the issuance of building permits for any residential development in the Winchester and Highway 79 Policy Areas (excluding residential development within the Downtown Core).

1.1.2 Planning Studies and Actions Related to the Project

Several important planning studies and actions have taken place in recent years that have facilitated the proposed project, including the Winchester Land Use Study, the Riverside County 2013-2021 and 2021-2029 Housing Elements (of the General Plan), and Caltrans' 2016 Record of Decision regarding the preferred route of the Highway 79 realignment project.

In September 2012, with funding provided by the County's Economic Development Agency, the conceptual Winchester Land Use Study was completed by Tierra Verde Planning. This study identified preferred land use planning options for the community based on extensive public outreach and public input.

On December 6, 2016, the Riverside County Board of Supervisors adopted General Plan Amendment (GPA) No. 1122 and Change of Zone (CZ) No. 7902, thereby adopting the County's 2013-2021 "5th Cycle" Housing Element, and as part of that project, amended the HVWAP to establish land use designations for nine MUA (Mixed-Use Area) and one HHDR (Highest Density Residential) neighborhood areas located in and immediately adjacent to the historic core of Winchester. In addition, these MUA and HHDR neighborhood areas were also rezoned to the County's new MU (Mixed-Use) and R-7 (Highest Density Residential) Zones, respectively. Together, these neighborhood areas provide the basis for the future development of a more intense, mixed-use, and vibrant and walkable core for Winchester. The County's 2021-2029 6th Cycle Housing Element Update (adopted September 28, 2021) also includes the amended land use designations for these neighborhood areas.

In July 2022, the overall WCP – GPA No. 1207 project was analyzed in the EIR as discussed above and included the creation of new Design Guidelines for the Winchester Policy Area; refer to [Section 1.3, Project Description](#), below for the full WCP project description.

1.1.3 Key Findings

The studies found that:

- **Transit Facilities Cost Estimates:** The estimated cost for the proposed Metrolink station and Park & Ride facility totals approximately \$41 million.
- **Impact Fee Range:** The study proposes an impact fee of \$0.96 (single-family residences), \$0.50 (multi-family residences), and \$0.28 (Accessory Dwelling Units) per square foot of new residential development.
- **Nexus Analysis:** The analysis confirms a clear nexus between new residential development and the need for additional transit infrastructure, supporting the justification for the proposed fees.

1.1.4 Recommendations

The study found that

- **Fee Structure:** The implementation of a tiered fee structure to account for different modalities of residential development and their respective impacts on transit demand.
- **Fee Procedures and Accountability:** Establishes clear procedures for fee collection and management, ensuring transparency and accountability in the allocation of funds towards the transit facilities.

1.2 Project Location

The Winchester Community Plan is located within the southwestern portion of the County of Riverside (County); refer to [Exhibit 1, *Regional Vicinity*](#). On a regional basis, the project area is accessible by the State Route 79 (SR-79), which bisects the project area in a north-south direction, and State Route 74 (SR-74), which bisects the project area in an east-west direction. The project area is surrounded by unincorporated County land and the city of Hemet to the north and east, unincorporated County land and the cities of Murrieta and Temecula to the south, and the cities of Murrieta and Menifee to the west; refer to [Exhibit 2, *Local Vicinity*](#). The project area is almost entirely within the General Plan's Highway 79 Policy Area (50,061 acres) boundary. The boundaries of the Winchester Policy Area are depicted on [Exhibit 3, *Winchester Policy Area*](#). The boundaries of the Highway 79 Policy Area are depicted on [Exhibit 4, *Highway 79 Policy Area*](#).

As discussed above, the proposed Metrolink station and Park and Ride facility that are examined in this Nexus Study are located in the Winchester Policy Area. The community of Winchester is characterized by its residential developments, suburban growth making it an ideal site for enhanced transit infrastructure. Based on the General Plan's existing land uses within the project area include residential, commercial, agriculture, open space, and public facility land use designations.

1.3 Project Description

Overall, the proposed General Plan Amendment (GPA) No. 1207 establishing the Winchester Community Plan would amend the Riverside County General Plan by:

1. Expansion of the existing Winchester Policy Area from approximately 287 acres to approximately 23,153 acres of land within the General Plan's Harvest Valley/Winchester Area Plan.
2. Amending the boundaries of the General Plan's Harvest Valley/Winchester, Sun City/Menifee, and Southwest Area Plans so that the expanded Winchester Policy Area falls within the limits of the Harvest Valley/Winchester Area Plan only.
3. Revising land use designations within the expanded Winchester Policy Area, including Foundation Component amendments. Approximately 227 parcels totaling 1,480 acres would require Foundation Component Amendments that include changes from the Rural and Rural Community components to the Community Development component. Consistency zoning revisions for approximately 921 parcels would occur in the future as a result of the revised land use designations proposed as part of the project.
4. Amending the General Plan's Harvest Valley/Winchester Area Plan, Southwest Area Plan, San Jacinto Valley Area Plan, and Sun City/Menifee Valley Area Plan to remove the existing Highway 79 Policy Area thereby removing the 9% reduction in density for residential projects. This policy will be replaced with a fee on newly

entitled dwelling units (not dwelling units already entitled), to fund a vehicle park-n-ride and transit station within the Winchester downtown core area. This removal of the Highway 79 Policy Area language will be carried throughout the General Plan document, where necessary, for internal consistency. The Highway 79 Policy Area boundary includes approximately 50,061 acres. Additionally, revisions to several policies within the Area Plans address the transition from level of service (LOS) to VMT thresholds in environmental assessments.

The project also proposes the creation of new Design Guidelines for the Winchester Policy Area and consistency zoning. Future zoning consistency changes will be undertaken by the County because of the modified land use designations proposed as part of the project.

1.4 Methodology

This Nexus Study employs a two-pronged methodology, combining trip-based and model-based analyses from the project EIR, to establish a robust nexus between the increased residential density within the proposed Winchester Community Plan and the need for the Metrolink Station and Park and Ride.

1.4.1 Trip-Based Analysis

The trip-based analysis quantifies the traffic impact of the increased density and estimates the project's mitigation potential. It involves the following steps:

1. **Confirmation of Land Uses/Growth Forecasts:** The study verifies the assumptions used to calculate future residential land use intensities, including population, dwelling units, and square footage of residential housing. These forecasts are based on the WCP and other relevant planning documents.
2. **Existing and Future VMT Estimation:** The analysis estimates the existing VMT in Winchester using traffic data, surveys, or transportation models.
3. **Service Population:** The study defines the service population, which includes the residents and employees within the WCP area who are likely to benefit from the Metrolink Station and Park and Ride. The Riverside County Transportation Commission's (RCTC's) "Next Generation Rail Corridors Analysis" (September 11, 2019) reveals that the Perris to Temecula corridor, which encompasses Winchester, had a 2012 population of 432,430 within a 5-mile radius of potential transit stations. This figure is projected to increase to 623,687 by 2040, signifying a substantial and growing population within the station's catchment area.
4. **Trip Generation and Distribution:** Trip generation rates specific to residential development were used to estimate the number of trips generated by the new housing units resulting from the removal of the 9% density reduction. The document utilizes a trip generation rate of 9.64 daily trips¹ per dwelling unit, which can inform this step.
5. **Mode Choice:** Mode choice models were applied to estimate the proportion of trips generated by the new development that are likely to utilize the Metrolink Station and Park and Ride. The mode choice analysis should consider various factors, such as travel time, cost, convenience, and accessibility, to provide a realistic estimate of potential Metrolink ridership.

¹ Final-RCTC-CTO8-PVL-Growth-Market Assessment Report

6. **Metrolink Ridership and Parking Demand:** Based on the mode choice analysis, the study estimates the projected Metrolink ridership and parking demand at the new station. The ridership projections from the "Next Generation Rail Corridors Analysis" (295 to 2,166 daily riders) can provide a baseline for this estimation.
7. **Facility Design and Cost Estimation:** The required size and capacity of the Metrolink station and Park and Ride facility was determined based on the projected ridership and parking demand. Subsequently, the capital and operating costs of these facilities have been estimated. The cost estimates from the "Next Generation Rail Corridors Analysis" serve as a reference for the Metrolink station and Park and Ride's cost analysis, which is estimated to be \$41 million.
8. **Fee Calculation:** The appropriate fee per residential unit was calculated by dividing the estimated costs by the projected number of trips generated by each unit. The fee has been structured to be proportionate to the square footage of the residential units, in compliance with Assembly Bill 602. This is in accordance with the requirements of AB 602, which mandates that development impact fees for transit facilities be calculated on a per-square-foot basis for residential development.

1.4.2 Model-Based VMT Analysis

The model-based VMT analysis utilizes a travel demand model to simulate travel patterns and estimate the change in VMT resulting from the increased residential density and the implementation of the Metrolink Station and Park and Ride. It involves the following steps:

1. **Define the Scope:** The project involves the removal of a 9% residential density reduction in the Highway 79 Policy Area, leading to increased development and potential traffic congestion within the Winchester Community Plan. The study area encompasses the WPA, and the baseline conditions have been established based on the existing travel patterns and land use data.
2. **Future Scenarios:** Two future scenarios were evaluated:
 - **No Project Scenario:** This scenario assumes that the 9% density reduction remains in place and the Metrolink Station and Park and Ride project is not implemented.
 - **Project Scenario:** This scenario considers the implementation of the Metrolink Station and Park and Ride, along with the increased residential density. It assesses the potential for the project to reduce VMT by providing a viable transit alternative.
3. **Data Collection and Preparation:** Traffic data, including traffic counts and travel time surveys, were collected for the Winchester area. Land use data, including existing and projected development patterns, were also gathered. The land use analysis from the "Next Generation Rail Corridors Analysis," particularly the examination of employment densities, were incorporated into the Nexus Study's assessment of transit-supportive land uses near the proposed station location.
4. **Travel Demand Models:** The County of Riverside's regional travel demand model, RIVTAM, was utilized in the project EIR to simulate travel patterns and estimate VMT under both the No Project and Project scenarios. The model considers factors such as trip generation, trip distribution, mode choice, and route assignment.
5. **VMT Estimation:** The travel demand model was used to estimate the total VMT generated in the Winchester area under both the No Project and Project scenarios for the PM peak hour. The PM peak hour was chosen as it typically represents the period of highest traffic congestion and travel demand.

6. **Impact Analysis:** The VMT estimates from both scenarios were compared to determine the net VMT impact of the project. The difference in VMT between the No Project and Project scenarios represents the VMT reduction benefit attributable to the Metrolink Station and Park and Ride.
7. **Reporting and Documentation:** The entire analysis process, including the data sources, assumptions, model parameters, and results, were thoroughly documented. The documentation also addresses any CEQA considerations related to the project's potential impacts on transportation and air quality.

By using the comprehensive model-based VMT analysis from the project EIR, the Nexus Study provides a more robust and nuanced understanding of the project's potential to mitigate traffic congestion and reduce VMT in the Winchester area. This strengthens the nexus between the increased residential density and the need for the Metrolink Station and Park and Ride, supporting the project's justification and facilitating informed decision-making.

Section 2. Rationale for the Impact Study

2.1 Purpose of the Fee

The purpose of the proposed fee is to fund the construction of a Metrolink Station and Park and Ride in the community of Winchester. There would be no operational costs associated with the fee. The Metrolink Station will provide access for the future connection to the existing Perris Valley Line.

2.2 Need for the Fee

The removal of the 9% residential density reduction is expected to increase traffic in the area and exceed VMT thresholds identified in the project EIR. As discussed in the project's EIR Section 4.17, *Transportation*, Impact TRA-2 (*Project Implementation Could Conflict or be Inconsistent With CEQA Guidelines Section 15064.3, Subdivision (b)*), VMT significance thresholds are based on land use type, broadly categorized as efficiency and net change metrics. Efficiency metrics include VMT/Capita (Residential) and Work VMT/Employee (Employee-Based VMT) and are presented below in Table 1, *Project VMT Impact Evaluation – Efficiency Metrics*. The calculations of VMT efficiency metrics have two components – the total number of trips generated and the average trip length of each vehicle. As the project involves both residential and non-residential trips, trip productions and attractions were used from the all home-based trip purposes and home-based-work trip purpose matrices, respectively. Using the peak and off-peak person trip matrices, skim (distances) matrices and appropriate occupancy rates, VMT was calculated for the project traffic analysis zones (TAZs). Table 1 shows the efficiency metric results for analysis scenarios.

