



Western Riverside Council of Governments Executive Committee

AGENDA

**Monday, January 9, 2017
2:00 p.m.**

**County of Riverside
Administrative Center
4080 Lemon Street
1st Floor, Board Chambers
Riverside, CA 92501**

The following teleconference number is provided exclusively for members of the public wishing to address the Executive Committee directly during the public hearing portion of item 7.A on the agenda:

**Teleconference: (877) 336-1828
Access Code: 5233066**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the Executive Committee meeting, please contact WRCOG at (951) 955-8320. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting. In compliance with Government Code Section 54957.5, agenda materials distributed within 72 hours prior to the meeting which are public records relating to an open session agenda item will be available for inspection by members of the public prior to the meeting at 4080 Lemon Street, 3rd Floor, Riverside, CA, 92501.

The Executive Committee may take any action on any item listed on the agenda, regardless of the Requested Action.

- 1. CALL TO ORDER / ROLL CALL (Ben Benoit, Chair)**
- 2. PLEDGE OF ALLEGIANCE**
- 3. WELCOME NEW MEMBERS**
- 4. PUBLIC COMMENTS**

At this time members of the public can address the Executive Committee regarding any items within the subject matter jurisdiction of the Executive Committee that are not separately listed on this agenda. Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion. No action may be taken on items not listed on the agenda unless authorized by law. Whenever possible, lengthy testimony should be presented to the Executive Committee in writing and only pertinent points presented orally.

5. CONSENT CALENDAR

All items listed under the Consent Calendar are considered to be routine and may be enacted by one motion. Prior to the motion to consider any action by the Executive Committee, any public comments on any of the Consent Items will be heard. There will be no separate action unless members of the Executive Committee request specific items be removed from the Consent Calendar.

- A. **Summary Minutes from the December 5, 2016, Executive Committee meeting are available for consideration.** **P. 1**
Requested Action: 1. *Approve Summary Minutes from the December 5, 2016, Executive Committee meeting.*
- B. **Finance Department Activities Update** **Ernie Reyna** **P. 11**
Requested Action: 1. *Receive and file.*
- C. **Financial Report Summary through October 2016** **Ernie Reyna** **P. 13**
Requested Action: 1. *Receive and file.*
- D. **Community Choice Aggregation Program Activities Update** **Barbara Spoonhour** **P. 19**
Requested Action: 1. *Receive and file.*
- E. **Regional Streetlight Program Activities Update** **Tyler Masters** **P. 21**
Requested Action: 1. *Receive and file.*
- F. **Western Riverside Energy Leader Partnership Update** **Tyler Masters** **P. 25**
Requested Action: 1. *Receive and file.*
- G. **Environmental Department Activities Update** **Dolores Sanchez Badillo** **P. 27**
Requested Action: 1. *Receive and file.*
- H. **Clean Cities Coalition Activities Update** **Christopher Gray** **P. 31**
Requested Action: 1. *Receive and file.*
- I. **Analysis of Fees and Their Potential Impact on Economic Development in Western Riverside County** **Christopher Gray** **P. 33**
Requested Action: 1. *Receive and file.*
- J. **PACE Debt Management Policy** **Ernie Reyna** **P. 93**
Requested Action: 1. *Approve the Debt Management Policy.*

6. ITEMS PULLED FOR DISCUSSION

7. REPORTS/DISCUSSION

A. PACE Program Activities Update **Michael Wasgatt, WRCOG** **P. 99**

- Requested Actions:**
1. Receive summary of the Revised California HERO Program Report.
 2. Conduct a Public Hearing Regarding the Inclusion of the Counties of Colusa, Mendocino, and Siskiyou Unincorporated areas, for purposes of considering the modification of the Program Report for the California HERO Program to increase the Program Area to include such additional jurisdictions and to hear all interested persons that may appear to support or object to, or inquire about the Program.
 3. Adopt WRCOG Resolution Number 01-17; A Resolution of the Executive Committee of the Western Riverside Council of Governments Confirming Modification of the California HERO Program Report so as to expand the Program Area within which Contractual Assessments may be offered.

B. Transportation Uniform Mitigation Fee (TUMF) Program Activities Update **Christopher Gray, WRCOG** **P. 173**

- Requested Action:**
1. Receive and file.

C. Potential WRCOG Agency Office Relocation **Jennifer Ward, WRCOG** **P. 189**

- Requested Action:**
1. Provide direction to staff to relocate the WRCOG offices to the option recommended by the Administration & Finance Committee.

D. Distribution of Round II BEYOND Allocations to Member Jurisdictions **Andrea Howard, WRCOG** **P. 195**

- Requested Actions:**
1. Approve the tiered allocation formula to allocate BEYOND funding for Round II and subsequent funding rounds.
 2. Increase the BEYOND Round II allocation by \$252,917.00 from \$1.8 million to \$2.05 million.

E. Report from the League of California Cities **Erin Sasse, League of California Cities** **P. 211**

- Requested Action:**
1. Receive and file.

8. REPORT FROM THE TECHNICAL ADVISORY COMMITTEE CHAIR **Gary Nordquist**

9. REPORT FROM COMMITTEE REPRESENTATIVES

SCAG Regional Council and Policy Committee representatives
SCAQMD, Ben Benoit
CALCOG, Brian Tisdale

10. REPORT FROM THE EXECUTIVE DIRECTOR **Rick Bishop**

11. ITEMS FOR FUTURE AGENDAS **Members**

Members are invited to suggest additional items to be brought forward for discussion at future Executive Committee meetings.

12. GENERAL ANNOUNCEMENTS

Members

Members are invited to announce items / activities which may be of general interest to the Executive Committee.

- 13. NEXT MEETING:** The next Executive Committee meeting is scheduled for Monday, February 6, 2017, at 2:00 p.m., at the County of Riverside Administrative Center, 1st Floor Board Chambers.

14. ADJOURNMENT

Western Riverside Council of Governments

5.A

Regular Meeting

~ Minutes ~

Monday, December 5, 2016

2:04 PM

County Administrative Center

1. CALL TO ORDER / ROLL CALL

Jurisdiction	Attendee Name	Status	Arrived
City of Banning	Debbie Franklin	Present	1:50 PM
City of Calimesa	Jeff Hewitt	Present	1:56 PM
City of Canyon Lake	Jordan Ehrenkranz	Present	1:56 PM
City of Corona	Eugene Montanez	Present	1:45 PM
City of Eastvale	Ike Bootsma	Present	1:57 PM
City of Hemet	Bonnie Wright	Present	1:47 PM
City of Jurupa Valley	Laura Roughton	Present	1:56 PM
City of Lake Elsinore	Brian Tisdale	Present	1:44 PM
City of Menifee	John Denver	Present	2:00 PM
City of Moreno Valley	Jeffrey Giba	Present	1:52 PM
City of Murrieta	Randon Lane	Present	2:06 PM
City of Norco	Kevin Bash	Present	1:44 PM
City of Perris	Rita Rogers	Present	1:55 PM
City of Riverside	Rusty Bailey	Present	1:46 PM
City of San Jacinto	Crystal Ruiz	Present	1:58 PM
City of Temecula	Mike Naggar	Present	1:40 PM
City of Wildomar	Ben Benoit	Present	1:53 PM
District 1	Kevin Jeffries	Present	1:53 PM
District 2	John Tavaglione	Present	1:45 PM
District 3	Chuck Washington	Present	1:41 PM
District 5	Marion Ashley	Present	1:40 PM
EMWD	David Slawson	Present	1:43 PM
WMWD	Brenda Dennstedt	Present	1:52 PM
Morongo	Robert Martin	Present	1:43 PM
Office of Education	Kenn Young	Present	1:43 PM
TAC Chair	Gary Nordquist	Present	1:54 PM
Executive Director	Rick Bishop	Present	1:54 PM

2. PLEDGE OF ALLEGIANCE

Committee member Ike Bootsma led members and guests in the Pledge of Allegiance.

3. SPECIAL RECOGNITION

Proclamations were presented to Ike Bootsma (Mayor, City of Eastvale); Kenn Young (Riverside County Superintendent of Schools); and Michael Milhiser (Chief Administrative Officer, Morongo Band of Mission Indians).

4. PUBLIC COMMENTS

There were no public comments.

5. CONSENT CALENDAR

RESULT: APPROVED AS RECOMMENDED [UNANIMOUS]

MOVER: City of Murrieta

SECONDER: City of Banning

AYES: Banning, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar, District 1, District 2, District 3, District 5, EMWD, WMWD, Morongo

A. Summary Minutes from the November 7, 2016, Executive Committee meeting are available for consideration.

Action: Approved Summary Minutes from the November 7, 2016, Executive Committee meeting.

B. Finance Department Activities Update

Action: Received and filed.

C. Financial Report Summary through September 2016

Action: Received and filed.

D. Community Choice Aggregation Program Activities Update

Action: Received and filed.

E. Regional Streetlight Program Contract Extension

Action: Received and filed.

F. Western Riverside Energy Leader Partnership Update

Action: Directed the Executive Director, subject to legal counsel final review and approval, to execute the Fifth Contract Amendment with Southern California Edison to jointly deliver the 2010-2012 Energy Leader Partnership Program, including the continuation of the Western Riverside Energy Leader Partnership through year 2018, substantially as to form.

G. Environmental Department Activities Update

Action: Received and filed.

H. Clean Cities Coalition Activities Update

Action: Received and filed.

I. General Assembly and Executive Committee Meeting Schedule for 2017

Action: *Approved the Schedule of General Assembly and Executive Committee meetings for 2017.*

J. Appointment of WRCOG Representatives to Committees

Action: *Appointed representatives to the following Committees for the period commencing January 1, 2017, and ending December 31, 2018, as follows:*

a. California Association of Councils of Government (1 primary and 1 alternate):

*Brian Tisdale (Lake Elsinore): Primary
Laura Roughton (Jurupa Valley): Alternate*

b. Riverside County Waste Management Local Task Force (2 primary and 2 alternates):

*Linda Krupa (Hemet): Primary 1
Jordan Ehrenkranz (Canyon Lake): Primary 2
Debbie Franklin (Banning): Alternate for 1
Dick Haley (Corona): Alternate for 2*

c. Santa Ana Watershed Protection Authority Steering Committee (1 primary and 1 alternate):

*Laura Roughton (Jurupa Valley): Primary
Linda Krupa (Hemet): Alternate*

d. San Diego Association of Governments Borders Committee (1 primary and 1 alternate):

*Marsha Swanson (Wildomar): Primary
Jeffrey Giba (Moreno Valley): Alternate*

e. Southern California Association of Governments Policy Committees (6 appointments):

*Debbie Franklin (Banning): Community, Economic and Human Development
Jordan Ehrenkranz (Canyon Lake): Energy and Environment
Bonnie Wright (Hemet): Energy and Environment
Randon Lane (Murrieta): Transportation
Ben Benoit (Wildomar): Transportation
Linda Krupa (Hemet): Transportation*

K. Continued Membership of the Riverside County Superintendent of Schools on WRCOG

Action: *Approved a one-year extension to the MOU between WRCOG and the Riverside County Superintendent of Schools for the superintendent to serve as an ex-officio member of the Executive Committee.*

L. SANDAG Borders Committee Activities Update

Action: Received and filed.

6. ITEMS PULLED FOR DISCUSSION

There were no items pulled for discussion.

7. REPORTS/DISCUSSION**A. PACE Program Activities Update**

Michael Wasgatt reported that there are currently 361 jurisdictions participating in the Program. Statewide, over 142,000 applications have been received and over 102,600 projects have been approved. In the WRCOG subregion, over 51,000 applications have been received and over 34,700 have been approved.

Chairman Benoit opened the public hearing; there were no comments and the public hearing was closed.

RESULT: APPROVED AS RECOMMENDED [UNANIMOUS]

MOVER: City of Murrieta

SECONDER: City of Perris

AYES: Banning, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar, District 1, District 2, District 3, District 5, EMWD, WMWD, Morongo

- Actions:
1. Received summary of the Revised California HERO Program Report.
 2. Conducted a Public Hearing Regarding the Inclusion of the Town of Hillsborough and the City of Yreka, for purposes of considering the modification of the Program Report for the California HERO Program to increase the Program Area to include such additional jurisdictions and to hear all interested persons that may appear to support or object to, or inquire about the Program.
 3. Continued the Public Hearing for the County of Colusa Unincorporated Areas until January 9, 2017.
 4. Adopted WRCOG Resolution Number 39-16; A Resolution of the Executive Committee of the Western Riverside Council of Governments Confirming Modification of the California HERO Program Report so as to expand the Program Area within which Contractual Assessments may be offered.
 5. Accepted the Counties of Mendocino and Siskiyou unincorporated areas as Associate Members of the Western Riverside Council of Governments.
 6. Adopted WRCOG Resolution Number 40-16; A Resolution of the Executive Committee of the Western Riverside Council of Governments Declaring Its Intention to Modify the California HERO Program Report so as to Increase the Program Area within Which Contractual Assessments may be Offered and Setting a Public Hearing Thereon.

B. Transportation Uniform Mitigation Fee (TUMF) Program Activities Update

Christopher Gray reported that there is a requested amendment to the TUMF Administrative Plan. A comprehensive update occurred in June 2016; however, there have been continued requests from member jurisdictions to review the developer credit, or "in-lieu," process. The current process allows the developer to construct a new TUMF facility directly, which provides for an offset in its TUMF obligations, and the developer is responsible for hiring contractors, etc. In one particular instance, a developer has offered to provide 100% of an interchange project without TUMF funding; however, due to agency conflicts, the developer cannot work on this project due to CalTrans rules and the Federal Highway Administration does not allow private entities to work on interchanges. In this particular project, the developer will provide all funding, and the City of Corona will manage the construction. For this particular project, no funding has been identified, which may delay the project by up to 20 years. Staff does not want to create a precedence in which cities will sequester TUMF funding. The idea behind this is that there is full funding of the project available by the developer; this is extremely rare.

Language has been developed by the Public Works Committee, noting that this amendment would be applicable only to regional projects, and would require a formal request from a member jurisdiction with documentation on why a certain project would be applicable. WRCOG would have to confirm that the project and the amendment are consistent with the Plan. Lastly, and Memorandum of Understanding (MOU) must be executed between the member jurisdiction and WRCOG. If funds are not spent within three years, the member jurisdiction can request an extension; however, after that extended time, any unspent money would have to be returned to WRCOG.

Staff is presenting an updated MOU with the Riverside Transit Agency (RTA). RTA receives approximately 1.56% of all received TUMF, and uses the funding for transit projects. The current process is that RTA builds projects and then invoices WRCOG. RTA has experienced delays in projects with this process, and is asking funds be remitted directly to RTA. This process will allow RTA to be more proficient and will result in projects being built in a more expeditious manner.

An Amended Reimbursement Agreement with Moreno Valley for the Nason Street interchange is being presented for approval, which will increase funding by approximately \$133,000.

Committee member Jeffrey Hewitt asked if CalTrans does not allow a private contractor to work on an interchange, going forward, will this be a problem?

Mr. Gray responded that it is a matter of administrative purposes with regard to who writes the check. In this particular instance, the developer will be depositing the money directly with the city into an account, from which all the construction will be paid for.

Committee member Laura Roughton asked about the RTA Annual Report, and if there has been any discussion about reporting perhaps twice per year? One year is a long time if something is not right.

Mr. Gray responded that WRCOG does check on a regular basis.

Committee member Eugene Montanez indicated that a project in Corona was identified as needing to be done; parts of that project was shelved as parts of the mid-County Parkway project was shelved. The developer was willing to front the funding. Has this matter been submitted to developer for approval, as well?

Mr. Gray responded that WRCOG has been working with the developer over the last nine to 10 months. Primarily the agreement would be between the city and the developer.

RESULT:	APPROVED AS RECOMMENDED [21 TO 0]
MOVER:	City of San Jacinto
SECONDER:	District 5
AYES:	Banning, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar, District 1, District 2, District 3, District 5
ABSTAIN:	EMWD, WMWD, Morongo. These member jurisdictions do not vote on TUMF matters.

- Actions:
1. Received summary of the Revised California HERO Program Report.
 2. Authorized the Executive Director to execute a TUMF Reimbursement Agreement Amendment with the City of Moreno Valley for the Nason Street / SR-60 Interchange Project in an amount not to exceed \$11,261,500.
 3. Approved the TUMF Administrative Plan revision to include an additional process in which developers receive credit against TUMF obligations.
 4. Approved the Memorandum of Understanding between WRCOG and Riverside Transit Agency (RTA) to set forth a process for WRCOG to allocate RTA's TUMF Share to RTA.

C. Analysis of Fees and Their Potential Impact on Economic Development in Western Riverside County

Christopher Gray reported that a fee study was completed as part of the last Nexus Study update. Mr. Gray thanked member jurisdictions for the assistance provided by their staff.

The overall findings determined that there are many different types of fees, which are generally uniform throughout the region. Fees are charged by WRCOG, School Districts, Water Districts, the Multiple Species Habitat Conservation Plan, to name a few. Fees outside of the WRCOG subregion were also researched. It was determined that the TUMF retail fee is higher in the WRCOG subregion than in its adjacent subregions. The report's major findings include:

Finding number one – new development pays a wide range of one-time fees. Mr. Gray reviewed the various fees by land use with the Committee.

Finding number two – contribution of TUMF to these fees are approximately 17% for office, 20% for residential, and 30% for industrial.

Finding number three – impact fees, compared with San Bernardino County, CVAG, and the City of Beaumont, are within range except, for retail.

Finding number four – average development impact fees for feasible projects are between approximately 5% and 10% of the total cost; TUMF is a low fraction amount of this.

Finding number five – impacts of transportation spending. Jurisdictions often leverage TUMF funds with other funding from state and local sources to fully fund needed transportation projects. Because of this leveraging, \$3 billion of TUMF funds will result in the construction of \$17 billion in transportation projects. Construction of these transportation projects will create over one thousand jobs annually over the lifetime of the Program.

Committee member Kevin Jeffries indicated that there just are not enough taxpayer dollars to build roads we need, which in large part simply export workers out of this county. We cannot collect enough fees to build enough freeways. Retail office commercial should be looked at to attract jobs to the county, not to ship workers out of the county. We should look at an incentive program which would allow us to compete better. Retail is substantially higher and will do us no good in the long run. Consideration should be given to a different path that encourages permanent jobs, not temporary construction jobs.

Mr. Gray responded that data suggests that, on a daily basis, 20% to 25% of county residents are travelling to work outside of the county. San Bernardino County experiences the same. Orange County experienced something similar decades ago; however, that percentage has decreased given the job growth that has occurred there. WRCOG is mindful of the impact of fees on retail and will bring an updated Nexus Study to the WRCOG committees early next year, and will discuss incentives then. TUMF has a discount for the office fee. The feedback on the process to qualify for the discount is onerous, and staff suggests revisiting that, as well.

Committee member Eugene Montanez indicated that the Administration & Finance Committee has set aside funding to explore economic development; an Ad Hoc Committee was created to explore and discuss with member jurisdictions. We should be spending money to keep people within the County.

Action: *Received and filed.*

D. Report from the League of California Cities

Erin Sasse reported that a new transportation bill was introduced today. Nothing happened during the Special Session, so hopefully something will happen with regard to funding next year.

The League Leader's conference was held in November; strategic goals and priorities for the upcoming year were set, which includes an increase in funding for critical transportation and water infrastructure; development of realistic responses to the homelessness crisis; to improve the affordability of workforce housing; addressing the impact of public safety laws; protection of local priorities with regard to medical marijuana act; and to preserve city rights to deliver emergency medical services.

The League's new Executive Director officially starts December 17, 2016. The New Mayors and Councilmembers conference will be held in January 2017. The League awarded past Governor Pete Wilson was with the Past President Lifetime Achievement Award. A golf tournament in October was successful.

There is a vacancy on the Community Services Policy Committee and the Government Transparency and Labor Committee. There are also vacancies on the Division's Executive Committee. Riverside Councilmember Paul Davis is the incoming Division President, Indio Councilmember Michael Wilson is the incoming First Vice President, and there is a vacancy for the Second Vice President position. There is also an alternate vacancy position for the western cities. The League's Executive Committee will be making those appointments on December 19, 2016.

Due to the recent elections, there now exists a 2/3 super majority in both the Senate and the Assembly. This creates less checks and balances, and the League will need to be more vocal next year. The legislative score card was recently released, and should be used as a tool.

January 9, 2017, will be the next Division meeting, to be hosted by the City of Wildomar.

Action: *Received and filed.*

8. REPORT FROM THE WRCOG TECHNICAL ADVISORY COMMITTEE CHAIR

Gary Nordquist reported that the next Technical Advisory Committee meeting is scheduled for January 17, 2017.

9. REPORT FROM COMMITTEE REPRESENTATIVES

Debbie Franklin, SCAG Community, Economic, and Human Development (CEHD) representative, reported that there were no meetings in December. The 7th Annual Economic Summit was held last Thursday. Items discussed included the unintended consequences in land planning policies; importing jobs in Northern California; and a presentation on improving what is already there, not creating something new. All presentations are available online.

Chairman Benoit, AQMD representative for Cities in Riverside County, reported that Wayne Nastri was hired as the new Executive Director.

Brian Tisdale, CalCOG representative, reported that the quarterly meeting was held in November. CalCOG is aiming to ensure its members are participating. CalCOG is working on its Regional Transportation Planning guidelines and the California State Transportation guidelines. CalCOG will be launching a new website, which will include blogs, newsletters, legislative advocacy tracker, etc. Successful regional programs will also be highlighted; WRCOG's programs were mentioned a lot and will be listed on CalCOG's website for others to learn about.

10. REPORT FROM THE WRCOG EXECUTIVE DIRECTOR

Rick Bishop reported that many have attended the recent Streetlight Demonstration testbed tours. One more is scheduled for December 7, 2016, at 6:00 p.m. The Demonstration area will be open through January 2017.

WRCOG was recently named by The Press Enterprise as one of the Top Workplaces for the year 2016.

11. ITEMS FOR FUTURE AGENDAS

There were no items for future agendas.

12. GENERAL ANNOUNCEMENTS

Committee member Kevin Bash announced that the City of Norco is holding its 10th Annual Pearl Harbor Remembrance Ceremony on December 7, 2016, and the Corona Norco Naval Air Base.

Committee member Brenda Dennstedt announced that Assembly member Melissa Melendez is holding an open house on December 12, 2016, at Pins and Pockets in Lake Elsinore.

Committee member Jeffrey Hewitt announced that on December 17, 2016, the City of Calimesa will be holding its inaugural Festival of Lights Parade.

Committee member Laura Roughton announced that the Valley Patch Farmer's Market is now open every Saturday from 8 a.m. to 1 p.m.

13. CLOSED SESSION

There were no reportable actions.

14. NEXT MEETING

The next WRCOG Executive Committee meeting is scheduled for Monday, January 9, 2017, at 2:00 p.m., at the County of Riverside Administrative Center, 1st Floor Board Chambers.

15. ADJOURNMENT

The meeting adjourned from Closed Session at 3:07 p.m.

Page Intentionally Left Blank



Western Riverside Council of Governments

Executive Committee

Staff Report

Subject: Finance Department Activities Update

Contact: Ernie Reyna, Chief Financial Officer, reyna@wrcog.coq.ca.us, (951) 955-8432

Date: January 9, 2017

The purpose of this item is to provide an update on the interim WRCOG audit of Fiscal Year 2015/2016, which should result in a final Comprehensive Annual Financial Report issued in January 2017. This report also provides an update on agency budget amendments, and an update on the annual TUMF Audit for 2015/2016.

Requested Action:

1. Receive and file.

Financial Audit

Financial auditors from Vavrinek, Trine, Day, & Co., conducted their interim audit work for Fiscal Year (FY) 2015/2016 at the end of July 2016. The auditors worked with WRCOG staff to begin the process of reviewing the financial ledgers, and returned during the week of September 26, 2016, to conduct final fieldwork. The process of creating the year end financials has begun, and it is anticipated that the audit will conclude in January 2017, with the final Comprehensive Annual Financial Report being issued shortly thereafter. It is anticipated that the Finance Directors Committee will receive a report on the audit and financial statements at its January 26, 2017, meeting.

Budget Amendment

December 31, 2016, marked the end of the second quarter of FY 2016/2017, and the Administration & Finance Committee will be presented with a budget amendment at its January 11, 2017, meeting. The Technical Advisory Committee will also consider the amendment report at its January 19, 2017, meeting. The Executive Committee will consider the amendment report at its February 6, 2017, meeting.

Annual TUMF Audit for FY 2015/2016

Staff has completed the TUMF audits of each jurisdiction and the final reports will be issued in January or February of 2017. The TUMF audits allow staff to ensure that member agencies are correctly calculating and remitting TUMF funds in compliance with the TUMF Program.

Prior WRCOG Action:

December 14, 2016: The Administration & Finance Committee received report.

WRCOG Fiscal Impact:

This item is informational only; therefore, there is no fiscal impact.

Attachment:

None.



Western Riverside Council of Governments Executive Committee

Staff Report

Subject: Financial Report Summary through October 2016

Contact: Ernie Reyna, Chief Financial Officer, reyna@wrcog.cog.ca.us, (951) 955-8432

Date: January 9, 2017

The purpose of this item is to provide a monthly summary of WRCOG's financial statements in the form of combined Agency revenues and costs.

Requested Action:

1. Receive and file.
-

Attached for Committee review is the Financial Report Summary through October 2016.

Prior WRCOG Action:

December 14, 2016: The Administration & Finance Committee received report.

WRCOG Fiscal Impact:

This item is informational only; therefore there is no fiscal impact.

Attachment:

1. Financial Report Summary – October 2016.

Page Intentionally Left Blank

Item 5.C

Financial Report Summary through
October 2016

Attachment 1

Financial Report
Summary – October 2016

Page Intentionally Left Blank

Western Riverside Council of Governments
Monthly Budget to Actuals
For the Month Ending October 31, 2016

		Approved 6/30/2017 Budget	Thru 10/31/2016 Actual	Remaining 6/30/2017 Budget
Revenues				
40001	Member Dues	309,410	306,410	3,000
40601	WRCOG HERO	1,963,735	503,727	1,460,008
40604	CA HERO	7,615,461	2,377,195	5,238,266
40605	The Gas Company Partnership	62,000	16,944	45,056
40606	SCE WRELP		4,692	(4,692)
40607	WRCOG HERO Commercial	27,500	4,004	23,496
40609	SCE Phase III	-	10,634	(10,634)
40611	WRCOG HERO Recording Revenue	335,555	120,720	214,835
40612	CA HERO Recording Revenue	1,301,300	522,435	778,865
40614	Active Transportation	200,000	50,254	149,746
41201	Solid Waste	107,915	93,415	14,500
41401	Used Oil Opportunity Grants	250,000	264,320	(14,320)
41402	Air Quality-Clean Cities	139,500	128,000	11,500
41701	LTF	692,000	701,300	(9,300)
43001	Commercial/Service - Admin (4%)	37,074	16,157	20,917
43002	Retail - Admin (4%)	142,224	42,193	100,030
43003	Industrial - Admin (4%)	128,446	47,249	81,197
43004	Residential/Multi/Single - Admin (4%)	1,067,271	215,303	851,969
43005	Multi-Family - Admin (4%)	224,983	15,951	209,032
43001	Commercial/Service	889,786	388,048	501,738
43002	Retail	3,413,375	1,012,643	2,400,731
43003	Industrial	3,082,710	1,133,973	1,948,737
43004	Residential/Multi/Single	25,614,514	5,166,984	20,447,530
43005	Multi-Family	5,399,595	382,833	5,016,763
	Total Revenues	61,125,676	13,525,384	47,600,292
Expenditures				
Wages and Benefits				
60001	Wages & Salaries	1,945,017	688,198	1,256,819
61000	Fringe Benefits	569,848	392,210	177,638
	Total Wages and Benefits	2,574,865	1,080,408	1,494,457
General Operations				
63000	Overhead Allocation	1,518,136	506,045	1,012,091
65101	General Legal Services	405,750	240,445	165,305
65401	Audit Fees	25,000	1,300	23,700
65505	Bank Fees	25,500	7,904	17,596
65507	Commissioners Per Diem	45,000	17,250	27,750
73001	Office Lease	145,000	56,514	88,486
73102	Parking Validations	3,650	175	3,475
73104	Staff Recognition	1,200	632	568
73107	Event Support	183,000	24,556	158,444
73108	General Supplies	22,750	5,466	17,284
73109	Computer Supplies	7,500	3,336	4,164
73110	Computer Software	13,000	10,638	2,362
73111	Rent/Lease Equipment	25,000	4,867	20,133
73113	Membership Dues	40,600	7,815	32,785
73114	Subscriptions/Publications	5,000	5,075	(75)
73115	Meeting Support/Services	13,750	3,163	10,587
73116	Postage	5,600	784	4,816
73117	Other Household Expenditures	2,100	2,555	(455)
73118	COG Partnership Agreement	40,000	10,254	29,746
73122	Computer Hardware	4,000	337	3,663
73201	Communications-Regular	2,000	280	1,720
73203	Communications-Long Distance	1,200	76	1,124
73204	Communications-Cellular	10,863	3,349	7,514
73206	Communications-Comp Sv	17,000	55	16,945
73209	Communications-Web Site	15,600	346	15,254
73302	Equipment Maintenance - Computers	2,000	3,267	(1,267)
73405	Insurance - General/Business Liason	63,170	72,600	(9,430)
73506	CA HERO Recording Fee	1,636,855	381,586	1,255,269
73601	Seminars/Conferences	25,050	6,164	18,886
73611	Travel - Mileage Reimbursement	22,433	3,932	18,501
73612	Travel - Ground Transportation	9,985	1,162	8,823
73613	Travel - Airfare	22,000	5,362	16,638
73620	Lodging	19,550	4,103	15,447
73630	Meals	8,850	3,018	5,832
73640	Other Incidentals	13,550	4,565	8,985
73650	Training	14,200	40	14,160
73706	Radio & TV Ads	44,853	24,300	20,553
XXXXX	TUMF Projects	38,399,980	11,293,908	27,106,072
85101	Consulting Labor	3,523,948	664,366	2,859,582
85102	Consulting Expenses	80,000	1,697	78,303
85180	BEYOND Expenditures	1,593,000	121,420	1,471,580
90101	Computer Equipment/Software	31,500	9,437	22,063
	Total General Operations	57,402,253	12,818,687	44,583,566
Total Expenditures		59,977,118	13,899,095	46,078,022

Ernie Reyna

Page Intentionally Left Blank



Western Riverside Council of Governments Executive Committee

Staff Report

Subject: Community Choice Aggregation Program Activities Update

Contact: Barbara Spoonhour, Director of Energy and Environmental Programs,
spoonhour@wrcog.coq.ca.us, (951) 955-8313

Date: January 9, 2017

The purpose of this item is to provide the Committee with an update on WRCOG's efforts to examine the feasibility of a Community Choice Aggregation Program for either the subregion, Riverside county, or two counties (Riverside and San Bernardino) combined.

Requested Action:

1. Receive and file.

Community Choice Aggregation (CCA) allows cities and counties to aggregate their buying power to secure electrical energy supply contracts on a region-wide basis. In California, CCA (Assembly Bill 117) was chaptered in September 2002 and allows for local jurisdictions to form a CCA for this purpose. Several local jurisdictions throughout California are pursuing formation of CCAs as a way to lower energy costs and/or provide "greener" energy supply. WRCOG's Executive Committee has directed staff to pursue the feasibility of Community Choice Aggregation for Western Riverside County. WRCOG, the San Bernardino Associated Governments (SANBAG) and Coachella Valley Association of Governments (CVAG) have funded a joint, two-county, feasibility study in response to the Executive Committee's direction; the study has recently been completed.