Table 1: Project VMT Impact Evaluation – Efficiency Metrics

| Analysis Scenario | Residential VMT/Capita | Threshold Performance | Employment-Based VMT/Employee | Threshold Performance |
|---|------------------------|-----------------------|-------------------------------|-----------------------|
| Riverside County Thresholds | 15.19 | | 14.24 | |
| Existing | | | | |
| Winchester Policy Area | 25.13 | +65.4% | 14.14 | -0.7% |
| Riverside County | 15.19 | 0.0% | 14.24 | 0.0% |
| Existing Plus Project | | | | |
| Winchester Policy Area | 16.54 | +8.9% | 12.05 | -15.4% |
| Riverside County | 14.74 | -2.9% | 13.98 | -1.8% |
| Cumulative No Project Conditions | | | | |
| Winchester Policy Area | 23.33 | +53.6% | 15.26 | +7.2% |
| Riverside County | 16.63 | +9.5% | 15.72 | +10.4% |
| Cumulative Plus Project Conditions | | | | |
| Winchester Policy Area | 17.43 | +14.8% | 13.45 | -5.5% |

| | | | | |
|--|-------|--------|-------|--------|
| Riverside County | 16.36 | +7.7% | 15.56 | +9.3% |
| Cumulative Plus Project Conditions with Regional Control Totals Maintained | | | | |
| Winchester Policy Area | 17.42 | +14.7% | 13.45 | -5.5% |
| Riverside County | 15.94 | +4.9% | 14.77 | +3.8% |
| Cumulative No Project Conditions with City of Menifee Update | | | | |
| Winchester Policy Area | 23.23 | +52.9% | 15.08 | +5.9% |
| Highway 79 Policy Area (Outside Winchester Policy) | 22.89 | +50.7% | 16.42 | +15.3% |
| Riverside County | 16.63 | +9.5% | 15.66 | +10.0% |
| Cumulative Plus Project with City of Menifee Update | | | | |
| Winchester Policy Area | 17.48 | +15.1% | 13.32 | -6.5% |
| Highway 79 Policy Area (Outside Winchester Policy) | 21.37 | +40.7% | 16.25 | +14.1% |
| Riverside County | 16.37 | +7.8% | 15.52 | +9.0% |
| Source: Kimley-Horn and Associates, Inc. 2020. <i>Draft SB 743 Analysis</i> . Exhibit 2. | | | | |
| Notes: | | | | |
| Green text = does not exceed threshold | | | | |
| Red text = exceeds threshold | | | | |

The total VMT evaluation, provided in the EIR, summarizes the estimated total average daily weekday VMT for all the land uses within the Community Plan for the analysis scenarios. These VMT calculations relied on a link-based methodology with specific trip types used to estimate the vehicular traffic volume and VMT generated from all the land uses within the project area. This methodology isolates specific trip types (using select zone analyses) depending on their origin and destination relative to the project area and includes the entire trip length of each vehicle trip in the VMT estimate.

Given the lack of future project-specific details that are available at this community plan/programmatic level, it is not possible to fully account for the effects of future project-specific design principles, policies, and improvements that would reduce VMT as part of this analysis. However, these approaches are still important considerations in evaluating the results of this VMT analysis and as appropriate, should be accounted for in future development VMT evaluations within the project area.

The fee will finance infrastructure that promotes public transit use and reduces VMT. The fee will not be used to address existing deficiencies in transportation infrastructure.

2.3 Geographic Area

2.3.1 Physical Environment

The northern portion of the project area primarily consists of vacant undeveloped parcels and agricultural uses except for limited residential and commercial uses which are generally located along SR-79 and SR-74. The southern portion of the project area generally supports similar development as the northern portion of the project area but contains a larger concentration of residential uses as well as the French Valley Airport; refer to Exhibit 2, Local Vicinity.

The project area is part of a system of broad, sweeping valleys and is framed by the Menifee Valley to the west and Domenigoni Valley to the south. The major physical features that define the project area include the Double Butte, Dawson, and Lakeview Mountains, as well as Diamond Valley Lake and Lake Skinner. Double Butte and Lakeview Mountains in the northern portion of the project area and the Dawson Mountains that create the southern wall of Diamond Valley Lake create a visual backdrop for the project area. Salt Creek bisects the project area in an east-west direction north of Domenigoni Parkway, and the San Diego Canal/Aqueduct trends along the eastern limits of the project area to transport water from Diamond Valley Lake to Lake Skinner, where the canal ends.

In addition to SR-79, SR-74, and Domenigoni Parkway, an unused BNSF Railroad Line bisects the northern limits of the project area in an east-west direction.

2.3.2 Demographic Data for the Geographic Area

Demographic data for the Winchester census-designated place (CDP) was obtained from the U.S. Census Bureau and is provided in the tables below in order to provide a snapshot of the population within the project area. The geographic area of this CDP is shown in Exhibit 5, Winchester CDP Area Boundaries. Specifically, the data is derived from the most recent U.S. Census Bureau dataset available (2022 American Community Survey data 5-year estimates) except where noted otherwise. The Winchester CDP was selected for analysis because the residents of the CDP will be the primary users and growth area for the proposed transit facilities. It should be noted that the Winchester CDP area and population are smaller than the area and population of the overall Winchester Policy Area as described previously. Winchester CDP area is 7.7 square miles and has a population of 2,917, whereas the Winchester Policy Area covers approximately 36 square miles and has an existing population of 83,440.

Table 2, Population and Household Size Data for the Winchester CDP, shows the population and average household size. As shown, the most recent data indicates that the Winchester CDP contains approximately 2,917 residents and the average household size (persons per household) is 3.51 persons.

Table 2: Population and Household Size Data for the Winchester CDP

| | Winchester CDP (2022) ¹ |
|--|------------------------------------|
| Population (number of people) | 2,917 |
| Average Household Size² | 3.51 |
| Notes: 1 = Data was obtained from the most recent U.S. Census Bureau dataset available (2022 American Community Survey data 5-year estimates) except where noted otherwise; census data available at https://data.census.gov/table 2 = The data from the Riverside County General Plan Appendix E-1 is nearly 20 years old; therefore, the more recent census data was used instead. | |

Table 3, *Income Levels and Poverty Status for the Winchester CDP*, shows the income levels by dollar amount and poverty status by percentage for the Winchester CDP. As shown, the most recent data indicates that the median income for the Winchester CDP is \$70,865. The poverty status in the Winchester CDP (percent of families considered to be living below the poverty line) is fairly low at 7.2%.

Table 3: Income Levels and Poverty Status for the Winchester CDP

| | Winchester CDP (2022) ¹ |
|---|------------------------------------|
| Income Levels² | |
| Total Number of Households | 832 |
| Family Households | 601 |
| Non-Family Households | 231 |
| Less than \$10,000 | 3.1% |
| \$10,000 to \$14,999 | 0.0% |
| \$15,000 to \$24,999 | 13.5% |
| \$25,000 to \$34,999 | 5.0% |
| \$35,000 to \$49,999 | 7.9% |
| \$50,000 to \$74,999 | 28.6% |
| \$75,000 to \$99,999 | 25.7% |
| \$100,000 to \$149,999 | 9.4% |
| \$150,000 to \$199,999 | 5.6% |
| \$200,000 or more | 1.1% |
| Median income (dollars) | \$70,865 |
| Mean income (dollars) | \$72,032 |
| Poverty Status in the Past 12 months (percent of family households earning <125% of federal poverty level) | 100 (16.6%) |
| Notes: | |
| 1 = Data was obtained from the most recent U.S. Census Bureau dataset available (2022 American Community Survey data 5-year estimates) except where noted otherwise; census data available at https://data.census.gov/table | |
| 2 = Raw numbers were not provided by the census, only percentages | |

Table 4, *Vehicle Ownership Rates for the Winchester CDP*, shows the number of vehicles available in households in the Winchester CDP. As shown, the most recent vehicle ownership rates indicate that more than 60% of households in the Winchester CDP have 3 or more vehicles available.

Table 4: Vehicle Ownership Rates for the Winchester CDP

| | Winchester CDP (2022) ¹ |
|---|------------------------------------|
| Vehicle Ownership Rates | |
| Total | 1,120 |
| No vehicle available | 0 (0.0%) |
| 1 vehicle available | 109 (9.7%) |
| 2 vehicles available | 332 (29.6%) |
| 3 or more vehicles available | 679 (60.7%) |
| Notes: 1 = Data was obtained from the most recent U.S. Census Bureau dataset available (2022 American Community Survey data 5-year estimates) except where noted otherwise; census data available at https://data.census.gov/table | |

Table 5, *Employment Data for the Winchester CDP*, shows the total numbers and types of jobs by occupation for employees in the Winchester CDP. As shown, the most recent employment statistics for the Winchester CDP indicate that approximately 45.5% of the population are employed. The highest percentage of occupation types are employees in the production, transportation, and material moving occupations (33.9%) and service occupations (28.1%), while the lowest percentage of occupation types are sales and office occupations (11.9%).

Table 5: Employment Data for the Winchester CDP

| | Winchester CDP (2022) ¹ |
|---|------------------------------------|
| Employment, Number of Jobs | |
| Total Population 16 Years and Older | 2,541 |
| In labor force | 1205 (47.4%) |
| Employed | 1147 (45.1%) |
| Unemployed | 49 (1.9%) |
| Armed Forces | 9 (0.4%) |
| Not in labor force | 1336 (52.6%) |
| Employment, Type of Jobs (Occupation) | |
| Civilian employed population 16 years and over | 1,147 |
| Management, business, science, and arts occupations | 156 (13.6%) |
| Service occupations | 322 (28.1%) |
| Sales and office occupations | 137 (11.9%) |
| Natural resources, construction, and maintenance occupations | 143 (12.5%) |
| Production, transportation, and material moving occupations | 389 (33.9%) |
| Notes: 1 = Data was obtained from the most recent U.S. Census Bureau dataset available (2022 American Community Survey data 5-year estimates) except where noted otherwise; census data available at https://data.census.gov/table | |

Table 6, *Commuting Patterns for the Winchester CDP*, shows the means of transportation to work for employees in the Winchester CDP. As shown, the most recent commuting pattern statistics of employees in the Winchester CDP indicate that approximately 78.0% of people drove alone to work, while 14.2% of people carpooled. 0% of people used public transportation or other means, or walked to work. Approximately 7.8% of people worked from home. The mean travel time to work for employees in the Winchester CDP was approximately 46.4 minutes.

Table 6: Commuting Patterns for the Winchester CDP

| | Winchester CDP (2022) ¹ |
|---|------------------------------------|
| Commuting Patterns | |
| Workers 16 years and over | 1,120 |
| Car, truck, or van -- drove alone | 874 (78.0%) |
| Car, truck, or van -- carpooled | 159 (14.2%) |
| Public transportation (excluding taxicab) | 0 (0.0%) |
| Walked | 0 (0.0%) |
| Other means | 0 (0.0%) |
| Worked from home | 87 (7.8%) |
| Mean travel time to work (minutes) | 46.4 |
| Notes: 1 = Data was obtained from the most recent U.S. Census Bureau dataset available (2022 American Community Survey data 5-year estimates) except where noted otherwise; census data available at https://data.census.gov/table | |

2.4 Nexus Findings

2.4.1 Nexus Analysis

Methodology

The analysis presented in this document aims to estimate the increase in vehicle miles traveled (VMT) resulting from the proposed density reduction removal and to develop a conceptual transit impact fee to offset the costs of developing the Metrolink and Park and Ride facilities.

To estimate the VMT impact, we employ a simplified approach utilizing the CUD model, leveraging readily available data from the project EIR, County planning documents, and established trip generation rates.

The calculations presented herein are based on the projected increase in dwelling units, average household size, trip generation rates for single-family and multi-family dwellings, average trip length, and the estimated VMT reduction potential of the Metrolink station and Park and Ride project. The data sources and assumptions used in these calculations are as follows:

- **Projected Increase in Dwelling Units:** 12,329² units
- **Average Household Size:** 3.51³ persons per household
- **Trip Generation Rate (Single-Family):** 9.4⁴ daily trips per dwelling unit
- **Trip Generation Rate (Multi-Family):** 4.32⁵ daily trips per dwelling unit
- **Average Trip Length:** 10 miles
- **VMT Reduction Potential of Transit Project:** Based on ridership projections and average trip length reduction

It is important to acknowledge that this simplified approach has inherent limitations. The absence of a formal travel demand model may lead to an underestimation or overestimation of the actual VMT impact. Factors such as trip distribution, mode choice, and travel behavior, which are typically accounted for in a travel demand model, are not explicitly considered in this analysis.

Scope

The purpose of a nexus study is to establish the relationship, or nexus, between new development associated with the Winchester Community Plan and the need for new or expanded public facilities.

AB 1600 was enacted by the State of California in 1987 creating the Mitigation Fee Act - Section 66000 et seq. of the Government Code. The Mitigation Fee Act requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project:

1. Identify the purpose of the fee.
2. Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified.
3. Determine how there is a reasonable relationship between the fees use and the type of development project on which the fee is imposed.
4. Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.
5. Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

This nexus study analyzes the connection between the anticipated growth in the WPA, due to the removal of the 9% residential density reduction, and the need for a new Metrolink Station and Park and Ride. Once this nexus is established, the study will calculate appropriate transportation fees to be levied on new development to fund the transit project. The project involves the removal of a 9% residential density reduction in the WPA, leading to increased development and potential traffic congestion.

The WPA, also referred to as the study area is a region characterized by a blend of undeveloped land, agricultural uses, and emerging residential and commercial developments. The area is geographically defined by prominent features such as the Double Butte, Dawson, and Lakeview Mountains, and the San Diego Canal/Aqueduct, which transports water from Diamond Valley Lake to Lake Skinner.

² Data was obtained from the Winchester Community Plan.

³ Data was obtained from the most recent U.S. Census Bureau dataset available (2022 American Community Survey data 5-year estimates) except where noted otherwise; census data available at <https://data.census.gov/table>

⁴ Data was obtained from the Winchester Community Plan Environmental Impact Report.

⁵ Data was obtained from the Winchester Community Plan Environmental Impact Report.

The study area includes two major state routes, SR-79 running north-south and SR-74 running east-west, providing crucial regional connectivity. The area also falls almost entirely within the County's Highway 79 Policy Area, a designation that has historically guided growth and development patterns in the region.

The study area is poised for significant transformation, with proposed changes to land use policies and the potential for increased residential density. The area's future development trajectory is intertwined with critical considerations around transportation infrastructure, traffic management, water/sewer/drainage infrastructure, and environmental sustainability.

The Need for a Metrolink Station and Park and Ride

The nexus between the proposed Metrolink Station and Park and Ride project and the anticipated growth in Winchester is multifaceted. It addresses several key needs and impacts arising from the removal of the 9% residential density reduction:

- **Increased Traffic and VMT Reduction:** The increase in population and housing units is projected to generate a substantial increase in Vehicle Miles Traveled (VMT), exacerbating existing traffic congestion on major roadways like I-215. The RCTC's 'Next Generation Rail Corridors Analysis' indicates that I-215 was already operating over capacity in 2012, and future projections show continued congestion without intervention.
- The high rate of vehicle ownership (over 60% of households have 3 or more vehicles) and the current lack of public transit usage (0%), as identified in Table 6, *Commuting Patterns for the Winchester CDP*, above, in Winchester CDP further emphasize the reliance on private vehicles and the urgent need for alternative transportation options. The Metrolink station, by offering a viable alternative, can encourage a shift towards public transit, thereby reducing traffic volumes and mitigating congestion. The Metrolink station, by offering a viable alternative to personal vehicles, can encourage a shift towards public transit, thereby reducing traffic volumes and mitigating congestion.
- **Air Quality Improvement:** The Environmental Impact Report (EIR) for the Winchester Community Plan highlights significant and unavoidable air quality impacts associated with the project, primarily due to increased vehicle emissions. The project would result in a cumulatively considerable net increase of criteria pollutants, exposure of sensitive receptors to substantial pollutant concentrations, and generation of greenhouse gas emissions. The Metrolink station can play a crucial role in mitigating these impacts by reducing VMT and promoting cleaner modes of transportation. The Nexus Study will quantify the potential air quality benefits of the project using data from the EIR.
- **Meeting Housing Needs:** The 6th Cycle Housing Element Update reveals a pressing need for 40,647 new dwelling units in Riverside County. The WCP's facilitation of approximately 12,329 total new dwelling units from the Highway 79 policy area directly contributes to addressing this need, establishing a clear nexus between the project and the County's housing goals.
- **Economic Development:** The Perris Valley Line Growth Study Market Assessment underscores the potential for the Metrolink station to stimulate economic development. The high percentage of employees in production, transportation, and material moving occupations in Winchester CDP (33.9%), as identified in Table 5, *Employment Data for the Winchester CDP*, above, suggests a significant proportion of the population commutes to locations outside of the area. Improved transit connectivity can attract businesses, create jobs, and enhance access to employment opportunities, further strengthening the project's justification.

Evaluation of Alternatives

The EIR evaluated a range of alternatives to the proposed project, including a No Project Alternative and alternatives with varying levels of development and mitigation measures. The analysis considered the project's objectives, potential

environmental impacts, and feasibility. The Metrolink Station and Park and Ride was selected as the preferred alternative due to its ability to effectively address the anticipated traffic congestion and air quality impacts associated with the increased residential density, while also promoting sustainable transportation and economic development.

Methodology

- The proposed Metrolink Station and Park and Ride project aims to enhance transportation options and accommodate diverse travel modes (transit, bicycle, pedestrian, and vehicles) within a comprehensive transportation system. This system is designed to support local and statewide policies promoting sustainable growth and reduced automobile dependency.
- It's important to recognize that the mobility fee program associated with the project doesn't alter the projected growth; instead, it focuses on mitigating the traffic impacts of that growth. The project list is designed to deliver improvements that result in lower VMT per capita compared to a future scenario without the project.
- VMT serves as the primary metric for establishing the nexus between new development and the need for transportation improvements. It reflects the relationship between single-occupancy vehicle trips and travel by non-vehicular modes or high-occupancy vehicles. Consequently, the nexus for the proposed development impact fee will be based on 'VMT' and 'VMT per capita.'

To establish the nexus, this study will employ a two-pronged methodology:

- **Capacity Utilization and Demand (CUD) Analysis:** This analysis will quantify the traffic impact of the increased residential density resulting from the removal of the 9% density reduction. It will estimate the number of new trips generated by the development, their distribution across the transportation network, and the proportion of those trips that could potentially be shifted to the Metrolink Station and Park and Ride. This analysis will help determine the project's potential to mitigate traffic congestion and reduce VMT.
- **Model-Based VMT Analysis:** This analysis may utilize a travel demand model, if available, to simulate travel patterns and estimate the change in VMT resulting from the increased residential density and the implementation of the Metrolink Station and Park and Ride under two scenarios: one with the project (including the Metrolink station) and one without the project (the "No Project" scenario). The analysis will leverage existing data and reasonable assumptions to estimate the project's impact on VMT, recognizing that further refinement may be necessary as more data becomes available. By comparing the VMT generated in both scenarios, the study will quantify the net VMT reduction benefit attributable to the Metrolink Station and Park and Ride.

2.4.2 VMT Analysis using CUD Model

The CUD model calculates the VMT impact per dwelling unit for each housing type, considering their distinct characteristics and travel patterns. It estimates the VMT impact as follows:

- $\text{VMT Impact per Dwelling Unit} = (\text{Annual Trips per Dwelling Unit}) * (\text{Average Trip Length})$
- $\text{Annual Trips per Dwelling Unit} = (\text{Daily Trips per Dwelling Unit}) * 365$

The model utilizes trip generation rates specific to Single-Family Residences (SFRs), Multi-Family Residences (MFRs) and Accessory Dwelling Units (ADUs), along with the average trip length, to quantify the VMT contribution of each housing type. This approach allows for a more granular and accurate assessment of the project's transportation impacts compared to a simplified method that relies on aggregate trip generation rates.

Scope

The project involves the removal of a 9% residential density reduction through the removal of the Highway 79 Policy Area, leading to increased development and potential traffic congestion. The WCP is a region characterized by a blend of undeveloped land, agricultural uses, and emerging residential and commercial developments. The area is geographically defined by prominent features such as the Double Butte, Dawson, and Lakeview Mountains, and the San Diego Canal/Aqueduct, which transports water from Diamond Valley Lake to Lake Skinner.

The study area includes two major state routes, SR-79 running north-south and SR-74 running east-west, providing crucial regional connectivity. The area is poised for significant transformation, with proposed changes to land use policies and the removal of the 9% density reduction. The area's future development trajectory is intertwined with critical considerations around transportation infrastructure, traffic management, water/sewer/drainage infrastructure and environmental sustainability.

VMT Estimation Methodology

- **Purpose of the VMT Estimation:** To quantify the increase in Vehicle Miles Traveled (VMT) resulting from the removal of the 9% residential density reduction.
- **Study Area:** The geographical area under consideration for the VMT analysis, which is the WCP area.
- **Baseline Conditions:** The existing travel patterns and land use data that serve as the basis for comparison with the future scenarios.
- **Future Scenarios:** The two scenarios being evaluated: one with the project (including the Metrolink station) and one without the project (the "No Project" scenario).
- **Key Metrics:** The primary metrics used to assess the transportation impacts and the project's effectiveness in mitigating them, which are Vehicle Trips and VMT.
- **Data Sources and Assumptions:** The data sources and assumptions used in the VMT estimation, including the projected increase in dwelling units, trip generation rates, average trip lengths, and the potential influence of the Highway 79 Area Plan.

Considerations for Existing and Future Development

While this study primarily focuses on the traffic impacts of new development resulting from the removal of the 9% density reduction, it's important to recognize that existing residential development also contributes to the demand for transit facilities. The potential transit usage by existing residents will be considered in the overall demand projections and facility sizing to ensure the Metrolink Station and Park and Ride adequately accommodates the needs of the entire community. As discussed in Section 1.1.1 above, it should be noted that the Winchester Community Plan VMT Analysis determined that the residential land uses proposed by the Community Plan would result in significant and unavoidable VMT impacts, and the project's employment-based and retail use VMT were determined to be less than significant by the VMT Analysis. This resulted in the requirement of the fee to offset residential VMT impacts for areas outside the Downtown Core/Town Center (Mitigation Measure TRA-1). The measure excludes non-residential (employment and retail) uses since the VMT Analysis determined that impacts associated with these uses would be less than significant.

The possibility of previously entitled projects undergoing the entitlement process again to take advantage of the density reduction could lead to additional development and increased demand for transit facilities beyond the initial projections. To address this, a monitoring program will be implemented to track development trends and adjust the impact fee or facility plans as needed. The project may also adopt a phased implementation approach, allowing for adjustments based on observed development patterns. Additionally, contingency plans will be developed to address potential funding shortfalls or capacity constraints if development exceeds projections.

Future Scenarios

No Project Option

The "No Project" option represents a scenario where the proposed Metrolink Station and Park and Ride project is not implemented. It's crucial to recognize that even under this scenario, leaving the Highway 79 Policy Area in place could lead to increased development and traffic generation within that specific area. The removal of the policy area's restrictions might incentivize higher-density development, potentially offsetting some of the traffic mitigation benefits of retaining the 9% density reduction.

The estimated annual VMT increase under the "No Project" option, considering the potential impact of the Highway 79 Area Plan remaining in place, is approximately 414,791,423. This figure highlights the substantial traffic implications even without the removal of the 9% density reduction. The absence of the Metrolink station further compounds the issue, as there would be no significant new transit alternative to mitigate the increased traffic.

The "No Project" option, even with the Highway 79 Policy Area left in place, could lead to several adverse consequences and diminished quality of life. Such consequences include:

- **Persistent or Worsened Traffic Congestion:** The additional traffic generated by the increased development, coupled with the lack of new transit options, could exacerbate existing congestion on I-215 and other roadways. This could result in longer commute times, increased fuel consumption, and decreased accessibility.
- **Deteriorated Air Quality and Environmental Impacts:** The rise in VMT would likely lead to a corresponding increase in vehicle emissions, contributing to air pollution and hindering the region's efforts to achieve air quality standards and reduce greenhouse gas emissions.
- **Diminished Quality of Life:** Increased traffic congestion and its associated impacts can negatively affect residents' quality of life, leading to frustration, stress, and reduced economic opportunities.

The potential traffic congestion consequences of the "No Project" option underscore the need for proactive mitigation strategies. Even with the 9% density reduction left in place, the WCP's potential to stimulate development highlights the importance of providing alternative transportation options to manage the anticipated growth in Winchester.

Project Option

The "Project" option encompasses the removal of the 9% residential density reduction, which is expected to stimulate substantial development in Winchester. In conjunction with this, the project proposes the construction of a Metrolink Station and Park and Ride facility to proactively address the anticipated increase in traffic congestion and associated environmental impacts. The adoption of the WPA, even under this scenario, could lead to additional development and traffic generation within that specific area. However, the Metrolink project is strategically positioned to mitigate these impacts and promote sustainable transportation options.

The CUD model estimates an annual VMT increase of 354,426,695 under the 'Project' option, considering the impact of the Winchester Policy Area and the removal of the 9% density reduction. However, the implementation of the Metrolink Station and Park and Ride is expected to reduce VMT by providing a convenient and efficient transit alternative. The estimated VMT reduction ranges from 539,375 to 3,958,950 annually as determined by the Fee Calculation Methodology (See page 26).

The "Project" option, despite the potential increase in VMT due to the removal of the 9% density reduction, offers several positive outcomes:

- **Significant VMT Reduction:** The Metrolink project's estimated VMT reduction substantially offsets the increased VMT associated with the anticipated development, resulting in a net decrease compared to the "No Project" option.
- **Improved Traffic Flow and Reduced Congestion:** By encouraging a shift towards public transit, the project can alleviate traffic congestion on major roadways like I-215, leading to improved travel times and reduced delays.
- **Enhanced Air Quality and Environmental Sustainability:** The decrease in VMT translates to reduced vehicle emissions, contributing to improved air quality and a healthier environment. The project aligns with the County's broader environmental goals and supports efforts to combat climate change.
- **Increased Accessibility and Mobility:** The Metrolink station will provide residents with greater access to employment centers, educational institutions, and other key destinations, enhancing overall mobility and reducing reliance on personal vehicles. This is particularly important given the current high rate of drive-alone trips and lengthy commute times.
- **Economic Development and Job Creation:** Improved transit connectivity can attract businesses, stimulate investment, and create job opportunities, fostering economic growth and vitality in the Winchester area, making the area more attractive to businesses seeking employees who value convenient access to public transportation.

The "Project" option, encompassing the removal of the 9% density reduction and the construction of the Metrolink Station and Park and Ride, presents a proactive and sustainable approach to managing the anticipated growth in Winchester. Despite the potential for increased development and traffic due to the WPA, the project's benefits in mitigating traffic congestion, improving air quality, and promoting economic development outweigh the potential challenges.

CEQA Considerations

The proposed Winchester Community Plan project is subject to environmental review under the California Environmental Quality Act (CEQA). An Environmental Impact Report (EIR) has been prepared to assess the potential environmental effects of the project, as detailed in the Executive Summary (July 2022). The project encompasses two key components: the removal of the 9% residential density reduction and the establishment of a Metrolink Station and Park and Ride.

The EIR identifies several potential impacts associated with the project, some of which are considered significant and unavoidable even with the implementation of mitigation measures.

These significant and unavoidable impacts include:

- Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use
- Conflict with existing zoning for agricultural use or a Williamson Act Contract
- Conflict with or obstruction of the implementation of the applicable air quality plan
- Cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard
- Exposure of sensitive receptors to substantial pollutant concentrations
- Generation of greenhouse gas emissions that may have a significant impact on the environment
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases
- Significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect
- Generation of a substantial temporary or permanent increase in ambient noise levels

- Conflict or inconsistency with CEQA Guidelines section 15064.3, subdivision (b) relating to vehicle miles traveled (VMT)

To address these and other potential impacts, a Mitigation Monitoring and Reporting Program (MMRP) has been developed. The MMRP outlines specific measures designed to minimize or mitigate the project's adverse effects. Some of these measures include:

- Requiring project-specific air emissions analyses to identify and mitigate potential long-term operational-related air quality impacts
- Implementing dust control measures during construction, such as watering active sites, covering trucks hauling loose materials, and reducing traffic speeds on unpaved roads
- Maintaining minimum distances between potentially incompatible land uses to reduce exposure to substantial pollutant concentrations

The nexus study, as required by CEQA for projects with potential transportation impacts, serves a critical function in establishing a clear and quantifiable connection between the project's anticipated growth and the need for the Metrolink Station and Park and Ride. By evaluating the project's potential to reduce VMT and mitigate traffic congestion, the nexus study provides crucial evidence to support the project's justification and demonstrate its compliance with the County's environmental and transportation goals.