CCA Activities Update

In January 2016, staff received direction from the Executive Committee to pursue a Feasibility Study for the potential formation of a CCA Program. To achieve economies of scale and resource efficiencies, San Bernardino Associated Governments (SANBAG) and the Coachella Valley Association of Governments (CVAG) joined WRCOG's effort to have a multi-county study completed. To complete the Feasibility Study, WRCOG entered into an agreement with BKi.

On October 3, 2016, the Executive Committee directed staff to move forward with the development of a Community Choice Aggregation Program and to return with recommendations from the Administration & Finance Committee on governance and operational structures.

On November 4, 2016, staff released the 3rd Draft Feasibility Study, which outlines the preliminary data and key findings regarding the feasibility of a CCA for the two-county region, including data and findings for the WRCOG, SANBAG and CVAG subregion geographies, as well. While the Study concludes that the feasibility of developing a CCA is favorable, staff continues to work with its consultants to fine-tune the Study and anticipates releasing its 4th and final version of the Study to be released to the WRCOG Administration and Finance Committee at its January 2017 meeting.

The final version will include additional information on potential operational structures, including one that outsources all CCA operations, as well as outlining various governance structures. The draft report provides draft CCA operational costs for an entity that is not wholly outsourced. For purposes of being able to provide the best comparison of outsourced vs. non-outsourced models, WRCOG might consider developing a RFP.

Next Steps: In addition to identifying governance structures, there are other steps that need to be developed in moving forward. These include:

1. Vet business plan and finalize
2. Determine governance preference (including geography and voting of proposed CCA)
3. Decision on moving forward
4. Select power supply and data management vendor
5. File Implementation Plan with CPUC
6. File Notice of Intent with SCE
7. Arrange financing of start-up costs
8. SCE data testing
9. Opt-out notices 1 and 2
10. Launch phase 1
11. Opt-out notices 3 and 4

Prior WRCOG Action:

December 5, 2016: The Executive Committee received report.

WRCOG Fiscal Impact:

WRCOG's portion for Phase 1 is estimated to be \$130,000 to cover the costs of the CCA Feasibility Study, SCE data request, and WRCOG staffing. The costs for this will come from existing carryover funds and will be reflected in the Fiscal Year 2016/2017 2nd Quarter Budget Amendment.

Attachment:

None.



Western Riverside Council of Governments Executive Committee

Staff Report

Subject: Regional Streetlight Program Activities Update

Contact: Tyler Masters, Program Manager, masters@wrcog.cog.ca.us, (951) 955-8378

Date: January 9, 2017

The purpose of this item is to provide the Committee with an update on the Streetlight Demonstration Area Tours that have been conducted in the City of Hemet. WRCOG staff is working with the City of Hemet and the Riverside Transit Agency (RTA) to provide an additional tour in January 2017.

Requested Action:

1. Receive and file.

WRCOG's Regional Streetlight Program will assist member jurisdictions with the acquisition and retrofit of their Southern California Edison (SCE)-owned and operated streetlights. The Program has three phases, which include: 1) streetlight inventory; 2) procurement and retrofitting of streetlights; and 3) ongoing operations and maintenance. The overall goal of the Program is to provide significant cost savings to the member jurisdictions.

Background

At the direction of the Executive Committee, WRCOG is developing a Regional Streetlight Program that will allow jurisdictions (and Community Service Districts) to purchase the streetlights within their boundaries that are currently owned / operated by SCE. Once the streetlights are owned by the member jurisdiction, the lamps will then be retrofitted to Light Emitting Diode (LED) technology to provide more economical operations (i.e., lower maintenance costs, reduced energy use, and improvements in public safety). Local control of its streetlight system allows jurisdictions opportunities to enable future revenue generating opportunities such as digital-ready networks, and telecommunications and IT strategies.

The goal of the Program is to provide cost-efficiencies for local jurisdictions through the purchase, retrofit, and maintain the streetlights within jurisdictional boundaries, without the need of additional jurisdictional resources. As a regional Program, WRCOG is working with jurisdictions to move through the acquisition process, develop financing recommendations, develop / update regional and community-specific streetlight standards, and manage the regional operations and maintenance agreement that will increase the level of service currently being provided by SCE.

Demonstration Area Tour Update: In Partnership with the City of Hemet, WRCOG has installed a variety of LED streetlights from different vendors in five Demonstration Areas in the City. These five Demonstration Areas represent different street and land use types, from school, residential, and commercial areas, to low, medium, and high traffic street areas. 12 outdoor lighting manufacturers are participating in these Demonstration Areas.

Input from local government officials, public safety staff, health experts, residents, business owners, and other community stakeholder is important before moving forward with a plan to upgrade streetlights in the subregion.

With support from RTA, WRCOG was able to provide guided educational bus tours of the five Demonstration Areas for participants. Below is the list of dates that the tours occurred on:

- November 10, 2016, at 5:30 p.m.
- November 14, 2016, at 5:30 p.m.
- November 29, 2016, at 5:30 p.m.
- December 7, 2016, at 5:30 p.m.

Additionally, WRCOG is coordinating with the City of Hemet and RTA to host a 5th Regional Streetlight Demonstration Area Tour on January 19, 2017. This additional tour will be provided to interested attendees who were unable to attend the previous four tours or for any interested individuals that would like to participate on the tour for a second time. The tour will run from 5:30 p.m. – 8:00 p.m. and the start of the tour will commence at West Valley High School (3401 Mustang Way, Hemet, CA 92545). If interested in participating in the upcoming tour on January 19, 2017, please RSVP to Anthony Segura, Staff Analyst, at segura@wrcog.coq.ca.us or (951) 955-8389.

During the first four tours, WRCOG received participation from over 100 participants from the following agencies:

- Bank of America
- Board of Trustees of Orange County Astronomers
- California Streetlight Association
- Chino Hills
- Claremont
- County of Riverside – Transportation
- Eastvale
- Jurupa Valley
- Hemet
- Highland
- Menifee
- Moreno Valley
- Murrieta
- Palomar Mount / CalTech
- Perris
- Public Finance Management
- Riverside
- San Jacinto
- Temecula
- Temecula Public Traffic/Safety Committee
- The Press Enterprise
- Tustin
- Wildomar Astronomy Club
- Wildomar
- WRCOG



*(Left) Hemet City Manager, Alexander Meyerhoff, under existing Streetlights.
(Right) Alexander Meyerhoff standing under proposed LED streetlight.*



November 10, 2016, tour participants wearing their yellow and orange reflective vests under existing Low-Pressure Sodium lights.



December 7, 2016, tour participants compare Amber LED lights (fixture on the left) to the existing Low-Pressure Sodium lights (fixture on the right).

During the tours, participants were asked to rate various streetlights and compare them to the existing lighting. The Demonstrations Areas are set-up in a way to allow participants to view LED streetlights side-by-side to the existing streetlights fixtures to compare the similarities and differences. These assessments will be compiled with public input and used by WRCOG to analyze the results and to otherwise help inform decisions as they are made going forward.

Each Demonstration Area streetlight has been equipped with a unique streetlight pole tag with a special QR code. Since September 2016, the public has been encouraged to visit the Demonstration Areas, scan the QR codes, and rate the poles they like/dislike in the City of Hemet. The results from these surveys will be added to that of the Tours and analyzed in order to create a list of the LED types the public would most prefer to see in their communities.

Staff is currently compiling the survey results and will provide the results to WRCOG Committees in February.

City Council Presentations

To support the education of the Regional Streetlight Program, and in addition to the regular updates provided to WRCOG's various Committees, staff has provided a number of City Council Study Session, Council Members briefings, and City Commission presentations:

- July 12, 2016: Hemet City Council Presentation
- July 13, 2016: Eastvale City Council Presentation
- October 18, 2016: Murrieta City Council Study Session Presentation
- November 9, 2016: Wildomar City Council Presentation
- November 16, 2016: Lake Elsinore Public Safety / Traffic Advisory Commission Presentation
- December 7, 2016, and December 15, 2016: Lake Elsinore Council Member briefings
- December 13, 2016: Temecula City Council Presentation
- January 4, 2017: Menifee City Council Presentation

Staff continues to schedule City Council presentations to update member jurisdictions on the Regional Streetlight Program and to inform members of the next steps, financing, and timelines associated with the Program. If your jurisdiction would like a presentation, please contact Tyler Masters, Program Manager, at (951) 955-8378 or masters@wrcog.coq.ca.us.

Prior WRCOG Action:

December 5, 2016: The Executive Committee received report.

WRCOG Fiscal Impact:

Activities for the Regional Streetlight Program are included in the Agency's adopted Fiscal Year 2016/2017 Budget. The additional costs associated with this contract amendment in the amount of \$70,779 will be reflected in an upcoming Agency Budget Amendment.

Attachment:

None.



Western Riverside Council of Governments Executive Committee

Staff Report

Subject: Western Riverside Energy Leader Partnership Update

Contact: Tyler Masters, Program Manager, masters@wrcog.cog.ca.us, (951) 955-8378

Date: January 9, 2017

The purpose of this item is to provide the Committee with an update on the results from the 3rd Annual Holiday LED Lighting Exchange & FREE Energy Efficiency Kits.

Requested Action:

1. Receive and file.

The Western Riverside Energy Leader Partnership (WRELPL) responds to Executive Committee direction for WRCOG, SCE, and the Southern California Gas Company (SoCal Gas) to seek ways to improve marketing and outreach to the WRCOG subregion regarding energy efficiency. WRELPL is designed to assist local governments to set an example for their communities to increase energy efficiency, reduce greenhouse gas (GHG) emissions, increase renewable energy usage, and improve air quality.

2016 Holiday LED Light Exchange and FREE Energy Efficiency Kits Give-away

WRELPL hosted its 3rd Annual Holiday LED Light Exchange in December 2016. The event allowed residents in Western Riverside County to exchange their old inefficient holiday lights for energy efficient LED holiday lights to support the community in saving money and energy. WRCOG staff participated in five holiday-themed community events at the Cities of Canyon Lake, Hemet, Murrieta, Norco, and Wildomar.

Residents were able to participate in the Exchange by presenting a recent copy of their SCE monthly bill, a picture ID, and provide their old inefficient incandescent holiday lights. Additionally, WRELPL also distributed a FREE Energy-Efficiency “starter kit” to the residents. The starter kit included a low-flow showerhead as well as three sink faucet aerators provided on behalf of SoCal Gas. In order for residents receive a FREE Energy-Efficiency Kit, each resident was required to present a recent copy of their SoCal Gas monthly bill and a picture ID. The 2016 Holiday LED Light Exchange and Energy Efficiency Kit give-away was provided at no cost to the participating cities or its residents.

Highlights from these events include:

- Distributed over 480 LED Holiday lights to the community
- Over 240 households participated
- Distributed over 70 Energy-Efficiency “starter-kits” on behalf of SoCal Gas
- Educated the community on how to save energy during the holiday season



Resident exchanging old incandescent lights for new, energy efficient LED lights.

Prior WRCOG Action:

December 5, 2016: The Executive Committee directed the Executive Director, subject to legal counsel final review and approval, to execute the Fifth Contract Amendment with Southern California Edison to jointly deliver the 2010-2012 Energy Leader Partnership Program, including the continuation of the Western Riverside Energy Leader Partnership through year 2018, substantially as to form.

WRCOG Fiscal Impact:

This item is informational only; therefore, there is no fiscal impact.

Attachment:

None.



Western Riverside Council of Governments Executive Committee

Staff Report

Subject: Environmental Department Activities Update

Contact: Dolores Sanchez Badillo, Staff Analyst, badillo@wrcog.cog.ca.us, (951) 955-8306

Date: January 9, 2017

The purpose of this item is to provide an update on the Used Oil and Filter Exchange events and the progress of WRCOG's Pilot Litter Program being conducted in the City of Lake Elsinore.

Requested Action:

1. Receive and file.
-

WRCOG assists its member jurisdictions with addressing state mandates, specifically the Integrated Waste Management Act (AB 939, Chapter 1095, Statutes of 1989), which required 25% and 50% diversion of waste from landfills by 1995 and 2000, respectively. While certain aspects of AB 939 have been modified over the years with legislation defining what materials counted towards diversion and how to calculate the diversion rate for jurisdictions, the intent of the bill remains. Each year, a jurisdiction must file an Electronic Annual Report (EAR) with CalRecycle on the jurisdictions' achievements in meeting and maintaining the diversion requirements. The Environmental Program also has a Regional Used Oil component which is designed to assist member jurisdictions in educating and promoting proper recycling and disposal of used oil, oil filters, and household hazardous waste (HHW) to the community.

Recycling Program Activities Update

Throughout the previous weeks, two used oil events took place in Western Riverside County cities, along with a community event in the City of Eastvale.

Used oil events: WRCOG's Used Oil and Oil Filter Exchange events help educate and facilitate the proper recycling of used motor oil and used oil filters in various WRCOG jurisdictions. The primary objective of hosting the events is to educate "Do It Yourself" (DIY) individuals who change their own oil, the DIYer, promoting the recycling of used oil and oil filters; therefore, an auto parts store is a great venue for educating the DIYer. In addition to promoting used oil / oil filter recycling, staff informs the DIYer about the County-wide HHW Collection Program in which residents can drop-off other automotive and household hazardous products for free.

WRCOG's first December Used Oil event was held in the City of Perris. The Saturday morning team consisted of two staff members who were joined by representatives from radio station KQIE. The group engaged with Perris residents by discussing developing environmental issues such as taking the last step in oil changes that are done at home. Staff engaged with the over 80 attendees on the importance of regular oil changes and disposal of used oil materials. This included information on disposal of oil and oil filters which still contain 10% of oil from oil changes. The team informed customers on where to take household hazardous waste (HHW) products such as paint, aerosol cans, and even electronics. Those in attendance voiced appreciation of the event and asked for continued education for those who might not know the risks of **not** recycling. Many attendees explained how "back in the day" they illegally disposed of motor oil, but now that the awareness is

spreading they know how toxic used motor oil is to the environment, and will continue to practice recycling their oil. This well attended event was held at the O'Reilly's store on Nuevo Road.



WRCOG staff members Ichelle Acosta and Cherish Latchman (middle) pose with KQIE Radio employees.

In mid-December, Santa Claus, aka, past Eastvale Mayor Ike Bootsma, donated his time to work with WRCOG staff at the final Used Oil event of 2016. The team spent the morning spreading awareness of oil changes that are done at home and the importance of proper disposal. There were discussions regarding further recycling such as oil and oil filters which still contain 10% of oil from oil changes. In order to participate in the Used Oil event, all the public had to do was bring the used oil right back where they purchased it, such as this Auto Zone store at 14228 Schleisman Road in Eastvale. Over 65 people attended the event and 42 completed a Used Oil Survey. On this busy morning, 130 filters were distributed to attendees by Auto Zone staff. The team also spoke to residents about where to take household hazardous wastes such as paint, aerosol cans, and electronic e-waste.



Past Eastvale Mayor Ike Bootsma and WRCOG Intern Kyle Rodriguez (left) take a break to pose for a Used Oil photo. Used Oil materials and information on display and available to all attendees. (right)

The community was very appreciative of the event and asked for continued education for those who might not know the risks of **not** recycling. The City of Eastvale did a very good job promoting this event to its residents via social media. Many attendees explained how they heard of this event through the City's webpage.

Community Outreach

Over 1,000 people attended December 3, 2016, Winter Wonderland event in the City of Eastvale. WRCOG's environmental team was there to spread valuable information regarding HHW, the recycling of used motor oil, and the importance of not littering. While at the event, WRCOG promoted the oil filter exchange event that was scheduled in the City the next weekend. Numerous individuals informed us that they heard of the future event through the City of Eastvale's website and its social media accounts. A lot of useful materials such as tire gauges, buckets, oil sponges, and shop towels were distributed. Flyers regarding safe medication disposal and flyers detailing proper HHW disposal sites were highly regarded at this event. For the children, coloring

books about recycling, soccer balls made from recycled material, and plushy lights bulbs were provided as well. The community was extremely thankful for the event and for all the vendors who helped make the event successful. The City even hauled in real snow for Santa and the kids! Overall, it was a great event!



WRCOG Intern Jorge Nieto works alongside the City of Eastvale at the 2016 Winter Wonderland.

Upcoming Used Oil Events

The following is a list of Used Oil and Oil Filter Exchange events that are presently scheduled. To request an event for your jurisdiction please contact Jorge Nieto, WRCOG Intern, at (951) 955-8328 or nieto@wrcog.ca.us.

Date	Event	Location	Time
1/7/17	City of Murrieta Used Oil Event	AutoZone, 40950 Cal Oaks Rd.	9 a.m. – 12 p.m.
1/21/17	City of Jurupa Valley Used Oil Event	O'Reillys, 5691 Mission Blvd.	9 a.m. – 12 p.m.
1/28/17	City of Lake Elsinore Used Oil Event	AutoZone, 322231 Mission Trail	9 a.m. – 12 p.m.
2/4/17	City of Norco used Oil Event	AutoZone, 1404 Hamner Ave.	9 a.m. – 12 p.m.
2/18/17	City of Riverside Used Oil Event	AutoZone, 7315 Indiana Ave.	9 a.m. – 1 p.m.

WRCOG Pilot and Regional Litter Initiative



Lake Elsinore Pilot Litter Program Graphic
Designs for Educational Outreach



A partnership comprised The City of Lake Elsinore, WRCOG and Riverside Flood Control and Water Conservation District is working hard to move the Lake Elsinore Litter Pilot program to the next level. April 22, 2017, is both Earth Day and the day of the Annual Lake Elsinore Clean Extreme event. All parties are working together to merge the Litter Pilot Program into the successful community event. This year, over 700 city residents are expected to clean lots, pick up highway trash, and paint a large mural on a wall located directly

across the highway from the Lake Elsinore Outlets. The Lake Elsinore Litter Program will donate materials, conduct contests, bring along a remote radio station opportunity and provide "Love Where You Live" information for all attendees. Once again, WRCOG would like to thank Lowes Home Improvement and CR&R Environmental Services for their contributions. Look for more information on the April 22, 2017, Clean Extreme Event on the City of Lake Elsinore's and WRCOG websites.



Lake Elsinore
Litter Program
Business Window Sticker

Prior WRCOG Action:

December 5, 2016: The Executive Committee received report.

WRCOG Fiscal Impact:

Solid Waste and Used Oil Program activities are included in the current adopted Agency budget. Costs identified in association with the Pilot Litter Initiative will come from WRCOG carryover funds within the Environment Department and reflected in an upcoming Agency Budget for Fiscal Year 2016/2017, as a quarterly budget amendment, if needed.

Attachment:

None.



Western Riverside Council of Governments Executive Committee

Staff Report

Subject: Clean Cities Coalition Activities Update

Contact: Christopher Gray, Director of Transportation, gray@wrcog.coq.ca.us, (951) 955-8304

Date: January 9, 2017

The purpose of this item is to provide an on-going briefing for the Clean Cities Coalition, an on-going Program to encourage the purchase and use of alternative fueled vehicles within the WRCOG subregion.

Requested Action:

1. Receive and file.
-

2017 Clean Cities Activities

WRCOG seeks to streamline a few deliverables and reports to the Clean Cities Coalition members, so they are better informed of opportunities on a consistent basis. A few deliverables / reports are highlighted below.

- Establish a list of private Electric Vehicle (EV) charging stations that is updated and disseminated on a monthly basis. The list will also include public stations, which is already available.
- Establish monthly newsletters for Coalition members to provide information on potential grant opportunities related to Clean Cities, such as clean fleet vehicle purchase, EV charging stations, etc.
- Establish a Scope of Work to Coalition members that includes:
 - o AB 2767 reports on behalf of cities
 - o Quarterly meetings
 - o Event(s), as appropriate, to promote Clean Cities opportunities and requirements
- Establish a grant writing assistance program specifically for Clean Cities Coalition members. This Program will offer assistance to members for grant applications that apply precisely to Clean Cities. Grant applications can include but are not limited to Clean Vehicles, EV Charging Stations, Clean Technology, and event support. WRCOG is proposing to assist Coalition members with up to 20 hours per year to provide grant writing assistance for Clean Cities-related grants.

Prior WRCOG Action:

December 5, 2016: The Executive Committee received report.

WRCOG Fiscal Impact:

This item is informational only; therefore there is no fiscal impact.

Attachment:

None.

Page Intentionally Left Blank



Western Riverside Council of Governments Executive Committee

Staff Report

Subject: Analysis of Fees and Their Potential Impact on Economic Development in Western Riverside County

Contact: Christopher Gray, Director of Transportation, gray@wrcog.coq.ca.us, (951) 955-8304

Date: January 9, 2017

The purpose of this item is to provide a final report to Committee members on the Fee Comparison Analysis and provide the overall findings from the analysis.

Requested Action:

1. Receive and file.
-

As part of the efforts being undertaken to update the TUMF Program Nexus Study, WRCOG has received comments from public and private stakeholders regarding the impact of TUMF on the regional economy and the fees' effect on development in the subregion. WRCOG has conducted a study to analyze fees / exactions required and collected by jurisdictions / agencies in, and immediately adjacent to the WRCOG subregion.

Updates to Final Draft Report

WRCOG staff have worked with the project team to finalize the Final Draft Report for the Fee Comparison Analysis. Since the December 2016 Executive Committee meeting, the project team has incorporated input received from the various updates WRCOG staff provided to the various WRCOG Committees and stakeholder workshops with developers.

One major item added to the Final Draft Report is an economic impact analysis of the Cantu Galliano interchange. This interchange was the first major project the TUMF Program funded, so the economic impact analysis was conducted to look into the impact the interchange had on the surrounding area. The analysis found that vacant land with high infrastructure costs do not move forward without funding – planning and constructing the interchange opened the development market in the surrounding area, and, specifically, the land northeast of the interchange was likely influenced by the interchange attaining necessary funding and construction moving forward. The analysis also found that new development generates new fees and results in additional TUMF improvements. In the case of this project area, Hamner Avenue is undergoing roadway widening and additional improvements.

A short conclusion was added to ensure that the fees analyzed in this report are subject to change, and that this fee comparison analysis should be conducted on a regular occurrence. Revisions also include that the fees and estimates utilized in the report were not meant to determine a project's feasibility.

Key Findings:

1. TUMF represents about 20 percent of total development impact fees for new single-family and multi-family residential development in Western Riverside County.
 - Single-family and multi-family development impact fees show a similar relationship among WRCOG

jurisdictions though the fees do vary by jurisdiction. The average development impact fees for the 20 WRCOG jurisdictions / areas studied are approximately \$44,900 per single-family unit and approximately \$28,300 per multi-family unit (about 60 percent of single-family fees). Per unit single-family fees range from \$32,900 per unit to \$59,400 per unit, and per unit multi-family fees from \$19,300 to \$40,600 per unit among the WRCOG jurisdictions / areas studied.

2. Total development impact fees and TUMF as a proportion of the total development impact fees show substantial variation among non-residential land uses.
 - Development impact fees on retail development are substantially higher than the fees on office development, primarily due to the difference in the TUMF. Fees on industrial development are lower for all categories.
3. For residential development, average WRCOG fees are modestly below those in San Bernardino County, but above those in Coachella Valley.
 - Average residential development impact fees for WRCOG jurisdictions are lower than the average of selected San Bernardino County cities, higher than the average of selected Coachella Valley cities, and varied relative to the City of Beaumont.
4. For non-residential development, average WRCOG fees are modestly below those in San Bernardino County with the exception of retail development, but above those in Coachella Valley.
 - Average retail development impact fees are approximately twice as high as the relatively similar average fee levels for San Bernardino County, Coachella Valley, and the City of Beaumont.
 - For office and industrial development, the WRCOG average falls in the range defined by the three other areas of study.
5. TUMF fees were estimated to represent between 1.3 percent and 3.5 percent of total development costs / returns for the prototype feasible projects.
 - Total development impact fees represent between 4.1 percent and 9.3 percent of total development costs / returns for the prototype feasible projects.
 - TUMF represents between 1.3 percent and 3.5 percent of total development costs / returns for the prototype feasible projects.
6. Between 2002 and the present, overall construction costs have increased more than the overall increases in the TUMF for all land use categories.
 - Overall construction costs increased by over 40 percent in nominal dollar terms between 2002 and 2014.
 - When considered relative to the Consumer Price Index (a reasonable estimate of inflation), the Residential and Retail TUMF have increased consistently with inflation, while the Service and Industrial TUMF have declined in inflation-adjusted (real) terms.
7. Through its funding of key regional transportation infrastructure projects identified by WRCOG member jurisdictions, TUMF supports substantial output, wages, and jobs in Western Riverside County.
 - TUMF revenues will support a total investment of \$3.13 billion in infrastructure development activity over the next 30 years resulting in an overall regional impact of \$4.56 billion in County economic output, \$1.3 billion in labor income, and 28,900 job-years.
 - When considered in conjunction with the complementary funding, including other regional / local funding, such as Measure A, and the attracted state / federal funding, the overall economic impacts are even greater.

Fee Analysis Background

In July 2015, WRCOG distributed the draft 2015 TUMF Nexus Study for review and comment. During the comment period, WRCOG received various comments from public and private stakeholders regarding the impact of TUMF on the regional economy and the fees' effect on development in the subregion. In response to the comments received on the draft Nexus Study, WRCOG released a Request for Proposal (RFP) to solicit firms interested in performing an analysis of fees / exactions required and collected by jurisdictions / agencies

in and immediately adjacent to the WRCOG subregion. In March 2016, the Executive Committee authorized a Professional Services Agreement with Economic & Planning Systems (EPS), in association with Rodriguez Consulting Group (RCG), to conduct the fee analysis.

The Fee Comparison Analysis is near completion and staff is currently reviewing a draft final report. The Study has provided WRCOG jurisdictions with comprehensive fee comparisons. It also discusses the effect of other development costs, such as the cost of land and interest rates, within the overall development framework. Lastly, the Study analyzes and documents the economic benefits of transportation investment.

Jurisdictions for Fee Comparison: In addition to the jurisdictions within the WRCOG subregion, the Study analyzed jurisdictions within the Coachella Valley and San Bernardino County. The inclusion of additional neighboring / peer communities will allow for consideration of relative fee levels between the WRCOG subregion and jurisdictions in surrounding areas that may compete for new development. At its April 14, 2016, meeting, the Planning Directors' Committee provided input on the additional jurisdictions to be studied – an additional 11 jurisdictions surrounding the WRCOG subregion were selected for comparison.

Land Uses and Development Prototypes: Fee comparisons were conducted for five key land use categories, "development prototypes," including single-family residential, multi-family residential, office, retail, and industrial developments. Since every development project is different, and because fee structures are often complex and derived based on different development characteristics, it was helpful to create "development prototypes" for each of the land uses studied. The use of consistent development prototypes increased the extent to which the fee comparison was an "apples-to-apples comparison."

Development prototypes were selected based on recent trends in new development in Western Riverside County. For single-family development, the selected prototype represents the median home and lot size characteristics of homes built and sold in Western Riverside County since 2014. Development prototypes for the multi-family residential, office, retail, and industrial buildings represent the average building sizes for similar buildings developed since 2010 in Western Riverside County. The prototypical projects analyzed were as follows:

- **Single-Family Residential Development:** 50 unit residential subdivision with 2,700 square foot homes and 7,200 square foot lots
- **Multi-Family Residential Development:** 200 unit market-rate, multi-family residential development in 260,000 gross square foot of building space
- **Retail Development:** 10,000 square foot retail building
- **Office Development:** 20,000 square foot, Class A or Class B office building
- **Industrial Development:** 265,000 square foot "high cube" industrial building

Fee Categories: The primary focus of the Study was on the array of fees charged on new development to pay for a range of infrastructure / capital facilities. The major categories of fees include 1) school development impact fees; 2) water / sewer connection / capacity fees; 3) City capital facilities fees; 4) regional transportation fees (TUMF in Western Riverside County), and 5) other capital facilities / infrastructure / mitigation fees charged by other regional / subregional agencies. As noted in prior fee comparisons, these fees typically represent 90 to 95 percent of the overall development fees on new development. Additional processing, permitting, and entitlement fees are not included in this analysis. Based on the consultant team's review of fees, they concluded that the scale of planning / processing fees versus development impact fees was different in that most jurisdictions charge moderate levels of planning / processing fees as compared to development impact fees – meaning the development impact fees are much higher than the planning / processing fees. The analysis focused on development impact fees, as they are much larger than planning / processing fees for comparison purposes.

Service Providers and Development Prototypes: The system of infrastructure and capital facilities fees in most California jurisdictions is complicated by multiple service providers and, often, differential fees in different parts of individual cities. Multiple entities charge infrastructure / capital facilities fees, e.g., City, Water Districts, School Districts, and Regional Agencies. Additionally, individual jurisdictions are often served by different service providers (e.g., more than one Water District or School District) with different subareas within a

jurisdiction, sometimes paying different fees for water facilities and school facilities. Additionally, some City fees, such as storm drain fees, are sometimes differentiated by jurisdictional subareas.

For the purposes of the Study, an individual service provider was selected where multiple service providers were present, and an individual subarea was selected where different fees were charged by subarea. An effort was made to select service providers that cover a substantive portion of the jurisdiction, as well as to include service providers that serve multiple jurisdictions (e.g., Eastern Municipal Water District).

Fee Analysis: After identification of the cities for fee evaluation and development of prototypes by land use, the Study efforts collected fee schedules and applied them to the development prototypes. The research effort involved 1) reviewing available development impact fee schedules online; 2) reaching out to service providers (Jurisdiction, Water Districts, School Districts) where fee levels or fee calculations were difficult to discern; 3) conducting necessary fee calculations; and 4) presenting initial fee estimates for all WRCOG jurisdictions.

Staff sent initial fee estimates for each jurisdiction to each jurisdiction's representative on the Planning Directors' Committee and Public Works Committee for review and comment in June 2016. Staff presented an update of the Study to these same Committees on July 14, 2016. The update included a summary of jurisdictions that have provided confirmation and feedback on their initial fee analysis, and those whose comments were pending. Staff followed up with those jurisdictions whose comments still had yet to be addressed and those that had not provided any comments.

Fee Analysis Comparisons: A fee comparison of WRCOG and neighboring jurisdictions was conducted, and, overall, total fees by development type were generally found to be uniform throughout the region for that development type, with one exception. For example, average total fees for single-family residential are similar throughout the WRCOG and neighboring San Bernardino County jurisdictions – there are differences in the types of fees charged, such as water fees, which fluctuate between water districts. Fees collected in San Bernardino County may invest in different categories and fee categories may be defined differently than those in WRCOG jurisdictions. It should also be noted that many fees on new development are outside the direct control of jurisdictions, such as MSHCP, School, TUMF, Water, etc.

The one exception in which fees are uniformly higher in the WRCOG subregion than in any other region is retail fees. Retail fees are shown to be higher in the WRCOG subregion because of TUMF, Water, and City fees.

Prior WRCOG Action:

December 5, 2016: The Executive Committee received report.

WRCOG Fiscal Impact:

The fee analysis study is included in the Agency's adopted Fiscal Year 2016/2017 Budget under the Transportation Department.