Key Metrics: Vehicle Trips and VMT

Two key metrics will be used to assess the transportation impacts and the project's effectiveness in mitigating them:

- **Vehicle Trips:** This metric represents the number of trips undertaken in an automobile, including single-occupancy vehicles and vehicles with multiple occupants (carpools, taxis, ride-shares). A reduction in vehicle trips indicates a decreased reliance on automobiles and a potential shift towards other modes of transportation, contributing to the State's goals of reducing greenhouse gas (GHG) emissions as mandated by AB 32 and SB 375.
- **Vehicle Miles Traveled (VMT):** This metric measures the total miles traveled by all vehicles (cars, trucks, buses) in the study area. VMT provides a more comprehensive understanding of a vehicle's impact on the transportation system as it considers both the number of trips and the distance traveled. Reducing VMT is a key objective in achieving the State's GHG reduction goals and promoting sustainable transportation.

VMT is the primary performance metric used to establish the nexus between new development and the need for transportation improvements. It reflects the relationship between single-auto trips and travel by non-vehicular modes or high-occupancy vehicles. Consequently, the nexus for the proposed development impact fee will be based on "VMT" and "VMT per capita" as key performance measures.

By employing this methodology and focusing on these key metrics, the nexus study will provide a comprehensive and legally defensible analysis to justify the development impact fee and support the implementation of the Metrolink Station and Park and Ride project in Winchester.

A comparison of the proposed VMT approach to calculating mobility fees to the more traditional method, such as measures of vehicle delay time, is described in [Table 7, Comparison of Nexus Fee Methodologies](#), below.

Table 7: Comparison of Nexus Fee Methodologies

| Metrics | Traditional Nexus | Winchester VMT Nexus |
|------------------------------|--|--|
| Existing Deficiencies | Existing Traffic Congestion & Air Quality Issues | Existing Traffic Congestion & Air Quality Issues |
| Performance Measures | Level of Service (LOS) | Vehicle Miles Traveled (VMT) per Capita |
| Threshold | Maintain LOS Standard (e.g., LOS D) | Decrease VMT per capita compared to No Project Scenario |
| Goal | Move more cars & reduce vehicular travel delay | Reduce automobile trips & VMT, improve air quality |
| Pros | Familiar & easily understood | Directly relates to air quality & GHG reduction goals |
| Cons | Auto-centric, doesn't address multi-modal needs | Requires robust data & modeling for accurate VMT estimation |
| Fee | Fee per peak hour vehicle-trip | Fee per unit of development ⁶ (based on VMT contribution) |

VMT Benefits

The proposed Metrolink Station and Park and Ride project is anticipated to yield substantial VMT reduction benefits, enhancing accessibility and promoting multi-modal travel options for Winchester residents. While a comprehensive travel demand model analysis is not feasible within the current project timeline, the project's potential to decrease VMT per capita and alleviate traffic congestion is evident.

Transit Projects and VMT Reduction

The Metrolink Station and Park and Ride project, as a transit-oriented development, is inherently designed to reduce VMT by providing a convenient and efficient alternative to personal vehicles. The project's efficacy in achieving this goal will be evaluated through a combination of trip-based analysis and conceptual model-based VMT analysis, as detailed in the methodology section.

The trip-based analysis will estimate the proportion of trips generated by the new development that are likely to shift to the Metrolink station, considering factors such as travel time, cost, convenience, and accessibility. This analysis will provide a realistic estimate of potential Metrolink ridership and the associated VMT reduction.

While a full-fledged model-based VMT analysis is not possible at this time, the study will leverage available data and insights from other studies, such as the RCTC's "Next Generation Rail Corridors Analysis" and the Perris Valley Line Growth Study, to conceptually estimate the project's VMT reduction potential. These estimates will be further refined as more data becomes available and as the project progresses.

Beyond VMT Reduction

In addition to VMT reduction, the Metrolink Station and Park and Ride project is expected to yield other benefits, including:

- **Improved Accessibility:** Enhanced access to employment centers, educational institutions, and other key destinations, particularly for those without personal vehicles or who prefer not to drive.
- **Mode-Share Shift:** Encouraging a shift away from single-occupancy vehicles towards public transit, contributing to a more balanced and sustainable transportation system.

⁶ Unit of development is 1 square foot of dwelling unit area.

- **Safety Improvements:** Potentially reducing traffic accidents and improving pedestrian and bicycle safety by providing alternative transportation options.
- **Air Quality Benefits:** Reduced vehicle emissions leading to improved air quality and public health.
- **Economic Development:** Attracting businesses and investments due to improved transit connectivity.

Impact Fee Calculation

The impact fee calculation aims to determine the appropriate financial contribution from new development to mitigate its anticipated transportation impacts and support the funding of the Metrolink Station and Park and Ride project. The fee will be structured to be proportionate to the square footage of the residential units, ensuring compliance with Assembly Bill 602. This means the resulting fee would be applied on a per square-foot basis. Given the constraints of the project timeline and the unavailability of a formal travel demand model, a simplified approach will be employed, leveraging existing data and reasonable assumptions. The primary focus is the direct impact of new residential dwelling units on VMT.

Growth Forecasts

The projected increase in dwelling units due to the removal of the 9% residential density reduction serves as the foundation for estimating the additional traffic generated by new development. The environmental analysis estimates an increase of approximately 12,329 new dwelling units. However, this estimate will be refined and validated through a thorough review of the Winchester Community Plan and other relevant planning documents. The proportion of Single-Family Residences (SFRs) and Multi-Family Residences (MFRs) within the WCP, along with their average square footage, is necessary in determining the overall VMT impact and the per-square-foot fee. This study assumes 70% SFR/ADU development and 30% MFR development, consistent with the WCP. Assumptions for average size of units in this study are 1,908 sq ft for SFRs, 1,629 sq ft for MFRs and 750 sq ft for AUDs.

VMT Impact of New Development

The increase in dwelling units is expected to lead to a substantial rise in VMT, contributing to traffic congestion and associated environmental impacts. The methodology emphasizes the direct link between new dwellings and VMT, utilizing trip generation rates specific to SFRs and MFRs. Based on available data and assumptions, the preliminary analysis estimates an annual VMT increase of 354,426,695 based on the projected increase in blended SFR and MFR dwelling units, trip generation rates of 9.64 SFR and 4.32 MFR daily trips per dwelling unit, and an average trip length of 10 miles.

While this estimate provides a useful starting point, it's important to acknowledge its limitations. The absence of a formal VMT model precludes a more precise quantification of the VMT impact, considering factors such as trip distribution, mode choice, and the potential influence of the Highway 79 Area Plan. The study will explore opportunities to refine this estimate using available data and insights from other relevant studies, such as the RCTC's "Next Generation Rail Corridors Analysis" and the Perris Valley Line Growth Study.

Cost Allocation and Fee Calculation

The proposed Metrolink Station and Park and Ride project represents a significant investment in mitigating the traffic impacts of the anticipated growth in Winchester. The estimated capital cost of the project is \$41 million.

To ensure that new development contributes its fair share towards the project's cost, a development impact fee will be calculated based on the estimated VMT impact of new dwelling units. The fee will be structured to be proportionate to the square footage of the residential units, in compliance with Assembly Bill 602.

The impact fee calculation employs a simplified approach, leveraging the CUD model to estimate the increase in VMT due to the removal of the 9% residential density reduction. This model emphasizes the direct relationship between new dwelling units and VMT, utilizing trip generation rates specific to SFRs and MFRs.

Based on the projected increase in dwelling units, trip generation rates, and average trip lengths, the preliminary analysis estimates an annual VMT increase of 354,426,695. To ensure new residential development contributes equitably to mitigating its traffic impacts, a development impact fee will be calculated based on this estimated VMT impact. The fee is structured on a per-square-foot basis, acknowledging the variation in VMT generation based on dwelling unit size.

The analysis within this study results in a conceptual transit impact fee of \$0.0535 for SFRs, \$0.0515 for MFRs and \$0.0119 for AUDs per VMT. Based on these calculations and assuming average square footages of 1,908 sq ft for SFRs, 1,629 sq ft for MFRs and 750 sq ft for AUDs, this translates to a mobility fee of \$0.96 per square foot for single-family dwelling units, \$0.50 per square foot for multi-family dwelling units and \$0.28 per square foot for accessory dwelling units.

Table 8: Mobility Fee Per Unit By Land Use Category

| Land Use Category | Unit ¹ | Daily Trip Rate ² | % New Trips ³ | Trip Length (miles) | VMT Factor ⁴ | Mobility Fee per Square Foot ⁵ |
|-------------------|-------------------|------------------------------|--------------------------|---------------------|-------------------------|---|
| Single-Family | DU | 9.4 | 100% | 10 | 1 | \$0.96 |
| Multi-Family | DU | 4.32 | 100% | 10 | 1 | \$0.50 |
| ADU (>= 750 SF) | DU | 4.82 | 100% | 10 | 1 | \$0.28 |

- Units = Dwelling Units (DU)
- The PM peak hour trip rate per DU is assumed to be 10% of the daily trip generation rate, as no specific PM peak hour data is available.
- All new residential developments are assumed to generate 100% new trips.
- The VMT Factor is assumed to be 1.00 for all residential categories, as no data is available on trip lengths for different land use types in Winchester. This implies they have an average trip length compared to other land uses.
- The VMT per square foot for a 1,908 sq ft SFR is 0.0535. The VMT per square foot for a 1,629 sq ft MFR is 0.0515. The VMT per square foot for a 750 sq ft ADUs is 0.0119.

Fee Calculation Methodology

The document provides a preliminary estimation of the transit impact fee. It uses the following calculations to arrive at the fee per dwelling unit:

Estimate the Increase in VMT due to Density Reduction Removal

- Projected Increase in Dwelling Units: 12,329 units
- Average Household Size (persons per household): 3.51 persons per household
- Population Increase: 12,329 units * 3.51 persons/unit = 43,275 people
- Trip Generation Rate (Single-Family): 9.4 daily trips per dwelling unit
- Trip Generation Rate (Multi-Family): 4.32 daily trips per dwelling unit
- Average Trip Length: 10 miles
- Additional Daily Trips (Single-Family): 0.70 * 12,329 units * 9.4 trips/unit = 81,125 trips
- Additional Daily Trips (Multi-Family): 0.30 * 12,329 units * 4.32 trips/unit = 15,978 trips
- Increase in Daily VMT (Single-Family): 81,125 trips * 10 miles/trip = 811,250 VMT
- Increase in Daily VMT (Multi-Family): 15,978 trips * 10 miles/trip = 159,784 VMT
- Total Annual VMT Increase: (811,250 + 159,784) daily VMT * 365 days/year = 354,426,695 VMT

Estimate the VMT Reduction Potential of the Transit Project

- Ridership Projections: 295 to 2,166 daily riders
- Average Trip Length Reduction: 5 miles reduction per transit trip
- Daily VMT Reduction (Low Estimate): 295 riders * 5 miles/rider = 1,475 VMT

- Daily VMT Reduction (High Estimate): $2,166 \text{ riders} \times 5 \text{ miles/rider} = 10,830 \text{ VMT}$
- Annual VMT Reduction (Low Estimate): $1,475 \text{ daily VMT} \times 365 \text{ days/year} = 539,375 \text{ VMT}$
- Annual VMT Reduction (High Estimate): $10,830 \text{ daily VMT} \times 365 \text{ days/year} = 3,958,950 \text{ VMT}$

Calculate the Net VMT Impact

- Net Annual VMT Impact (Low Estimate): $354,426,695 \text{ VMT (increase)} - 539,375 \text{ VMT (reduction)} = 353,887,320 \text{ VMT}$
- Net Annual VMT Impact (High Estimate): $354,426,695 \text{ VMT (increase)} - 3,958,950 \text{ VMT (reduction)} = 350,467,745 \text{ VMT}$

Estimate the Cost of the Transit Project

- Capital Costs: \$41 million
- Total Project Cost: \$41 million (capital)

Rationale for Mobility Fee Selection

The mobility fees presented in this analysis are based on a simplified VMT estimation methodology, utilizing readily available data and established trip generation rates. Due to the inherent uncertainty in projecting future travel patterns and the potential VMT reduction attributable to the transit project, the initial analysis yielded a range of potential mobility fees for each dwelling type.

To ensure clarity and facilitate implementation, a single, definitive fee was selected for each dwelling type. The mobility fee for Accessory Dwelling Units (ADUs) is calculated on a per-square-foot basis, using the minimum qualifying size of 750 square feet as a benchmark and assuming that ADUs generate half the trips compared to single-family and multi-family dwellings. The chosen fee represents the average of the low and high estimates, balancing the potential overestimation and underestimation of the VMT impact. This approach provides a reasonable and justifiable fee structure that reflects the anticipated transportation impacts of the proposed development while acknowledging the inherent variability in the analysis.

It is important to recognize that the selected fees are based on current data and assumptions. As the project progresses and more information becomes available, the VMT analysis may be refined using a formal travel demand model, if feasible. This could lead to adjustments in the mobility fees to ensure they remain aligned with the actual transportation impacts of the development. The fee structure should be periodically reviewed and updated as needed to maintain its nexus with the cost of mitigating the project's transportation impacts.

Conclusion

Based on the simplified calculation, the estimated increase in annual VMT due to the density reduction removal ranges from 350,467,745 to 353,887,320 VMT. The resulting mobility fee for a single-family dwelling unit is \$0.96 per square foot. The fee for a multi-family dwelling unit is \$0.50 per square foot and \$0.28 per square foot for an Accessory Dwelling Unit (ADU).

The proposed Metrolink Station and Park and Ride project aligns with the County's goals of sustainable growth, improved air quality, and economic development. It represents a proactive and sustainable approach to managing the anticipated growth in Winchester, offering a multitude of benefits beyond just VMT reduction. By providing a reliable and accessible transit option, the project will enhance the community's overall quality of life and ensure a vibrant future for Winchester.

Section 3. Existing and Future Development Projections

3.1 Land Use Categories

The project area is located in unincorporated southwest Riverside County and is currently subject to the provisions of the Riverside County General Plan and Riverside County Zoning Ordinance Number 348 (Ordinance No. 348). Based on the existing General Plan, existing land uses within the project area include both residential and non-residential uses, including commercial, agriculture, open space, and public facility land use designations.

3.1.1 Residential Uses

The HVWAP outlines the development intensity, density, typical allowable land uses, and general characteristics for each of the area plan land use designations for residential uses, which are shown in [Table 9, *Land Use Designations Summary for Residential Uses*](#).

Table 9: Land Use Designations Summary for Residential Uses

| Area Plan Land Use Designation | Building Intensity Range (du/ac or FAR) ^{1,2,3,4} | Notes |
|-------------------------------------|--|--|
| Agriculture (AG) | 10 ac min. | <ul style="list-style-type: none"> Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay. |
| Rural Residential (RR) | 5 ac min. | <ul style="list-style-type: none"> Single-family residences with a minimum lot size of 5 acres. Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses. |
| Rural Mountainous (RM) | 10 ac min. | <ul style="list-style-type: none"> Single-family residential uses with minimum lot size of 10 acres. Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses. |
| Rural Desert (RD) | 10 ac min. | <ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses |
| Estate Density Residential (RC-EDR) | 2 ac min. | <ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged. |

| | | |
|--|-----------------------------|---|
| Very Low Density Residential (RC-VLDR) | 1 ac min. | <ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged. |
| Low Density Residential (RC-LDR) | 0.5 ac min. | <ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged. |
| Rural (RUR) | 20 ac min. | <ul style="list-style-type: none"> One single-family residence allowed per 20 acres. Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected. |
| Estate Density Residential (EDR) | 2 ac min. | <ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. |
| Very Low Density Residential (VLDR) | 1 ac min. | <ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. |
| Low Density Residential (LDR) | 0.5 ac min. | <ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. |
| Medium Density Residential (MDR) | 2 - 5 du/ac | <ul style="list-style-type: none"> Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed. |
| Medium High Density Residential (MHDR) | 5 - 8 du/ac | <ul style="list-style-type: none"> Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. Lot sizes range from 4,000 to 6,500 sq. ft. |
| High Density Residential (HDR) | 8 - 14 du/ac | <ul style="list-style-type: none"> Single-family attached and detached residences, including townhouses, stacked |
| Very High Density Residential (VHDR) | 14 - 20 du/ac | <ul style="list-style-type: none"> Single-family attached residences and multi-family dwellings |
| Highest Density Residential (HHDR) | 14 - 40 du/ac | <ul style="list-style-type: none"> Multi-family dwellings, includes apartments and condominiums. |
| Community Center (CC) | 5 - 40 du/ac 0.10 - 0.3 FAR | <ul style="list-style-type: none"> Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans. |

Source: Riverside County General Plan Harvest Valley/Winchester Area Plan, September 28, 2021, Table 1: Land Use Designations Summary.

Notes:

1 = FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot.
Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 = The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 = Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5 acre. This 0.5-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum

lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 = The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is 0.5 acre per structure.

HHDR was updated to 14 - 40 du/ac to be consistent with Housing Element 2021-2029 (09/28/21)

3.1.2 Non-Residential Uses

The HVWAP outlines the development intensity, density, typical allowable land uses, and general characteristics for each of the area plan land use designations for non-residential uses, comprised of commercial (retail, office) and industrial uses, which are shown in [Table 10, *Land Use Designations Summary for Non-Residential Uses*](#).

Table 10: Land Use Designations Summary for Non-Residential Uses

| Area Plan Land Use Designation | Building Intensity Range (du/ac or FAR) ^{1,2,3,4} | Notes |
|--------------------------------|--|---|
| Commercial Retail (CR) | 0.20 - 0.35 FAR | <ul style="list-style-type: none"> Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40 % will be permitted. |
| Commercial Tourist (CT) | 0.20 - 0.35 FAR | <ul style="list-style-type: none"> Tourist related commercial including hotels, golf courses, and recreation/amusement activities |
| Commercial Office (CO) | 0.35 - 1.0 FAR | <ul style="list-style-type: none"> Variety of office related uses including financial, legal, insurance and other office |
| Light Industrial (LI) | 0.25 - 0.60 FAR | <ul style="list-style-type: none"> Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. |
| Heavy Industrial (HI) | 0.15 - 0.50 FAR | <ul style="list-style-type: none"> More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances. |
| Business Park (BP) | 0.25 - 0.60 FAR | <ul style="list-style-type: none"> Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses. |
| Public Facilities (PF) | < 0.60 FAR | <ul style="list-style-type: none"> Civic uses such as County of Riverside administrative buildings and schools. |
| Community Center (CC) | 5 - 40 du/ac 0.10 - 0.3 FAR | <ul style="list-style-type: none"> Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans. |
| Mixed Use Area | | <ul style="list-style-type: none"> This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned. |

Source: Riverside County General Plan Harvest Valley/Winchester Area Plan, September 28, 2021, Table 1: Land Use Designations Summary.
Notes:

1 = FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot.

Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

3 = The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 = Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5 acre. This 0.5-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 = The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is 0.5 acre per structure.

HHDR was updated to 14 - 40 du/ac to be consistent with Housing Element 2021-2029 (09/28/21)

3.2 Existing Development

Based on [Section 3.0, *Project Description*](#), of the EIR, the northern portion of the project area primarily consists of vacant undeveloped parcels and agricultural uses except for limited residential and commercial uses which are generally located along SR-79 and SR-74. The southern portion of the project area generally supports similar development as the northern portion of the project area but contains a larger concentration of residential uses as well as the French Valley Airport.

As discussed above, the Winchester CDP area and population are smaller than the area and population of the overall Winchester Policy Area. However, the Winchester CDP residents will be the primary users and growth area for the proposed transit facilities. Therefore, census data regarding existing development for both the Winchester Area Plan overall and the Winchester CDP (where available) are discussed below.

3.2.1 Existing Residential Uses

In the Winchester Area Plan, as discussed in [Section 3.0, *Project Description*](#), of the EIR, there are a total of 29,278 existing residential units, comprised of both single- and multi-family units.

In the Winchester CDP area, based on the current census data (2022) and as discussed in [Section 2.3.2, *Demographic Data for the Geographic Area*](#), above, there are a total of 2,917 residents and 915 housing units. Of these, 832 (90.9%) are occupied and 83 (9.1%) are vacant. The composition of the housing in the Winchester CDP area is comprised of 547 1-unit detached (single-family) units (59.8%); 281 mobile homes (30.7%); and 87 boats/RVs/vans/etc. (9.5%).

3.2.2 Existing Non-Residential Uses

In the Winchester Area Plan overall, as discussed in [Section 3.0, *Project Description*](#), of the EIR, there is a total of 34,168,402 square feet of existing non-residential uses, comprised of commercial (retail, office) and industrial uses. Examples of non-residential businesses in the area include a landscape supply company; feed store; moving truck company; gas stations; restaurants; general stores; and public facilities including a school and fire station. As stated in the HVWAP, the community of Winchester is characterized by a small Western-themed commercial core at the intersection of Winchester Road (SR-79) and Simpson Road.

3.2.3 Existing VMT

As shown in [Table 1, *Project VMT Impact Evaluation – Efficiency Metrics*](#), of this Nexus Study, the following data demonstrates the VMT data for existing conditions for the Winchester Policy Area:

- Residential VMT/Capita = 25.13 (Riverside County Threshold = 15.19)
- Employment-Based VMT/Employee = 14.14 (Riverside County Threshold = 14.24)

3.3 Future Development

Future development data is discussed in [Section 3.0, *Project Description*](#), of the EIR. The tables below provide the data from the EIR for the project area for the existing residential and non-residential uses, as well as VMT and service population data.

3.3.1 Proposed Land Use Changes

The project includes Foundation Component (FC) and Entitlement/Policy General Plan Amendments. The County's General Plan includes five broad foundation component land uses (Agriculture, Rural, Rural Community, Open Space and Community Development) which include more detailed land use designations at the area plan level. A FC amendment is required in a variety of scenarios including when a project proposes an amendment from a Rural component to the Community Development component. An Entitlement/Policy amendment is typically required when an amendment involves changes in land use designations or policies that involve land located entirely within a particular FC but that do not change the boundaries of that component.

The FC and Entitlement/Policy amendments included with this project are located in the northeastern portion of the Winchester Policy Area, generally between Simpson Road and Stetson Avenue, and between Double Butte and California Avenue, and in the southwestern portion of the community, between Scott and Wickerd Roads, and between Leon and Abbott Roads. The proposed amendments would involve 227 parcels totaling approximately 1,480 gross acres. The proposed amendment would change FC from Rural (R) and Rural Community (RC) to Community Development (CD) and amend the accompanying land use designations from Rural Residential (RR) and Estate Density Residential (EDR) to Low Density Residential (LDR), Medium Density residential (MDR), Commercial Retail (CR), Business Park (BP), and Light Industrial (LI). Within the project area, the change between the existing Riverside County General Plan development potential and the project's development potential, as analyzed in this Programmatic EIR, is presented in [Table 11, *Proposed General Plan Land Use Changes*](#).

Table 11: Proposed General Plan Land Use Changes

| Land Use Designation | Acreage | | |
|---|----------|----------|--------|
| | Existing | Proposed | Change |
| Agricultural Foundation Component | | | |
| Agriculture (AG) | 80 | 80 | 0 |
| Rural Foundation Component | | | |
| Rural Residential (RR) | 1,173 | 603 | -570 |
| Rural Mountainous (RM) | 1,622 | 1,590 | -32 |
| Rural Community Foundation Component | | | |
| Rural Community - EDR (RC-EDR) | 1,424 | 165 | -1,259 |
| Rural Community - LDR (RC-LDR) | 0 | 421 | 421 |
| Open Space Foundation Component | | | |
| Conservation (OS-C) | 987 | 1,043 | 56 |
| Conservation Habitat (OS-CH) | 3,000 | 3,015 | 15 |
| Water (OS-W) | 2,705 | 2,705 | 0 |
| Open Space Recreation (OS-R) | 1,617 | 1,608 | -11 |
| Community Development Foundation Component | | | |
| Estate Density Residential (EDR) | 741 | 741 | 0 |

| | | | |
|--|---------------|---------------|-----------|
| Very Low Density Residential (VLDR) | 314 | 182 | -132 |
| Low Density Residential (LDR) | 500 | 388 | -112 |
| Medium Density Residential (MDR) | 4,404 | 4,539 | 135 |
| Medium-High Density Residential (MHDR) | 456 | 725 | 269 |
| High Density Residential (HDR) | 164 | 164 | 0 |
| Very High Density Residential (VHDR) | 30 | 30 | 0 |
| Highest Density Residential (HHDR) | 33 | 33 | 0 |
| Commercial Retail (CR) | 504 | 395 | -109 |
| Commercial Tourist (CT) | 496 | 592 | 96 |
| Light Industrial (LI) | 288 | 467 | 179 |
| Business Park (BP) | 152 | 682 | 530 |
| Public Facilities (PF) | 1,656 | 1,579 | -77 |
| Mixed-Use Planning Area (MUA) | 797 | 1,400 | 603 |
| Total | 23,143 | 23,143 | -- |
| Source: Winchester Community Plan Draft Program Environmental Impact Report, July 2022, Table 3-1. | | | |
| Note: Numbers may not add due to rounding. | | | |

3.3.2 Development Potential

The proposed General Plan Land Use Designation changes and the removal of the 9% density reduction associated with the Highway 79 Policy Area would create additional development capacity than the existing General Plan. [Table 12, *Project Development Potential*](#), outlines the change the proposed project would result in related to increased non-residential square-footage, jobs, dwelling units, and population. As shown in [Table 12, *Project Development Potential*](#), the project would increase the number of proposed residential units from 59,141 to 71,470, resulting in an additional 12,329 units (a 21% increase) and a resultant population increase of about 39,350 residents. Conversely, the project would decrease the proposed intensity of non-residential development from 34,168,402 square feet to 26,638,737 square feet, a difference of 7,529,664 square feet (a 22% decrease).

As discussed in the project EIR, the project would remove the 9% density reduction within the Highway 79 Policy Area, and thereby, increase proposed residential densities. The HVWAP establishes land use designations for nine MUA (Mixed-Use Area) and one HHDR (Highest Density Residential) neighborhood areas located in and immediately adjacent to the historic core of Winchester. In addition, these MUA and HHDR neighborhood areas were also rezoned to the County's new MU (Mixed-Use) and R-7 (Highest Density Residential) Zones, respectively. Together, these neighborhood areas provide the basis for the future development of a more intense, mixed-use, and vibrant and walkable core for Winchester.