Attachment:

1. Analysis of Development Impact Fees in Western Riverside County – Final Draft.

Item 5.I

Analysis of Fees and Their Potential
Impact on Economic Development in
Western Riverside County

Attachment 1

Analysis of Development Impact
Fees in Western Riverside County –
Final Draft

Page Intentionally Left Blank

The Economics of Land Use



Draft Final Report

Analysis of Development Impact Fees in Western Riverside County

Prepared for:

Western Riverside Council of Governments (WRCOG)

Prepared by:

Economic & Planning Systems, Inc. (EPS)

In association with:

Rodriguez Consulting Group (RCG)

December 20, 2016

EPS #151155

*Economic & Planning Systems, Inc.
One Kaiser Plaza, Suite 1410
Oakland, CA 94612
510 841 9190 tel
510 740 2080 fax*

*Oakland
Sacramento
Denver
Los Angeles*

www.epsys.com

Table of Contents

1.	INTRODUCTION AND FINDINGS.....	1
	Summary of Findings.....	2
	Organization of Report.....	8
2.	DEVELOPMENT IMPACT FEE REVIEW AND COMPARISONS	9
	Study Definitions	9
	Methodology	10
	Findings from WRCOG Member Jurisdiction Fee Review	17
	Findings from Fee Comparison with Non-WRCOG Jurisdictions	23
3.	DEVELOPMENT IMPACT FEES AND DEVELOPMENT COSTS	29
	Economics of Development.....	29
	Methodology	32
	Results.....	33
	Fees and Costs through Time.....	36
4.	BROADER ECONOMIC IMPACTS.....	40
	Economic Impacts of TUMF Program	40
	Case Study of TUMF-related Development Impacts	45
	Goods Movement Impacts.....	46
5.	CONCLUSIONS.....	49

Appendices

APPENDIX A	Development Prototypes
APPENDIX B	TUMF Correlations
APPENDIX C	Development Cost Pro Formas
APPENDIX D	Average Fee Summaries for Non-WRCOG Jurisdictions/Areas
APPENDIX E	Fee Comparison Summaries and Estimations for WRCOG Jurisdictions

List of Figures

Figure 1	Jurisdictions included in Fee Study	10
Figure 2	TUMF as a Proportion of Total Fees.....	17
Figure 3	Average Development Impact Fee Costs by Category in WRCOG Jurisdictions.....	20
Figure 4	Average Development Impact Fee Costs in WRCOG Jurisdictions	21
Figure 5	Unincorporated Jurisdictions/March JPA and Total Jurisdictions Comparison	22
Figure 6	Average Single-Family Development Impact Fee Costs and Proportions in Neighboring Jurisdictions.....	24
Figure 7	Average Multifamily Development Impact Fee Costs and Proportions in Neighboring Jurisdictions.....	25
Figure 8	Average Retail Development Impact Fee Costs and Proportions in Neighboring Jurisdictions.....	26
Figure 9	Average Industrial Development Impact Fee Costs and Proportion in Neighboring Jurisdictions.....	27
Figure 10	Average Office Development Impact Fee Costs and Proportions in Neighboring Jurisdictions.....	28
Figure 11	Average Annual TUMF Revenue Collections (2013/14 to 2015/16).....	31
Figure 12	Average Annual New Development Associated with TUMF Revenue (2013/14 to 2015/16)	31
Figure 13	Proportionate Development Costs/Return for Development Prototypes.....	34
Figure 14	Average Development Costs/Return for Development Prototypes.....	35
Figure 15	TUMF and Construction Cost Index Comparison (Residential)	37
Figure 16	TUMF and Construction Cost Index Comparison (Nonresidential).....	38
Figure 17	TUMF and Consumer Price Index (CPI) Comparison (Residential)	38
Figure 18	TUMF and Consumer Price Index (CPI) Comparison (Nonresidential)	39
Figure 19	TUMF and SF/Condo Median Sale Price Comparison (Residential)	39
Figure 20	Collective Funding Sources for Five Regional Transportation Projects.....	41
Figure 21	Gross Economic Impacts of TUMF Spending on Western Riverside County Transportation Infrastructure	43
Figure 22	Gross Economic Impacts of Total Spending on Western Riverside County Transportation Infrastructure (Partially TUMF Funded)	44

List of Figures (continued)

Figure 23	Gross Economic Impacts of Federal and State Spending on Western Riverside County Transportation Projects (Partially TUMF Funded)	45
Figure 24	Distribution of County Jobs and Gross Regional Product.....	47
Figure 25	Concentration of Logistics Workspace	48

1. INTRODUCTION AND FINDINGS

The Western Riverside Council of Governments (WRCOG) commissioned this Report to provide increased regional understanding of development impact fees on new development in Western Riverside County. More specifically, the purpose of this Report is to: (1) indicate the types and relative scale of the development impact fees placed on different land uses; and, (2) indicate the scale of fees relative to overall development costs and their relative degree of change through time. The Report is also intended to provide helpful background information to the current Transportation Uniform Mitigation Fee (TUMF) updating process by placing TUMF in the context of the broader development impact fee structure, overall development costs, and other regional dynamics.

This Report recognizes that there are substantive and ongoing debates about the appropriate levels of development impact fees in regions throughout California and elsewhere in the U.S. On the one hand, development impact fees provide revenue to support the construction of critical infrastructure and capital facilities (or in-kind capital facility development) that can generate development value, economic development, and quality of life benefits. On the other hand, development impact fees act as an additional development cost that can influence development feasibility and potentially the pace of new development. **In reality, each fee-adopting jurisdiction needs to weigh the costs and benefits of potential new / increased fee levels in the context of their goals, capital improvement needs, and economic and development dynamics.**

This Report considers development impact fees defined as one-time fees collected for the purposes of funding infrastructure and capital facilities.¹ Because of the broad variation in land use and development projects in Western Riverside County, prototype development projects for single family, multifamily, retail, Class A/B office and large industrial developments were all developed to support comparisons of fees in different jurisdictions. Key findings are provided below.

A summary of overall findings is provided below, followed by a description of the organization of this Report.

¹ As used in this report and discussed further below, the phrase “development impact fee” includes all fees adopted pursuant to the Mitigation Fee Act and other monetary exactions due at the time of development.

Summary of Findings

FINDING #1: New development in Western Riverside County pays a wide range of one-time infrastructure/capital facilities associated fees with a number of different public agencies.

New development in Western Riverside County is required to pay development impact fees to help fund:

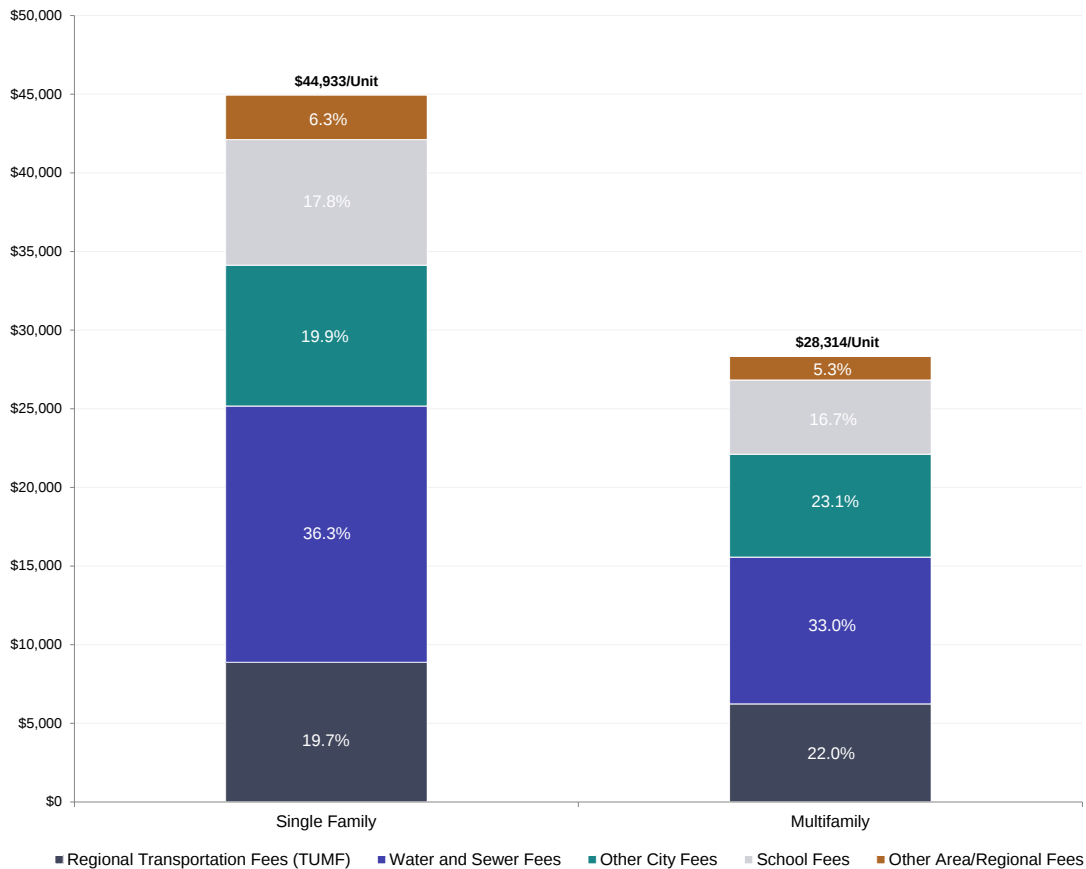
- Water and Sewer facilities
- School Facilities
- Regional Transportation Infrastructure
- Additional Local Infrastructure/Capital Facilities (local transportation, parks and recreation, public facility, community/civic facilities, and storm drain infrastructure).
- Subregional/Area Fees (habitat mitigation fees, Road and Bridge Benefit Assessment Districts, and other area-specific infrastructure/capital facilities fees).

These fees are set/administered by a combination of water districts, school districts, individual cities, the County, the Western Riverside Council of Governments, the Western Riverside County Resource Conservation Authority, and other special districts.

FINDING #2: With the exception of retail development, TUMF represents a modest proportion of total development impact fees in Western Riverside County.

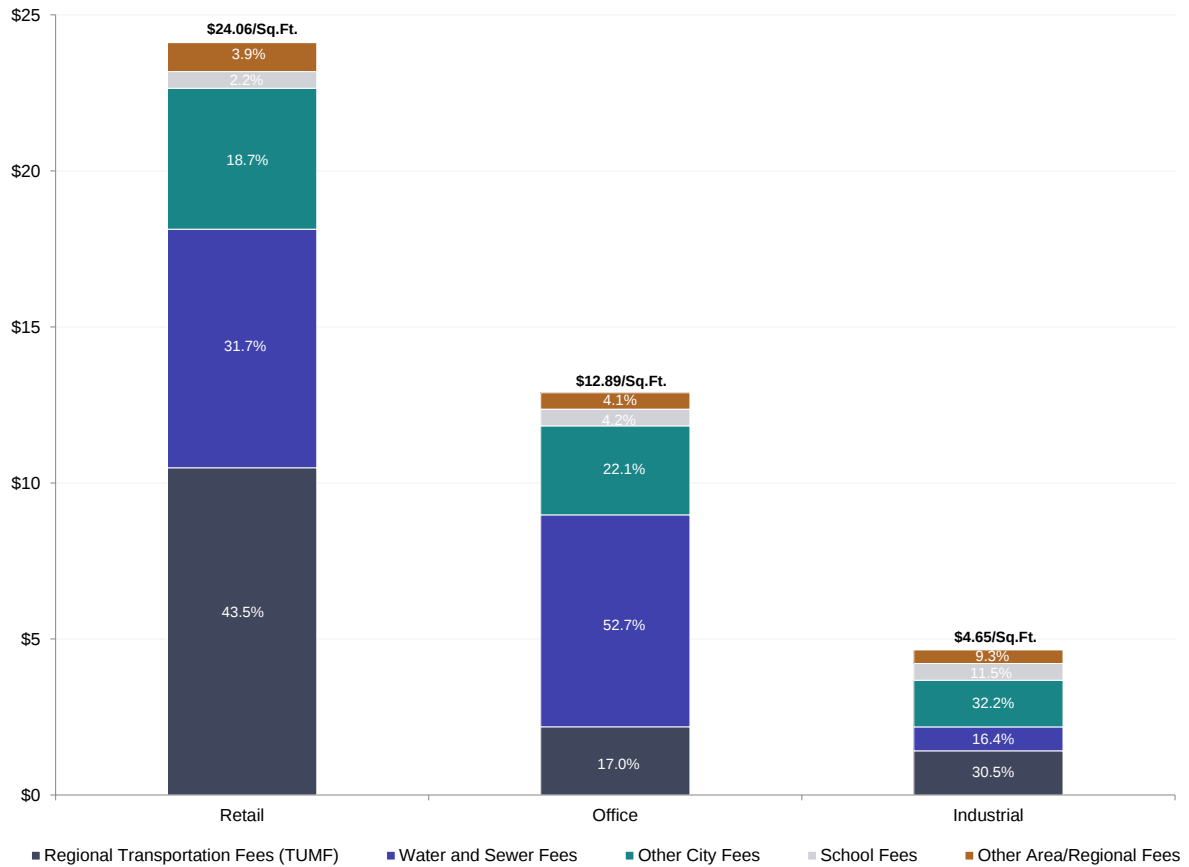
- **On average, TUMF on residential development represents about 20 percent of total development impact fees for both single family and multifamily development.** Water and sewer fees together represent the greatest proportion of residential development impact fees (33.0 percent/36.3 percent), followed by similar proportions from other City fees (19.9 percent/23.1 percent), TUMF (19.7 percent/22.0 percent), and school fees (17.8 percent/16.7 percent). A smaller proportion is associated with other subregional/area fees (6.3 percent/5.3 percent).

Average WRCOG Residential Development Impact Fees by Fee Category



- Average TUMF fees as a proportion of total fees show more variation for Nonresidential land uses, ranging from 43.6 percent for retail development to 17.0 percent for Class A/B office development.** Retail development impact fees are more dominated by the TUMF (43.5 percent) with an additional one-third associated with water and sewer fees. While the overall fees are lower, industrial development impact fees are dominated on a proportionate basis by other City fees (32.2 percent) and TUMF (30.5 percent) (for industrial buildings that are non-intensive water users). Office development impact fees show a different pattern with substantial water and sewer fees (52.7 percent) and lower TUMF (17.0 percent).

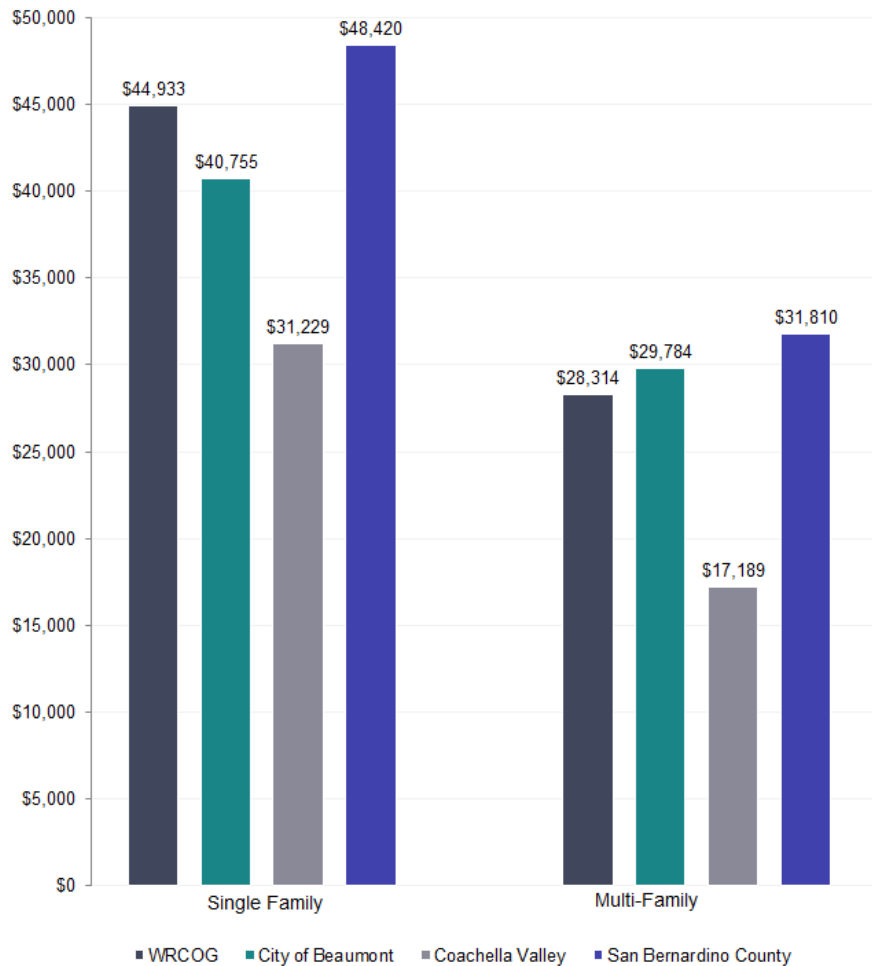
Average WRCOG Nonresidential Development Impact Fees



FINDING #3: Average development impact fees in WRCOG member jurisdictions are within the Inland Empire range.

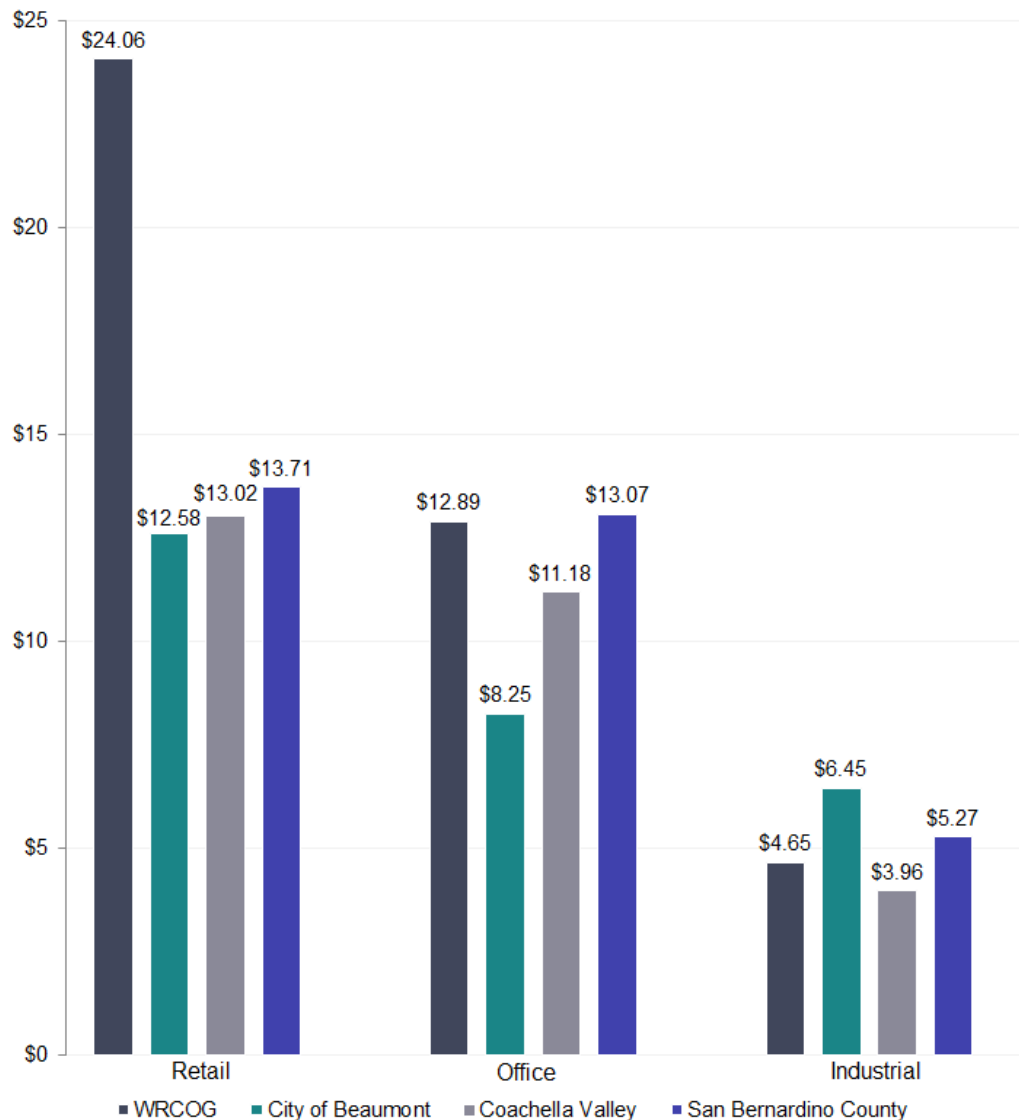
- Average residential development impact fees for WRCOG jurisdictions are lower than the average of selected San Bernardino County cities and higher than the average of selected Coachella Valley cities.** When compared with the average of selected San Bernardino County cities (Fontana, Yucaipa, San Bernardino, Ontario, Chino, and Rialto), the WRCOG average is modestly lower for both single family and multifamily development. The average for selected Coachella Valley cities (Indio, Palm Desert, and Palm Springs) is substantially lower for single family and multifamily development. The City of Beaumont has lower single family fees but higher multifamily fees.

Average Residential Development Impact Fees in Neighboring Jurisdictions



- Average retail development impact fees are about twice as high as the relatively similar average fee levels for San Bernardino County, Coachella Valley, and City of Beaumont.** At \$24.06 per square foot of retail space, the WRCOG average total fee is substantially higher than the equivalent fees in the other areas of study that ranged from \$12.58 to \$13.71 per square foot. This is predominantly due to the substantial TUMF fee, though the water/sewer fee average is also somewhat higher. For office and industrial development, the WRCOG average is below the average of the San Bernardino County cities evaluated and above the average for the Coachella Valley cities evaluated. The City of Beaumont has the highest industrial fee relative to the three other areas, but the lowest office fees.

Average Nonresidential Development Impact Fees in Neighboring Jurisdictions



FINDING #4: Average development impact fees among WRCOG member jurisdictions represent between 4.1 percent and 9.5 percent of total development costs/returns, with TUMF as a lower fraction of these proportions.

- **Total development impact fees represent between 4.1 percent and 9.3 percent of total development costs/returns for the prototype feasible projects.** Total development impact fees represent 9.2 percent and 9.3 percent of total development costs/returns respectively for the prototype single family and multifamily developments evaluated. As is common, Nonresidential development impact fees are lower as a percent of total development cost/return at 4.1 percent for industrial development and 4.7 percent for office development. For retail development, the fee level percentage is 8.0 percent, closer to the residential fee proportion than the other Nonresidential land uses.

- **TUMF represents between 0.8 percent and 3.5 percent of total development costs/returns for the prototype feasible projects. While changes in the TUMF can add or subtract from total development costs, it would take a substantial change to increase/decrease overall development costs/returns by more than 1 percent.** TUMF represents between 17.0 percent and 43.6 percent of total development impact fees with the highest ratios for retail and industrial development and lowest for office development. As a proportion of overall development costs, TUMF represents 2.0 percent or below for all development prototypes except for retail development where TUMF represents 3.5 percent of total development costs/return.

Development Impact Fees as % of Total Developments Costs /Returns

Development Impact Fees	Single Family	Multifamily	Industrial	Retail	Office
TUMF	1.8%	2.0%	1.3%	3.5%	0.8%
Other Development Impact Fees	<u>7.4%</u>	<u>7.3%</u>	<u>2.8%</u>	<u>4.5%</u>	<u>3.9%</u>
Total Development Fees	9.2%	9.3%	4.1%	8.0%	4.7%

FINDING #5: Through its funding of key regional transportation infrastructure projects identified by WRCOG member jurisdictions, the TUMF supports substantial output, wages, and jobs in Western Riverside County.

- **TUMF revenues will support a total investment of \$3.13 billion in infrastructure development activity over the next 30 years resulting in an overall regional impact of \$4.56 billion in County economic output, \$1.3 billion in labor income, and 28,900 job-years.** TUMF revenues are estimated to generate about \$3.1 billion in revenues for investment in regional transportation infrastructure over the next thirty years. On an annual basis, taking into account “multiplier” effects, this will result in an annual economic output of \$152.1 million, annual labor income of \$43.2 million, and 970 annual jobs.
- **The total regional transportation infrastructure investment in TUMF-supported projects is estimated to be about \$17.7 billion over the next thirty years. When considered in conjunction with the complementary funding, including other regional/local funding, such as Measure A, and the attracted State/federal funding, the overall economic impacts are even greater.** On an annual basis, taking into account “multiplier” effects, this will result in an annual economic output of \$860 million, annual labor income of \$244 million, and 5,400 annual jobs. Even when looking solely at funding flowing from outside of the County (State and federal funding), the annual economic impacts are about \$505 million in economic output, \$143 million in labor income, and 3,100 annual jobs.

Gross Economic Impacts of TUMF-related Transportation Investments

Category	Investment	Output	Labor Income	Employment (Job-Years)
TUMF Investment				
Total	\$3,128,800,000	\$4,562,700,000	\$1,295,300,000	28,900
Annual	\$104,293,000	\$152,090,000	\$43,176,000	970
State and Federal Investment				
Total	\$10,382,700,000	\$15,141,000,000	\$4,298,400,000	95,900
Annual	\$15,141,000,000	\$504,700,000	\$143,200,000	3,100
Total Investment				
Total	\$17,681,300,000	\$25,784,500,000	\$7,319,900,000	163,300
Annual	\$589,400,000	\$859,500,000	\$244,000,000	5,400

Organization of Report

After this initial chapter, this Report is divided into four other chapters and several appendices. **Chapter 2** describes the definitions, methodology, and results of the fee review and comparison for WRCOG and non-WRCOG jurisdictions. **Chapter 3** describes the overall development cost estimates for land uses/development prototypes evaluated and considers total development impact fees and the TUMF relative to all development costs. It also reviews available data on TUMF changes through time relative to other metrics, such as the construction cost index and inflation. **Chapter 4** describes the economic impact analysis of TUMF-funded transportation investments in Riverside County and provides metrics indicating the relative importance and scale of the goods movement industry in Riverside County. Finally, **Chapter 5** provides a brief conclusion on the purposes and goals of this and other development impact fee comparison studies.

The appendices provide a substantial amount of additional supporting detail and information, including:

- **APPENDIX A** provides detailed information on the Development Prototypes.
- **APPENDIX B** provides detailed development cost assumptions for all development prototypes.
- **APPENDIX C** provides a set of estimates of correlation coefficients between TUMF revenues and TUMF fee levels
- **APPENDIX D** provides average fee estimations for each non-WRCOG jurisdiction/area and each land use category.

APPENDIX E provides fee comparison summaries and detailed fee estimation information for each WRCOG jurisdiction/area and each land use category.

2. DEVELOPMENT IMPACT FEE REVIEW AND COMPARISONS

This chapter describes the detailed development impact fee research conducted for WRCOG jurisdictions as well as for selected neighboring jurisdictions in Coachella Valley and San Bernardino County. The purpose of this research is to explore the typical composition of development impact fees in WRCOG member jurisdictions, to understand the scale of TUMF relative to other development impact fees, and to consider the development impact fees among WRCOG member jurisdictions relative to neighboring jurisdictions.

While every effort was made to provide an accurate comparison through the use of defined development prototypes and the latest jurisdictional fee schedules, the frequent adjustments to fee programs and the complex, project-specific calculations required for some fees mean that the numbers presented are planning-level approximations. All the development impact fee estimates shown are based on available fee schedules at the time the research was conducted (Spring/Summer 2016) and as applied to the particular land uses/development prototypes developed. The actual fees due from any particular project will depend on the specifications of the individual project and the fee schedule at the pertinent time.

The first section below provides some key definitions. The subsequent section provides a detailed description of the fee research methodology. The final section provides findings concerning development impacts fees in WRCOG member jurisdictions and relative to the other jurisdictions studied.

Study Definitions

Development impact fees have become an increasingly used mechanism among California jurisdictions to require new development to fund the demands it places on local and regional infrastructure and capital facilities. This Report defines development impact fees as one-time fees collected for the purposes of funding infrastructure and capital facilities.² This includes fees for the funding of a broad range of capital improvements, including water, sewer, storm drain, transportation, parks and recreation, public safety, and numerous other types of civic/community facilities. The majority of these fees are adopted under or consistent with the Mitigation Fee Act, though the analysis also includes other one-time capital facilities fees, such as parkland in-lieu fees under the Quimby Act and one-time charges through Community Facilities Districts or Benefit Assessment Districts among others.

There are a number of smaller permitting, planning, and processing fees that are charged on new development, but that do not fund capital facilities/infrastructure. Due to the large number of more modest charges typically associated with such fees and their relative modesty compared to development impact fees (most studies find them to be in the 5 to 15 percent range of development impact fees, between 1 and 2 percent of total development costs), these smaller fees were not tracked as part of this study.

² As used in this report and discussed further below, the phrase “development impact fee” includes all fees adopted pursuant to the Mitigation Fee Act and other monetary exactions due at the time of development. The term “fee,” as used in this report, means “development impact fee.”

Methodology

In order to provide a fee comparison that was as close as possible to an “apples-to-apples” comparison, WRCOG staff and the Consulting Team identified the following parameters to guide the study:

- Jurisdictions to be studied.
- Land uses to be evaluated and associated development prototypes.
- Selection of service providers where there are multiple service providers in same jurisdiction.
- Organization of development impact fee data.

This section describes these study parameters as well as the process of review with the jurisdictions/relevant service providers.

Selection of Jurisdictions

Jurisdictions selected for this analysis include all seventeen (17) WRCOG member cities. WRCOG staff and the Consulting Team also identified three additional member areas to study, including the March JPA and two unincorporated areas in the County. The selected unincorporated areas included Temescal Valley and Winchester, two areas where substantial growth is occurring/planned.

For the comparison of WRCOG jurisdictions to neighboring/peer areas, the jurisdictions selected included: (1) the City of Beaumont, the non-WRCOG member city in Western Riverside County, (2) selected Coachella Valley communities in eastern Riverside County, and (3) selected San Bernardino County communities. These jurisdictions were selected by WRCOG staff and the Consulting Team and refined based on feedback from the WRCOG Planning Directors’ Committee and WRCOG Public Works Committee. The San Bernardino County communities selected were those likely to compete for development with neighboring WRCOG jurisdictions.

Figure 1 shows the cities/communities evaluated, including the twenty (20) WRCOG cities/communities and the ten (10) non-WRCOG comparison communities.

Figure 1 Jurisdictions included in Fee Study

WRCOG Jurisdictions		Coachella Valley	San Bernardino County	Other
Banning	Murrieta	Indio	Fontana	Beaumont
Canyon Lake	Norco	Palm Desert	Yucaipa	
Calimesa	Perris	Palm Springs	San Bernardino	
Corona	Riverside		Ontario	
Eastvale	San Jacinto		Chino	
Hemet	Temecula		Rialto	
Jurupa Valley	Wildomar			
Lake Elsinore	Temescal Valley			
Menifee	Winchester			
Moreno Valley	March JPA			

Land Uses and Development Prototypes

Land Uses

The TUMF is levied on a variety of residential and Nonresidential land uses with variations for certain product types built into the fee program. TUMF includes fees on the following land uses:

- **Single-Family Residential Development** – Per unit basis.
- **Multifamily Residential Development** – Per unit basis.
- **Retail Development** – Per gross building square foot basis.
- **Industrial Development** – Per gross building square foot basis. The industrial fee includes a base fee on square footage up to 200,000 square feet and then, where the building meets the definition of a “high cube” building, an effective discount of 73 percent in the base fee for all additional development above 200,000 square feet.³ “High Cube” is defined as warehouses/distribution centers with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading ratio of 1 door per 10,000 square feet.
- **Service (including Office) Development** – Per gross building square foot basis. There is a per-building square foot fee for Service Development. Office development is a sub-category within Service Development. Class A and B office development was provided a \$2.00 TUMF discount relative to other Service Development, a reduction of almost 50 percent.