Table 12: Project Development Potential

| Type | Existing | Proposed | Change (Numeric) | Change (Percentage) |
|--|------------|------------|------------------|---------------------|
| Winchester Policy Area | | | | |
| Non-Residential (square footage (SF)) | 34,168,402 | 26,638,737 | -7,529,664 | -22% |
| Jobs ² | 60,213 | 50,159 | -10,055 | -17% |
| Residential (dwelling units (DU)) | 29,278 | 39,028 | +9,750 | +33% |
| Population (persons) ³ | 83,441 | 111,230 | +27,789 | +33% |
| Highway 79 Policy Area (Excluding Winchester Policy Area) | | | | |

| | | | | |
|---|------------|------------|------------|------|
| Non-Residential SF | N/A | | 0 | 0% |
| Jobs ² | N/A | | 0 | 0% |
| Residential DU | 29,863 | 32,442 | +2,579 | +9% |
| Population (persons) ³ | 85,110 | 92,460 | +7,350 | +9% |
| Winchester Policy Area plus Highway 79 Policy Area (CEQA Project) | | | | |
| Non-residential SF | 34,168,402 | 26,638,737 | -7,529,664 | -22% |
| Jobs ² | 60,213 | 50,159 | -10,055 | -17% |
| Residential DU | 59,141 | 71,470 | +12,329 | +21% |
| Population (persons) ³ | 168,551 | 203,690 | +35,139 | +21% |
| Notes. 1. Assumes development intensity per Riverside County General Plan EIR Appendix E-2. 2. Jobs are derived based on Institute for Transportation Engineers (ITE) Trip Generation Manual, 10 th Edition employment factors. 3. Population is derived based on the average persons per household, as averaged for the four Area Plans within the Project site; see Riverside County General Plan EIR Appendix E-2, Table E-2: Average Household Size by Area Plan. | | | | |

Section 4. Determination of Facility Standards

4.1 Demand Standard

4.1.1 Physical Measure of Facility Demand

As referenced in the Metrolink FY2023-24 Budget, the 91/Perris Valley Line has 1,192 average estimated weekday boardings. It is assumed that the proposed Winchester Station would experience similar demand.

4.1.2 Existing Demand

Currently, the Winchester area is served by the Riverside Transit Agency (RTA) bus system. In 2019, average daily boardings at the 5 bus stops closest to the proposed station location were approximately 200.

4.1.3 Future Demand

Future demand forecast for the proposed station reflects removal of the density reduction, forecasted new residential dwellings directly adjacent to the proposed station location and utilizes data from similar regional Metrolink Stations. Based on the average daily boardings at existing stations, it is estimated that the proposed station would generate approximately 100 boardings per dwelling unit.

4.1.4 Cost Standard

Based on the Metrolink Fiscal Year 2023-24 Adopted Budget, the total operating cost for the 91/Perris Valley Line is \$30,357,000. Dividing this cost by the 1,192 average daily boardings results in a cost per boarding of approximately \$100, assuming 250 workdays. It is assumed that the cost per boarding at the proposed Winchester Station would be similar.

4.1.5 Projected VMT Reduction

The following assumptions were used to calculate the reduction in VMT anticipated to occur with implementation of the Metrolink Station and Park and Ride. The results are also shown below and are based on the projected number of riders and the average trip length that would be shifted from car to transit. As shown below, the range of daily VMT reduction would be between 1,475 VMT and 10,830 VMT. The range in annual VMT reduction would be between 539,375 VMT and 3,958,950 VMT.

- Ridership Projections: 295 to 2,166 daily riders
- Average Trip Length Reduction: 5 miles reduction per transit trip
- Daily VMT Reduction (Low Estimate): 295 riders * 5 miles/rider = 1,475 VMT
- Daily VMT Reduction (High Estimate): 2,166 riders * 5 miles/rider = 10,830 VMT
- Annual VMT Reduction (Low Estimate): 1,475 daily VMT * 365 days/year = 539,375 VMT
- Annual VMT Reduction (High Estimate): 10,830 daily VMT * 365 days/year = 3,958,950 VMT
- Net Annual VMT Impact (Low Estimate): 433,963,100 VMT (increase) - 539,375 VMT (reduction) = 433,423,725 VMT
- Net Annual VMT Impact (High Estimate): 433,963,100 VMT (increase) - 3,958,950 VMT (reduction) = 430,004,150 VMT

4.2 Design Standard

4.2.1 Facility Design

The future design of the proposed Metrolink station will be primarily guided by the Winchester Community Design Guidelines once approved, ensuring that the station reflects the community's vision for high-quality development that integrates local architectural styles and sustainable practices. These guidelines focus on maintaining the character of Winchester while supporting modern infrastructure needs. In addition, the design will adhere to the SCRRA Design

Procedures Manual, which emphasizes compliance with safety regulations, ADA accessibility, and the standards set by the California Public Utilities Commission (CPUC) and Federal Railroad Administration (FRA). The service level at the planned station, including parking, will be determined based on projected needs and operational requirements, anticipated to be similar to other stations along the line.

The design of the proposed Park and Ride facility will be primarily guided by the Winchester Community Design Guidelines, ensuring that the project aligns with the community's vision for high-quality development that integrates local architectural styles and promotes sustainable practices. These guidelines aim to maintain the character of Winchester while addressing modern transportation infrastructure needs. The facility's capacity and service level, including parking provisions, will be based on anticipated demand identified through this study, ensuring the project meets the growing needs of commuters while enhancing connectivity and convenience for the community.

4.2.2 Facility Cost

The total estimated cost of construction of the Metrolink station and Park and Ride facilities is \$41,000,000, a breakdown of the total is shown below.

Metrolink Station: \$32,800,000

Park and Ride: \$4,400,000

10% Contingency: \$3,720,000

Total: \$41,000,000⁷

To aid in estimating the cost of the proposed facilities, the cost for the Metrolink Station is based in part on the cost of a similar, recent Metrolink station, the Vista Canyon Station in Santa Clarita (\$23.7 million). Similarly, the cost of the Park & Ride is based on a similar, recent project, the Temecula Park and Ride (\$3 million).

The California Construction Cost Index was utilized to adjust project costs to 2024 dollars. As such, these are estimates reflect facility costs in 2024. Costs may vary for a facility to be constructed in the future, therefore a 10% contingency has been added to the cost. Details of facility cost estimates is included in Appendix A.

⁷ Rounded to the nearest 1,000,000.

Section 5. Cost of Facilities to Serve New Development

5.1 Use of Fee Revenue

Fee revenue will be used exclusively for the construction of the Metrolink Station and Park and Ride.

5.2 Expenditure Plan

The County will collect the Mobility Fee as new construction is permitted. The County will incorporate the Metrolink and Park and Ride facilities into its 5-year Capital Improvement Plan (CIP) as an unfunded project to document the project description and budget while the fee is being collected. Once funding is identified through fees collected, grants, and other sources, the County will begin the project planning, environmental review, and preliminary engineering phases.

5.3 Existing Deficiencies

Impact fees generally fund infrastructure improvements necessitated by new development and are not intended to address pre-existing deficiencies. Within the Winchester area, the existing transportation infrastructure deficiencies include the need to repair and upgrade existing roadways, pedestrian pathways, and bicycle facilities to meet current standards or to accommodate existing traffic. Additionally, existing growth within Winchester has led to the need for additional crossings over the Salt Creek Channel. Gas tax and programs such as TUMF, DIF, RBBD, and CFDs are funding sources for current transportation infrastructure needs.

Section 6. Fair Share Allocation of Facility Costs to New Development

6.1 Need

The nexus, or connection, between the proposed Metrolink Station and Park and Ride and the anticipated growth in Winchester is multi-faceted. It addresses several key needs and impacts arising from the removal of the 9% residential density reduction:

- **Traffic Congestion and VMT Reduction:** The increase in population and housing units is projected to generate an increase in VMT, exacerbating existing traffic congestion on major roadways like I-215. The "Next Generation Rail Corridors Analysis" indicates that I-215 was already over capacity in 2012, and future projections show continued congestion. The Metrolink station, by offering a viable alternative to personal vehicles, can encourage a shift towards public transit, thereby reducing traffic volumes and mitigating congestion.
- **Air Quality Improvement:** The project EIR highlights significant and unavoidable air quality impacts associated with the project, primarily due to increased vehicle emissions. The Metrolink station can play a crucial role in mitigating these impacts by reducing VMT and promoting cleaner modes of transportation.
- **Meeting Housing Needs:** The 6th Cycle Housing Element Update reveals a pressing need for 40,647 new dwelling units in Riverside County. The project's facilitation of 12,329 new dwelling units directly contributes to addressing this need, establishing a clear nexus between the project and the County's housing goals.
- **Economic Development:** The Perris Valley Line Growth Study Market Assessment underscores the potential for the Metrolink station to stimulate economic development. Improved transit connectivity can attract businesses, create jobs, and enhance access to employment opportunities, further strengthening the project's justification.
- **Evaluation of Alternatives:** Section 7.0, *Alternatives to the Proposed Project*, of the EIR discusses a range of reasonable alternatives to the project, focusing on alternatives capable of avoiding or substantially lessening the project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed project objectives, or would be more costly. The four following alternatives were included in the analysis:
 - Alternative A: No Project/Existing Land Use Alternative
 - Alternative B: No Highway-79 Policy Area Alternative
 - Alternative C: No Highway-79 Policy Area Alternative Outside Winchester Policy Area; and
 - Alternative D: No Foundation Component Change Alternative

The EIR concluded that Alternative A is the environmentally superior alternative. Alternative A is consistent with the existing County General Plan and would not change the existing policy documents that govern the project area. Given that utility providers base their long-term planning upon the adopted General Plan, Alternative A would result in proportionately fewer impacts concerning utilities and service systems than the rest of the alternatives. Alternative A would yield less of an impact or no impact on agriculture and forestry resources, biological resources, cultural resources, geology and soils, population and housing, public services, recreation, and utilities and services systems. However, Alternative A would not achieve most of the project's

objectives, as discussed in [Section 1.4, *Project Objectives*](#), of the EIR. Some of these objectives include the following, which the Metrolink Station and Park and Ride would help achieve:

- Create a sustainable multi-modal transportation network that includes walkable, bicycle-friendly environments with increased accessibility via transit, resulting in reduced transportation costs;
- Provide better access to fresh, healthy foods (as food and retail and farmers markets can be accessed on foot or through bike or transit); and
- Promote better job/housing balance.

The proposed Metrolink Station and Park and Ride is strategically positioned to address these multi-faceted needs and impacts. It aligns with the County's broader goals of promoting sustainable growth, improving air quality, meeting housing needs, and fostering economic development. By providing a reliable, efficient, and accessible transit option, the project will contribute to a more livable and vibrant Winchester community.

6.2 Benefit

The new facilities will directly benefit future residents and employees by providing convenient access to the Metrolink system for commuting, shopping, and other activities. This will improve their quality of life, reduce their reliance on personal vehicles, and is projected to reduce VMT. As discussed in [Section 4.1.4, *Projected VMT Reduction*](#), the range of daily VMT reduction would be between 1,475 VMT and 10,830 VMT. The range in annual VMT reduction would be between 539,375 VMT and 3,958,950 VMT.

6.3 Proportionality

The projected new boardings for each land use category were determined using the CUD model, which estimates the VMT impact of new development. The fee amount was calculated based on the projected VMT impact of each development type, as determined by the CUD model, ensuring proportionality to the burden each development type places on the transportation system.

Section 7. Maximum Fee Based on Nexus Analysis

7.1 Maximum Fee

The maximum fee calculation employs a simplified approach, leveraging the Capacity Utilization and Demand (CUD) model to estimate the increase in Vehicle Miles Traveled (VMT) due to the removal of the 9% residential density reduction. This model emphasizes the direct relationship between new dwelling units and VMT, utilizing trip generation rates specific to Single-Family Residences (SFRs) and Multi-Family Residences (MFRs). The CUD model enhances the accuracy and granularity of the VMT impact assessment by considering the unique characteristics and travel patterns of different housing types.

Based on the projected increase in dwelling units, trip generation rates, and an average trip length of 10 miles (consistent with the CUD Methodology's estimated range for the region), the preliminary analysis estimates an annual VMT increase of 354,426,695. To ensure new residential development contributes equitably to mitigating its traffic impacts, a development impact fee will be calculated based on this estimated VMT impact. The fee will be structured on a per-square-foot basis, acknowledging the variation in VMT generation based on dwelling unit size.

Analysis, incorporating insights from the CUD Methodology and utilizing updated average household size and trip generation rates, suggests a conceptual transit impact fee of \$0.0535 for SFRs, \$0.0515 for MFRs, and \$0.0119 for ADUs per VMT. Based on these calculations and assuming average square footages of 1,908 sq ft for SFRs, 1,629 sq ft for MFRs, and 750 sq ft for ADUs, this translates to a mobility fee of approximately:

- Single-Family Residential: \$0.96 per square foot
- Multi-Family Residential: \$0.50 per square foot
- Accessory Dwelling Units (ADUs): \$0.28 per square foot

7.2 Fee Basis

In accordance with Assembly Bill 602, which mandates that development impact fees for transit facilities be calculated on a per-square-foot basis for residential development, the fee will be levied per square foot of dwelling unit for residential development. This approach ensures that the fee reflects the actual demand placed on the transit facilities by each type of development, considering their varying sizes and associated VMT generation.

The CUD methodology, which informed the VMT impact estimation and fee calculation in this Nexus Study, further supports the per-square-foot fee basis. It recognizes that larger dwelling units, typically associated with higher trip generation rates, should contribute proportionally more to mitigating their transportation impacts.

The per-square-foot fee basis also aligns with the principles of fairness and equity, as it ensures that developments with larger footprints, and consequently greater potential for VMT generation, bear a proportionate share of the cost of providing transit facilities.