For the purposes of this study, five (5) land use types were selected, including the single family residential, multifamily residential, and retail development categories in addition to a large “high-cube” industrial building, and a Class A/B office building. The large industrial building land use was selected based on current industrial development trends in Western Riverside County, while the Class A/B office building was selected due to its reduced fee level.

Development Prototype Selection

Within each of the five (5) general land uses types selected, it is necessary to select specific development prototypes. Because development impact fees vary based on a number of development characteristics, the definition of development prototype improves the extent to which the fee comparison will be “apples-to-apples”.

In order to identify appropriate development prototypes for the five land uses, the Consulting Team reviewed data on the general characteristics of new single family, multifamily, office, retail, and industrial development among Western Riverside County communities in recent years.

Information on multifamily, retail, office, and industrial developments developed since 2010 were reviewed as was information on single family developments since 2014. A smaller time period was used for single family developments as there are substantially more single family developments. The characteristics of the median development for each of the land use types

³ The square footage above 200,000 square feet is multiplied by 0.27 and then the base fee is applied resulting in an effective increment fee of about \$0.47 per square foot.

was identified and used as the selected development prototype. For single-family development, the median home and lot size characteristics were identified, while for multifamily residential, office, retail, and industrial buildings the average building sizes were identified.

Based on this analysis, the following development prototypes were developed for each of the selected land uses and reviewed with the WRCOG Planning Directors' Committee, Public Works Committee, and Technical Advisory Committee (images represent examples of projects that matched the development prototypes):

Single-Family Residential Development

50-unit residential subdivision; 2,700 square foot homes and 7,200 square foot lots



Example Prototype Single-Family Home, City of Riverside

Multifamily Residential Development

200-unit market-rate, 260,000 gross square foot apartment building



Example Prototype Multi-Family Development, City of Temecula

Retail Development

10,000-gross square foot retail building



Office Development

20,000-gross square foot, Class A or Class B office building



Industrial Development

265,000 gross square foot “high cube” industrial building⁴



Example Prototype Industrial Development, City of Perris

In addition to development scale, there are a number of other development characteristics that can affect development impact fees. For example, many water facilities fees are tied to the number and size of meters associated with a new development. Other fees are tied to the gross site area or other characteristics that will vary for each development. The Consulting Team developed a set of additional development prototypes assumptions to use in the fee estimates (see **Appendix A**). These assumptions were based on a review of the equivalent assumptions used in other regional fee studies (e.g., in the San Joaquin Valley and the Sacramento Valley) and were refined based on feedback, when provided, from Western Riverside County service providers. In some cases, the formula for fee calculation required even more assumptions. In these cases, service providers typically conducted their own fee estimates and provided the results to WRCOG Staff/the Consulting Team.

Service Provider / Subarea Selection

In some cities, there were multiple service providers providing the same type of facilities in different parts of the city. For example, some cities were served by two or more distinct School Districts, while many cities were served by two or more Water Districts. For the purposes of the fee comparison one set of service providers was assumed based on the following approach:

- Suggestions from the City.
- Commonality of service provider between multiple cities; for example, Eastern Municipal Water District serves many cities.

⁴ “High Cube” is defined as warehouses/distribution Centers with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading ratio of 1 door per 10,000 square feet.

- Scale/nature of service areas was also considered; for example, in some cases the majority of a City was served by one service provider and/or the majority of the growth areas were served by a particular service provider.
- In some cases, there was one service provider – e.g., the City – with different fees by City subarea (e.g., storm drain). In these cases, an effort was made to select the area expected to see the most growth based on discussions with City and WRCOG staff.
- In other cases, area-specific one-time fees/assessments/special taxes were in place to cover the costs of capital facilities in a new growth area. Where substantial in scale, these areas and the associated area fees were used in the fee comparison.

Organization of Fee Information /Categories

The primary focus of the fee research is to develop estimates of existing development impact fees charged on new development in the selected jurisdictions. While there is some conformance in fee categories (e.g., School District fees), there is also variation in the naming and facilities included in water and sewer facilities fees and substantial variation in the capital facilities fees that different cities charge. The fee review sought to obtain all the development impact fees charged from all the jurisdictions studied and then compiled them into a normalized set of categories to allow for comparisons. The key fee categories are as follows:

- **Regional Transportation Fees.** This category includes the respective TUMFs in Western Riverside County and Coachella Valley. It also included regional transportation impact fees in other subregions/jurisdictions where they were clearly called out. The lines between regional transportation fees and local transportation fees are harder to discern in San Bernardino County where cities are required to contribute towards regional transportation funding, but do not necessarily separate out those fees from the other, local transportation fees.
- **Water /Sewer Connection and Capacity Fees.** All jurisdictions charged some form of water and sewer development impact fee and these were combined together into one aggregate water/sewer category. In several cases, the County, city, or water district provided their own calculations due to the complexity of fee calculation.
- **City /County Capital Facilities Fees.** Beyond any water/sewer fees that in some cases might be charged by individual jurisdictions (cities/County), these jurisdictions frequently adopt a large number of additional citywide fees. Such fees often include local transportation fees, parks and recreation facilities fees, Quimby Act requirements in-lieu parkland fees, storm drain fees, public safety facilities fees, other civic/community facilities fees, and, on occasion, affordable housing fees. This category captures all of these local development impact fees.
- **School Development Impact Fees.** School facilities fees are governed by State law and therefore show more similarity between jurisdictions than most fees. Under State law, School Districts can charge specified Level 1 development impact fees. If School Districts go through the process of identifying and estimating required capital improvement costs, higher Level 2 fees can be charged to fund up to 50 percent of the School District's capital

improvement costs. At present, about eight of the fourteen School Districts studied (that serve WRCOG member jurisdictions) appear to charge Level 2 fees.⁵

- **Other Area/Regional Fees.** A final category was developed to capture other fees not included in the above categories, typically other sub-regional fees as well as area-specific fees. For example, this category includes the Western Riverside County MSHCP mitigation fee, relevant Road and Bridge Benefit Districts (RBBD) fees, as well as other one-time CFD charges/impact fees for infrastructure/capital facilities applied in particular growth areas.

Data Compilation and Review Process

For WRCOG member jurisdictions, the following data collection and review process was followed:

- Identify set of service providers and development impact fees charged in jurisdiction.
- Obtain development impact fee schedules from City, County, and other service provider online sources.
- Review available mitigation fee nexus studies, Ordinances, and Resolutions.
- Where sufficient data was not available, contact City, County, or other service provider to obtain appropriate fee schedules.
- Develop initial estimates of development impact fees for each jurisdiction for each development prototype.
- Share PowerPoint document noting development prototypes specifications and initial fee estimates with each jurisdiction and selected other service providers (e.g., Eastern Municipal Water District).
- Receive feedback, corrections, and refinements (and in some cases actual fee calculations).
- Refine fee estimates based on feedback.
- Share revised fee estimates with jurisdictions.

For other non-WRCOG jurisdictions, fee information was obtained either on-line or by contacting cities directly. Fee information was then compiled in a similar structure to the WRCOG jurisdictions.

⁵ At the time of writing this Report, there has been uncertainty over the potential for jurisdictions to begin charging Level 3 fees (typically double Level 2 fees) The State Allocation Board recently indicated that State funds are not currently available setting in motion a process whereby jurisdictions may be able to charge Level 3 fees. However, the recent passage of Proposition 51 by State voters has provided new funding for school construction and is expected to remove the possibility of Level 3 school impact fees for the time being.

Findings from WRCOG Member Jurisdiction Fee Review

General findings from fee research concerning WRCOG member jurisdictions are summarized below and in **Figures 2 to 4**. **Appendix E** provides more detailed summary tables for the WRCOG jurisdictions studied along with detailed information for each jurisdiction.

On average, WRCOG TUMF residential fees represent about 20 percent of total development impact fees for both single family and multifamily development. Single family TUMF and multifamily TUMF both represent about 20 percent of the respective total development impact fees of about \$44,900 per unit and \$28,300 per unit. Due to the variation in overall development impact fees – from \$32,900 per unit to \$59,400 per unit for single family development and from \$19,200 per unit to \$40,600 per unit for multifamily development – and the fixed nature of the TUMF across jurisdictions, TUMF as a percent of total development impact fees ranges from 14.9 percent to 26.9 percent for single family development and 15.4 percent to 32.3 percent for multifamily development (see **Figures 2 and 3**).

Figure 2 TUMF as a Proportion of Total Fees

Item	Average	Range	
		Low	High
Single Family			
Total Fees per Unit	\$44,933	\$32,935	\$59,366
TUMF as a % of Total Fees	19.7%	26.9%	14.9%
Multifamily			
Total Fees per Unit	\$28,314	\$19,262	\$40,573
TUMF as a % of Total Fees	22.0%	32.3%	15.4%
Retail			
Total Fees per Sq.Ft.	\$24.06	\$14.88	\$33.20
TUMF as a % of Total Fees	43.6%	70.5%	31.6%
Industrial			
Total Fees per Sq.Ft.	\$4.65	\$3.05	\$9.60
TUMF as a % of Total Fees	30.5%	54.9%	14.8%
Office			
Total Fees per Sq.Ft.	\$12.89	\$6.53	\$19.07
TUMF as a % of Total Fees	17.0%	33.6%	11.5%

* Average and ranges as shown encompass 20 jurisdictions, including 17 cities, the unincorporated cities of Temescal Valley and Winchester, and March JPA

On average, WRCOG Nonresidential TUMF show more variation in level and in proportion of overall development impact fees (between 17 percent and 44 percent) than for the residential fee categories. Average retail development impact fees are about \$24 per square foot and represents 43.6 percent of the average total fees on new retail development. Due to the variation in the total development impact fees on retail development among jurisdictions from \$14.90 to \$33.20 per square foot, the TUMF as a percent of the total fees ranges from 31.6 percent to 70 percent. Average industrial development impact fees are substantially lower at \$4.65 per square foot with a range from \$3.05 per square foot to \$9.60 per square foot. TUMF still represents about 30.5 percent of the average total industrial fees, with a range from 14.8 percent to 54.9 percent. Total development impact fees on office development fall in between the retail and industrial fees at an average of \$12.90 per square foot and a range from \$6.50 to \$19.10 per square foot. The discounted TUMF means that TUMF represents a relatively low 17.0 percent of average overall fees on office development with a range from 11.5 percent to 33.6 percent (see **Figure 2** to **Figure 4**).

Water and sewer fees together represent the greater proportion of residential development impact fees followed by similar proportions from other City fees, TUMF, and school fees. Single family and multifamily development both show that about 34 percent of their development impact fees are associated with water and sewer fees, about 22 percent with other City capital facilities fees, about 21 percent with regional transportation fees, about 17 percent with school facilities fees, and the remaining 5 percent associated with other regional fees or area-specific fees (see **Figure 3** and **Figure 4**).

Nonresidential development impact fees show more variation in terms of the distribution between fee categories. Retail development impact fees are more dominated by the regional transportation fee (43.6 percent) with an additional one-third associated with water and sewer fees. While the overall fees are lower, industrial development impact fees are more dominated on a proportionate basis by other City fees (32 percent) and TUMF (31 percent), for non-intensive water using industrial buildings. Office development impact fees show a different pattern with substantial water and sewer fees at 52.7 percent (see **Figure 3** and **Figure 4**).

Estimated statistical correlations between the level of development impact fees and a range of metrics for development activity and development value showed no significant correlation. A range of statistical correlation coefficients (r) between the development impact fee levels in the seventeen (17) WRCOG cities and proxies for new development activity (TUMF revenues collected) and development value (average home prices) were estimated. When comparing TUMF revenues and total fees per unit/square feet, all correlation coefficients fell between -0.16 and 0.28 (on a range of -1 to 1) indicating no or very weak correlation with the exception of retail (see **Appendix B** for correlation estimates).⁶ Retail indicated a modest positive correlation between TUMF revenues and total fees per square feet with a correlation coefficient of 0.44. Correlation between total fees per unit and average home sale prices reflect a modest positive relationship. When looking at the 20 jurisdictions/areas evaluated, one differential stood out – fees in the unincorporated areas evaluated (Temescal

⁶ A value of $r=-1$ or 1 is a perfect linear relationship, while a value of $r=0$ indicates that there is no correlation between two variables. A value of $r=-0.5$ to -0.3 and 0.3 to 0.5 reflect modest correlation. A value of $r=-0.3$ to 0.3 indicates weak correlation.

Valley and Winchester) and in the March JPA were, on average, consistently lower than the overall average for all 20 jurisdictions/areas. As shown in **Figure 5**, the average for these three areas ranged from 66.5 percent to 82.8 percent of the average of all 20 jurisdictions/areas for the five (5) land uses evaluated.

Figure 3 Average Development Impact Fee Costs by Category in WRCOG Jurisdictions

Fee	Single Family (per Unit)	Multi-Family (per Unit)	Industrial (per Sq.Ft.)	Retail (per Sq.Ft.)	Office (per Sq.Ft.)
Regional Transportation Fees (TUMF)	\$8,873	\$6,231	\$1.42	\$10.49	\$2.19
Water and Sewer Fees	\$16,292	\$9,331	\$0.76	\$7.65	\$6.79
Other City Fees	\$8,955	\$6,540	\$1.50	\$4.51	\$2.85
School Fees	\$7,985	\$4,718	\$0.54	\$0.54	\$0.54
Other Area/Regional Fees	<u>\$2,829</u>	<u>\$1,493</u>	<u>\$0.43</u>	<u>\$0.93</u>	<u>\$0.53</u>
Total	\$44,933	\$28,314	\$4.65	\$24.11	\$12.89

Figure 4 Average Development Impact Fee Costs in WRCOG Jurisdictions



Figure 5 Unincorporated Jurisdictions/March JPA and Total Jurisdictions Comparison

Item	Single Family	Multifamily	Retail	Industrial	Office
Unincorporated Jurisdictions and March JPA	\$34,069	\$23,434	\$19.77	\$3.09	\$9.19
Total Jurisdictions	\$44,933	\$28,314	\$24.06	\$4.65	\$12.89
Unincorporated Jurisdictions and March JPA/ Total Jurisdictions	75.8%	82.8%	82.2%	66.5%	71.3%

Findings from Fee Comparison with Non-WRCOG Jurisdictions

Figures 6 through 10 compare the average overall WRCOG development impact fees (and their proportionate distributions between the five major fee categories) with other cities/group of cities for all five land uses/development prototypes studied. The comparative cities/subregions include selected jurisdictions in the Coachella Valley, in San Bernardino County, and the City of Beaumont. Appendix D includes specific information on the average fees for all the non-WRCOG jurisdictions/groups evaluated.

Average development impact fees for WRCOG jurisdictions are modestly lower than the average of selected San Bernardino County cities, with the exception of the retail development impact fees. When compared with the average of selected San Bernardino County cities (Fontana, Yucaipa, San Bernardino, Ontario, Chino, and Rialto), the WRCOG average is modestly lower for all land uses with the exception of retail development where it is substantially higher. New development in San Bernardino County cities is required to make payments towards regional transportation infrastructure, though the distinction between the regional and local transportation fees is often unclear. Overall, the combination of regional transportation fees, other City fees, and area/other regional fees is higher in San Bernardino County than in Riverside County for single-Family and multifamily development.

The average development impact fees for selected Coachella Valley cities is below that of the WRCOG average for single family, multifamily, and retail land uses. The average for selected Coachella Valley cities (Indio, Palm Desert, and Palm Springs) is substantially lower for single family, multi family, and retail development, and modestly lower for office and industrial development. For residential development, there are substantial differences in regional transportation fees, water and sewer fees, and other City fees. Regional transportation fees are set at an equal rate for both office and retail in Coachella Valley resulting in higher regional transportation fees for office development in Coachella Valley but lower fees for retail development.