Furthermore, this fee basis provides clarity and simplicity in fee administration and collection, as it relies on a readily measurable and verifiable metric - the area of the dwelling unit.

By adopting a per-square-foot fee basis, the Nexus Study ensures compliance with legal requirements, promotes fairness and equity, and facilitates efficient fee administration.

Section 8. Conclusion

8.1 Recommended Maximum Fee Amounts

The analysis presented in this Nexus Study establishes a clear connection between the anticipated increase in residential density due to the removal of the 9% density reduction and the need for the proposed Metrolink Station and Park and Ride facility. To ensure that new residential developments contribute their fair share towards the Metrolink station and Park and Ride facility identified as mitigation in the Winchester Community Plan Environmental Impact Report.

The fees have been calculated using the CUD methodology, which provides a refined and accurate assessment of the VMT impact associated with each housing type. The fee structure is designed to be proportionate to the square footage of the residential units, ensuring fairness and equity while complying with Assembly Bill 602.

The recommended maximum fees are as follows:

- Single-Family Residential: \$0.96 per square foot
- Multi-Family Residential: \$0.50 per square foot
- Accessory Dwelling Units (ADUs): \$0.28 per square foot

8.2 Addressing Traffic Impacts and Improving Transportation Options

The VMT Analysis in the WCP EIR determined that the Residential land uses proposed by the Community Plan would result in significant and unavoidable VMT impacts while the Employment-Based and Retail Use VMT were determined to be less than significant. The EIR also determined that the resulting significant and unavoidable VMT impacts would occur with and without the elimination of the 9% density reduction.

The proposed Metrolink Station and Park and Ride facility are key components of the Winchester Community Plan, aimed at mitigating the traffic impacts under the scenario where the 9% density reduction is removed. The facilities would have the following benefits:

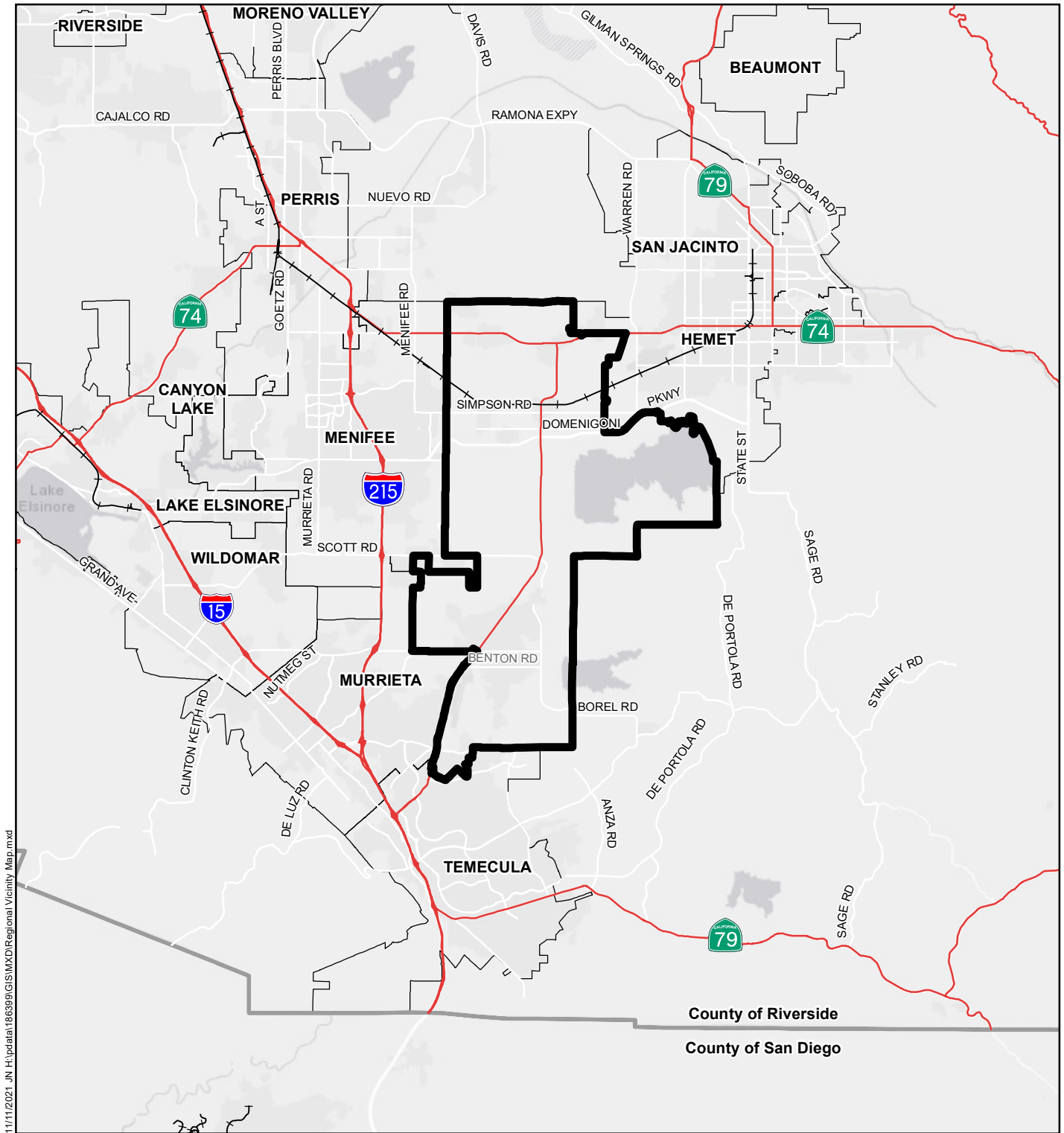
1. Traffic Congestion and VMT Reduction:

- The increase in residential density is expected to generate additional VMT, exacerbating traffic congestion on major roadways such as I-215.
- The Metrolink Station will provide a viable alternative to personal vehicle use, encouraging a shift towards public transit. This shift is projected to reduce daily VMT by 1,475 to 10,830 miles, translating to an annual reduction of 539,375 to 3,958,950 VMT.

2. Improved Transportation Options:

- The Metrolink Station and Park and Ride will enhance accessibility for Winchester residents, providing convenient access to the Metrolink system for commuting, shopping, and other activities.

- This infrastructure will support a more balanced and sustainable transportation system, reducing reliance on personal vehicles and promoting public transit use.



11/11/2021 .JN H:\pdata\186399\GIS\MXD\Regional Vicinity Map.mxd

Legend

- Major Roads - Gray Background
- Project Area
- City Boundary
- County Boundary
- Highway
- USA Railroads



0 2.25 4.5 Miles

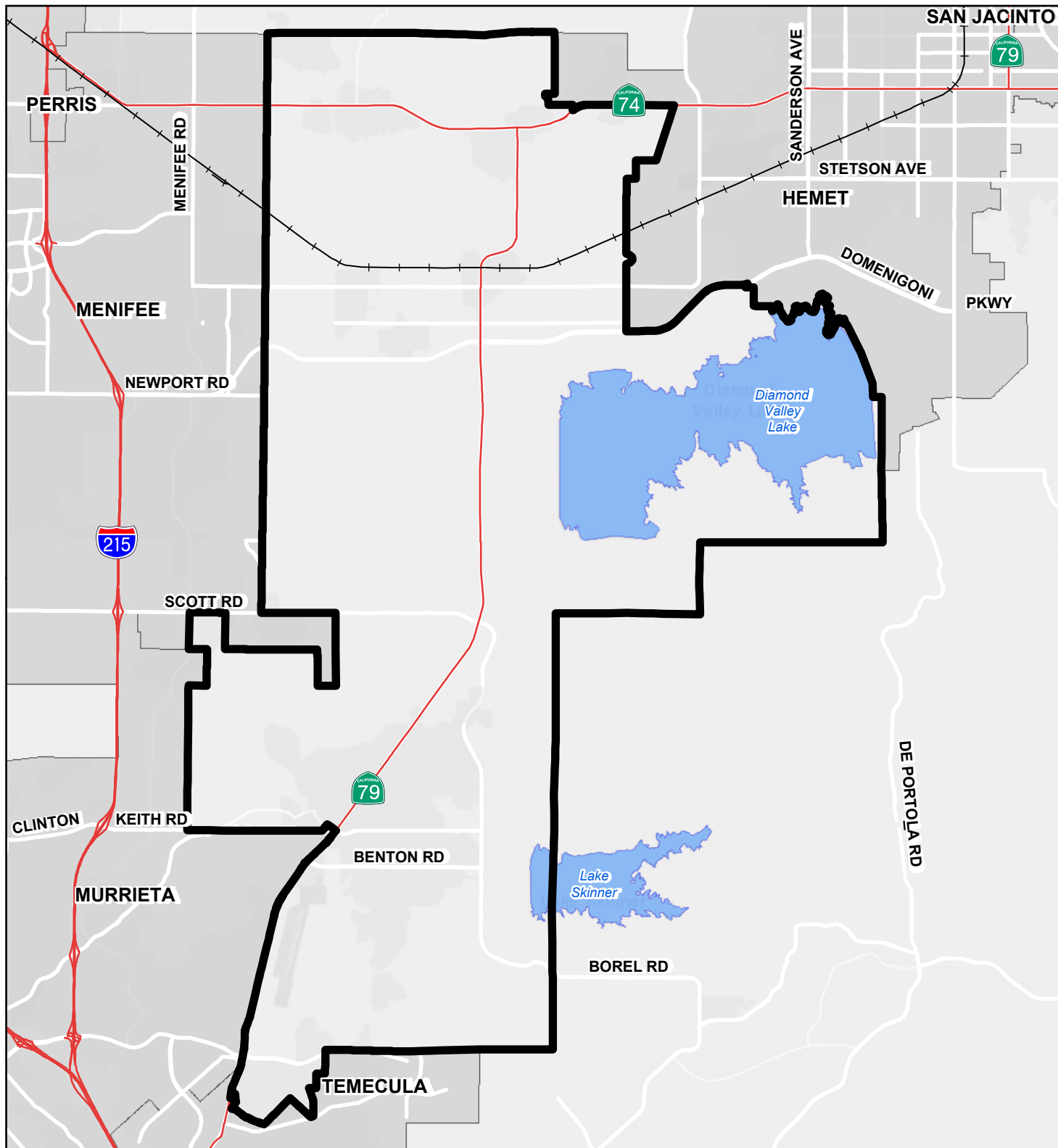


Source: Riverside County Mapping Portal, 2021; Nearmap Imagery, 2021





Exhibit 1- Regional Vicinity Map

Winchester Community Plan VMT Fee
Nexus Study

11/11/2021, JN H:\pdata\186339\GSM\XDL\Local Vicinity Map.mxd



Legend

-  Project Area
-  Highway
-  City Boundary
-  USA Railroads



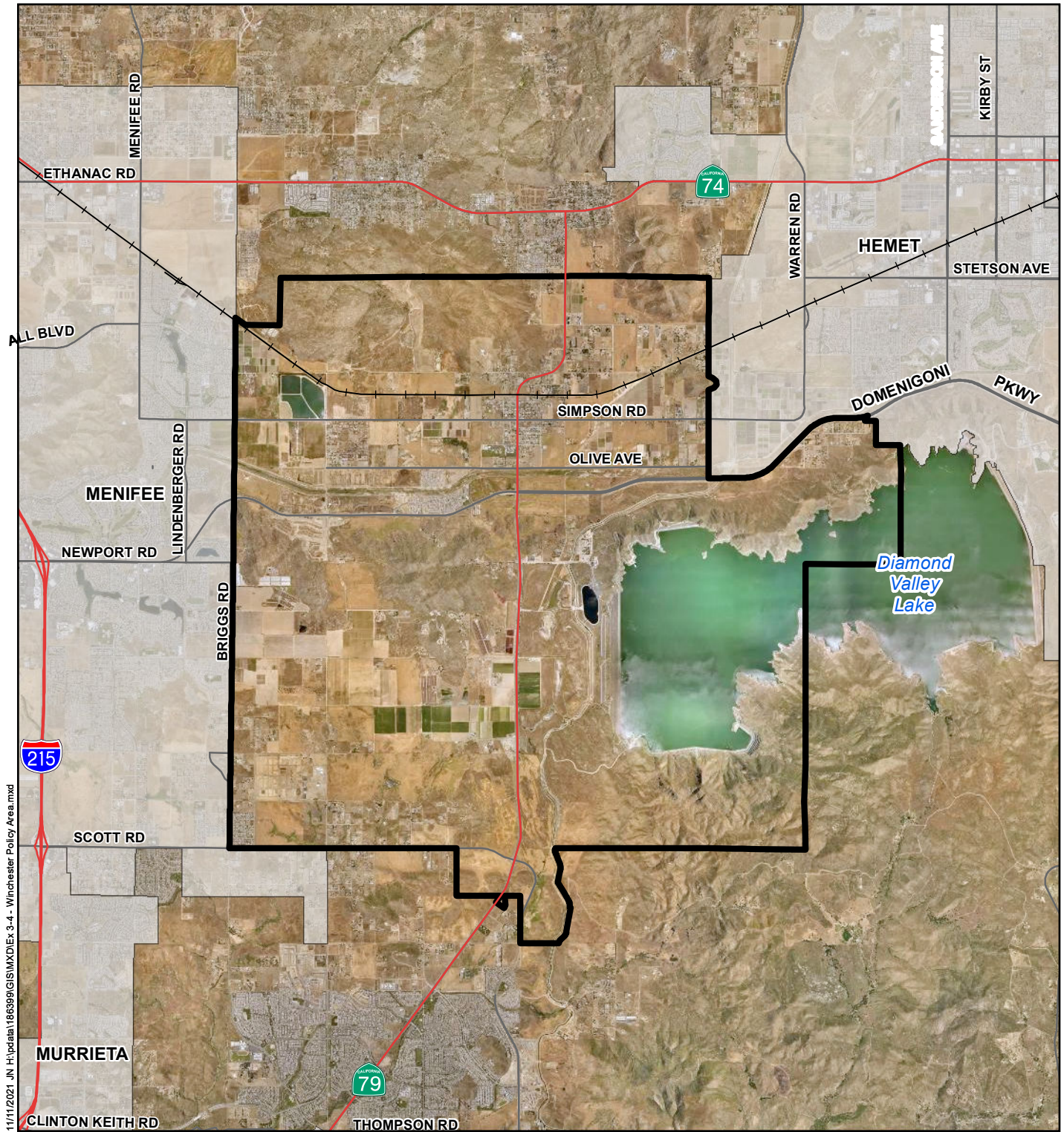
0 1 2 Miles





Source: County of Riverside, Kimley-Horn and Associates, Inc., ESRI

Exhibit 2 - Local Vicinity Map

Winchester Community Plan VMT Fee
Nexus Study



Legend

-  Winchester Policy Area
-  City Boundary



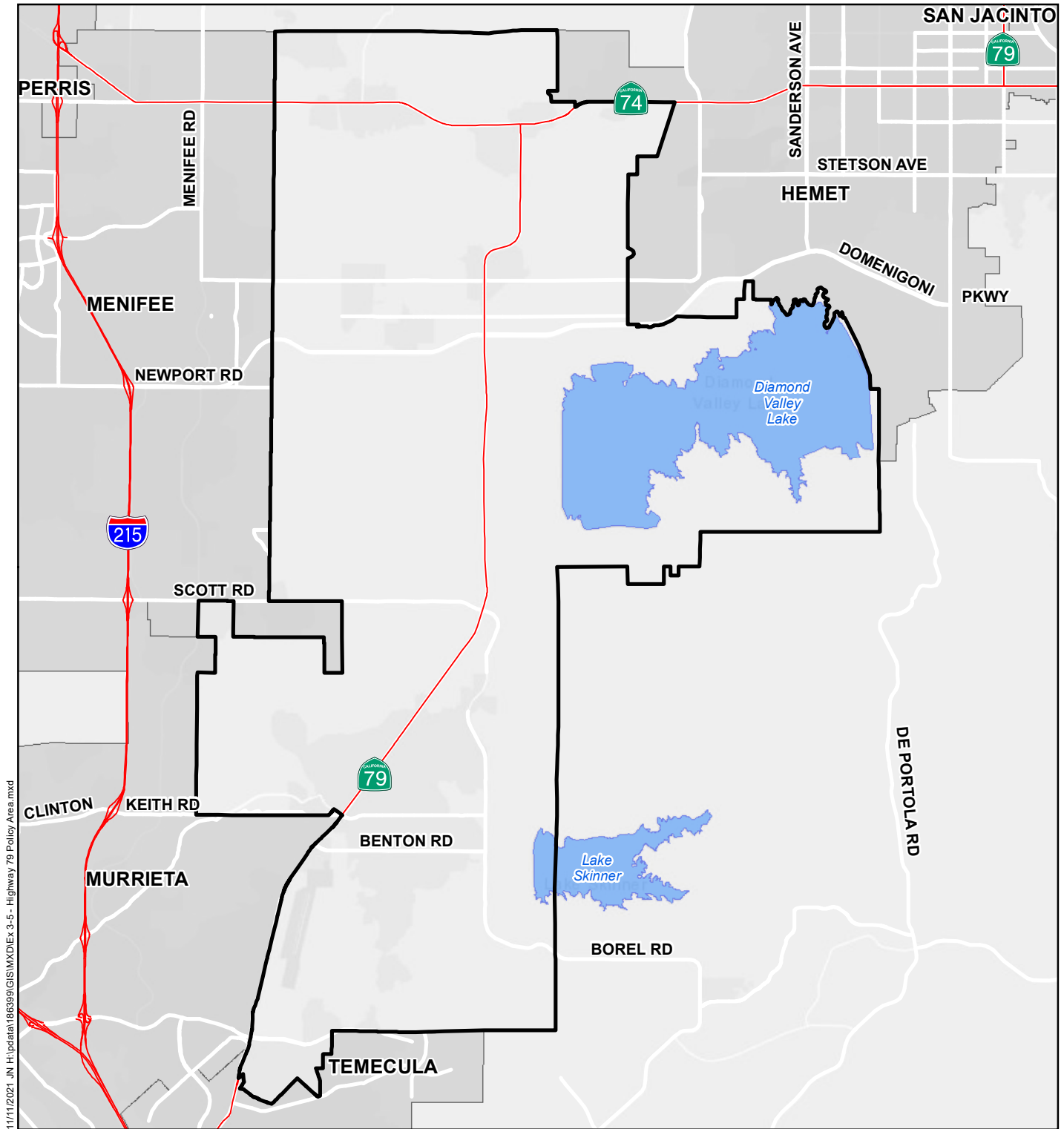
0 0.75 1.5
Miles



Source: County of Riverside, ESRI



Exhibit 3 - Winchester Policy Area

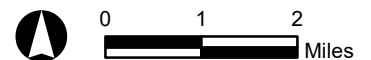
Winchester Community Plan VMT Fee
Nexus Study



11/11/2021 JN H:\pdata\186399\GIS\MXD\Ex 3-5 - Highway 79 Policy Area.mxd

Legend

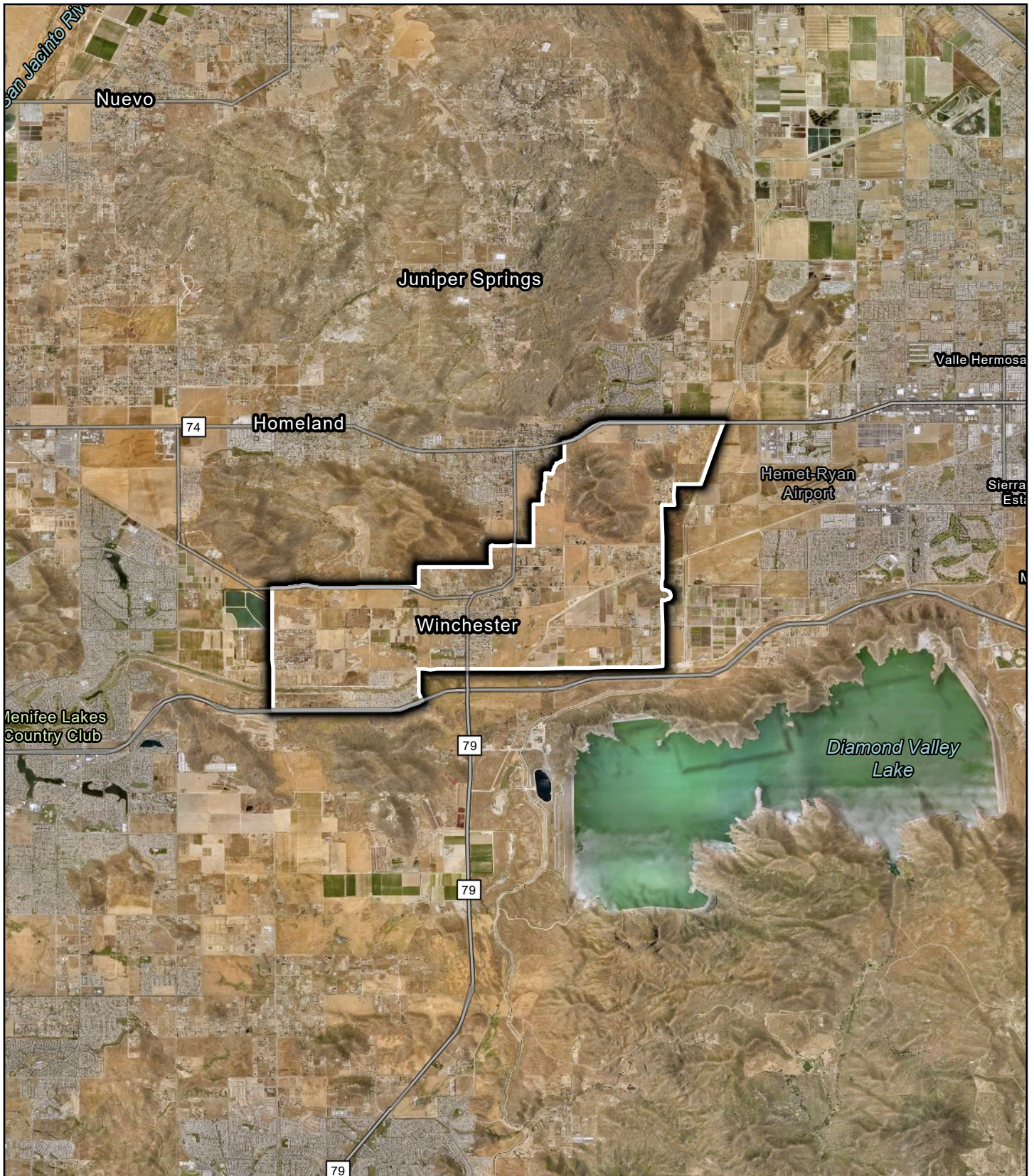
-  Highway 79 Policy Area
-  City Boundary



Source: County of Riverside, ESRI

Exhibit 4 - Highway 79 Policy Area


Winchester Community Plan VMT Fee
Nexus Study



Census Designated Place

 Winchester CDP



0 0.5 1 1.5 2

Miles

Winchester Community Plan VMT Fee Nexus Study

Winchester CDP Area Boundaries

Exhibit 5

Appendix A: Facility Cost Estimate

SOURCE:
California Department of General Services (DGS)
California Construction Cost Index (CCCI): <https://www.dgs.ca.gov/RES/RESOURCES/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCCI>

[CCCI Tables from source link above]

| Month | 2024 | 2023 | 2022 | 2021 | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | 2006 |
|-----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| January | 9680 | 9246 | 8151 | 7090 | 6995 | 6684 | 6596 | 6373 | 6106 | 6073 | 5898 | 5774 | 5683 | 5592 | 5260 | 5309 | 4983 | 4869 | 4620 |
| February | 9692 | 9166 | 8293 | 7102 | 6945 | 6700 | 6596 | 6373 | 6132 | 6077 | 5896 | 5782 | 5683 | 5624 | 5262 | 5295 | 4983 | 4868 | 4604 |
| March | 9660 | 9118 | 8736 | 7130 | 6947 | 6616 | 6596 | 6373 | 6248 | 6069 | 5953 | 5777 | 5738 | 5627 | 5268 | 5298 | 4999 | 4871 | 4597 |
| April | 9688 | 9026 | 8903 | 7150 | 6955 | 6841 | 6596 | 6461 | 6249 | 6062 | 5956 | 5786 | 5740 | 5636 | 5270 | 5296 | 5004 | 4872 | 4600 |
| May | 9655 | 9621 | 9001 | 7712 | 6958 | 6852 | 6596 | 6455 | 6240 | 6069 | 5957 | 5796 | 5755 | 5637 | 5378 | 5288 | 5023 | 4886 | 4599 |
| June | 9651 | 9508 | 8925 | 7746 | 7041 | 6854 | 6598 | 6470 | 6238 | 6055 | 5961 | 5802 | 5754 | 5643 | 5394 | 5276 | 5065 | 4842 | 4593 |
| July | 9646 | 9526 | 9110 | 7892 | 6984 | 6854 | 6643 | 6474 | 6245 | 6055 | 5959 | 5804 | 5750 | 5654 | 5401 | 5263 | 5135 | 4849 | 4609 |
| August | 9749 | 9560 | 8729 | 8122 | 6988 | 6823 | 6613 | 6620 | 6244 | 6055 | 5959 | 5801 | 5778 | 5667 | 5401 | 5265 | 5142 | 4851 | 4616 |
| September | 9751 | 9592 | 8604 | 7900 | 7036 | 6814 | 6674 | 6620 | 6267 | 6113 | 5959 | 5802 | 5777 | 5668 | 5381 | 5264 | 5194 | 4942 | 4619 |
| October | | 9654 | 8712 | 8080 | 7120 | 6851 | 6679 | 6596 | 6343 | 6114 | 5969 | 5911 | 5780 | 5675 | 5591 | 5259 | 5393 | 4943 | 4867 |
| November | | 9682 | 8765 | 8141 | 7123 | 6895 | 6679 | 6596 | 6344 | 6109 | 5981 | 5903 | 5779 | 5680 | 5599 | 5259 | 5375 | 4978 | 4891 |
| December | | 9654 | 8823 | 8072 | 7120 | 6924 | 6684 | 6596 | 6373 | 6108 | 5977 | 5901 | 5768 | 5680 | 5596 | 5262 | 5322 | 4981 | 4877 |

| | % Increase | | PVL 2013 Dollars | VCS 2020 Dollars | PNR 2018 Dollars | -----> | 2024 Dollars |
|-------------------------|------------|-------------------------------------|---------------------|---------------------|---------------------|--------|---|
| Sept. 2013 to 2024 | 68% | Perris Valley Line Station, Perris | \$6,100,000 | | | | \$10,200,000 PVL |
| Sept. 2020 to 2024 | 39% | Vista Canyon Station, Santa Clarita | | \$23,700,000 | | | \$32,800,000 Vista Canyon |
| Jan. 2018 to Sept. 2024 | 48% | Temecula PNR | | | \$3,000,000 | | \$4,400,000 Temecula PNR |
| | | | | | | | \$37,200,000 Vista Canyon + Temeculat PNR |
| | | | | | | | \$3,720,000 10% Contingency |
| | | | | | | | \$41,000,000 Total (rounded) |