The City of Beaumont has lower fees than the average for WRCOG for single family residential development, substantially lower fees for office and retail development, but higher fees for multifamily development and industrial development. On average for the City of Beaumont, new residential development pays approximately \$40,800 per single family dwelling unit in development impact fees, lower than the WRCOG average of \$44,900 per unit. Fees on office and retail development are between 60 and 100 percent higher on average for WRCOG than in the City of Beaumont. While the City of Beaumont does not participate in the TUMF program, with the exception of retail development, this is not the reason for the lower fee levels for single family residential and office development (difference is driven by lower other City fees and/or water/sewer fees). The City of Beaumont shifted substantial transportation impact fees to its local fee program, placing transportation fees on single family and multifamily development at a similar level to WRCOG jurisdictions. The exception is for fees on retail development, where the City of Beaumont's fees are substantially lower.

Figure 6 Average Single-Family Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

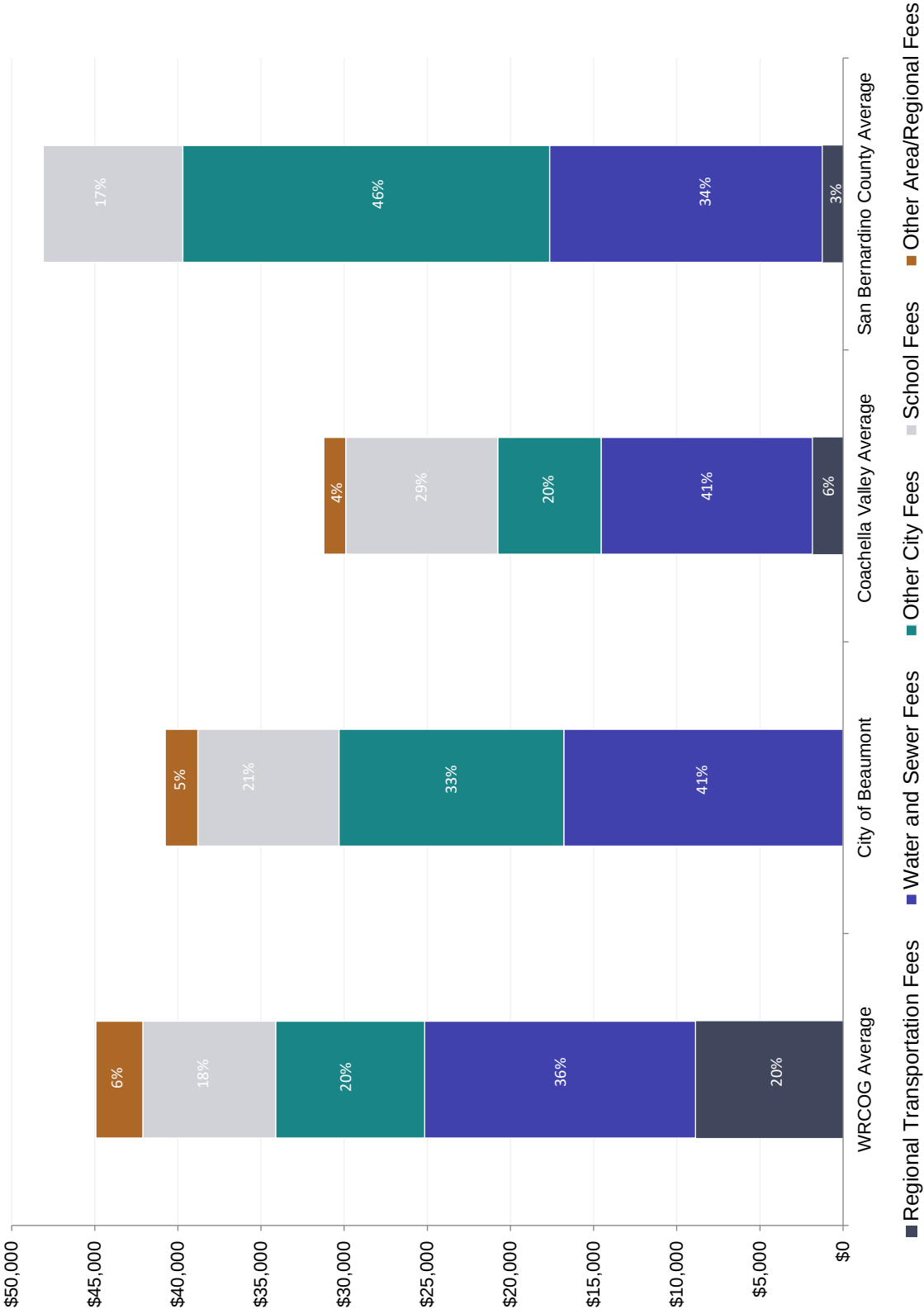


Figure 7 Average Multifamily Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

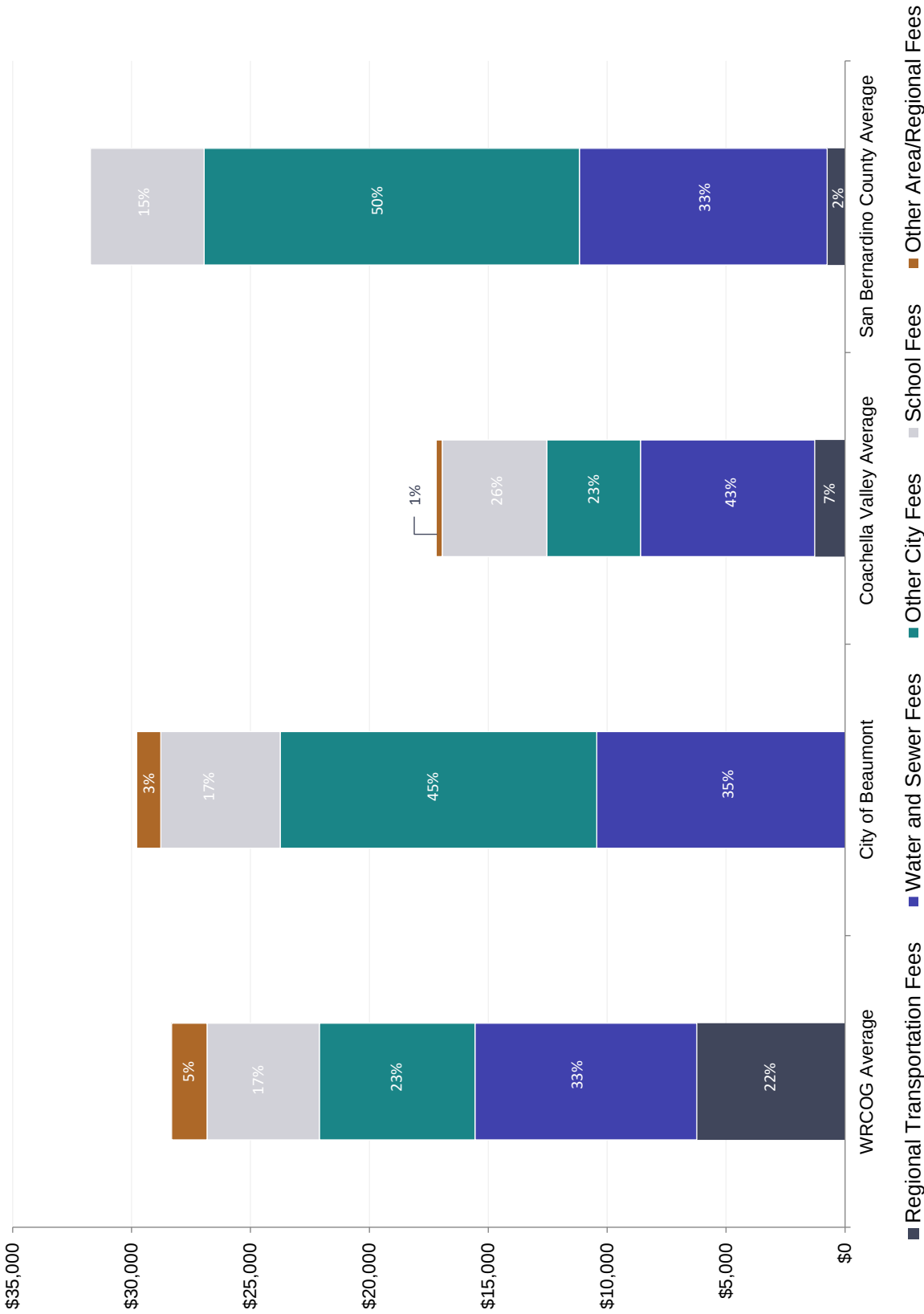


Figure 8 Average Retail Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

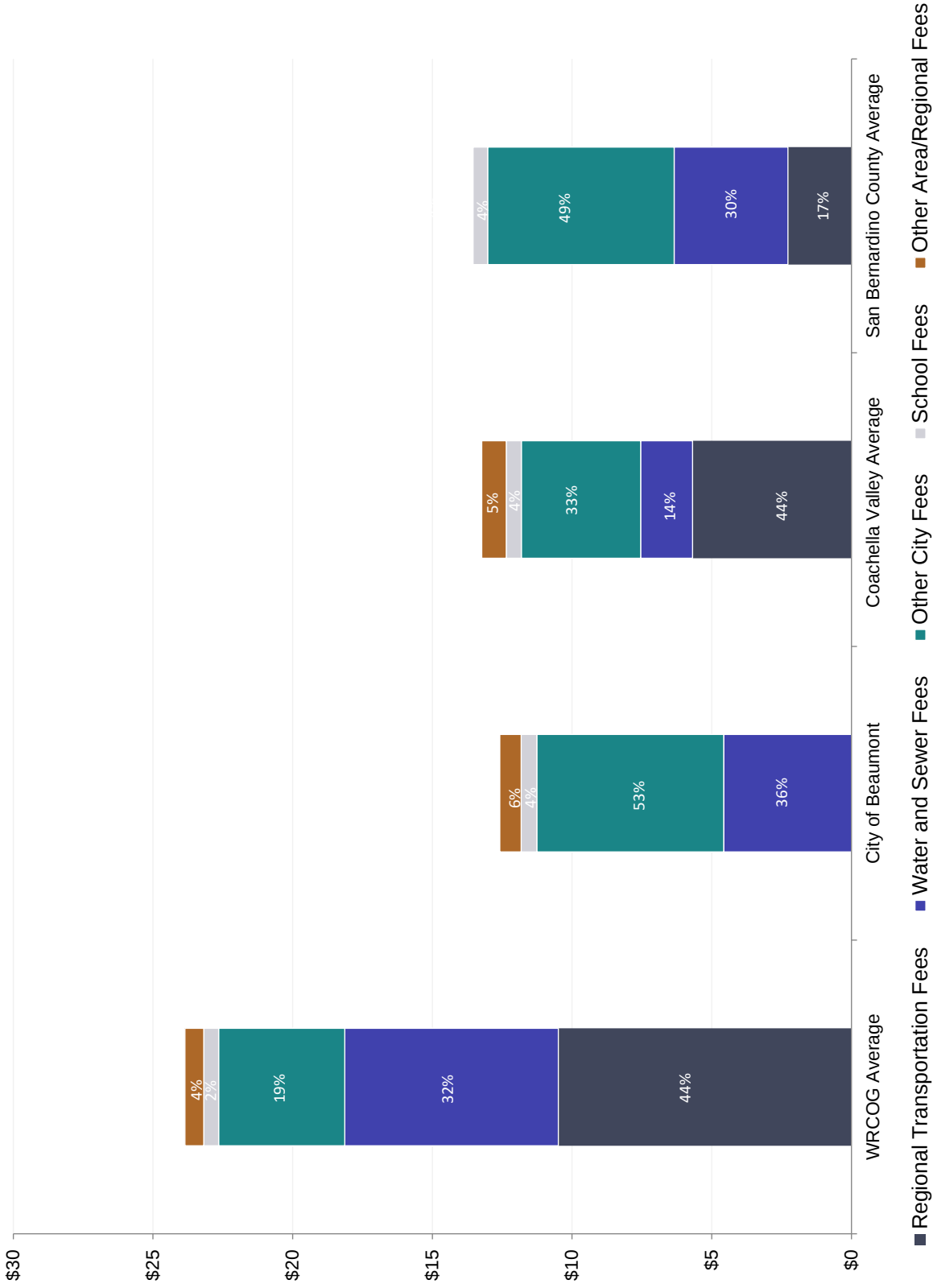


Figure 9 Average Industrial Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

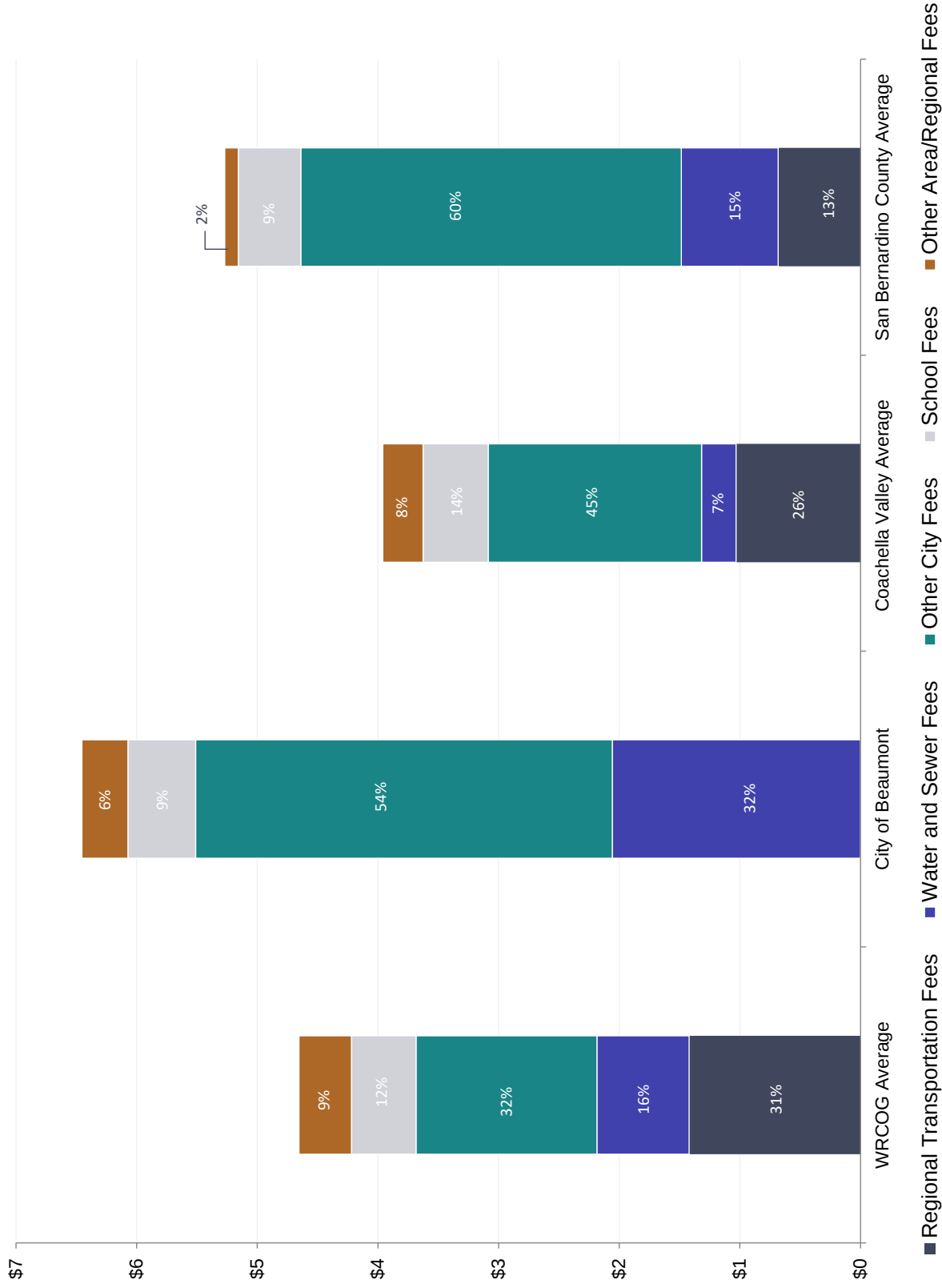
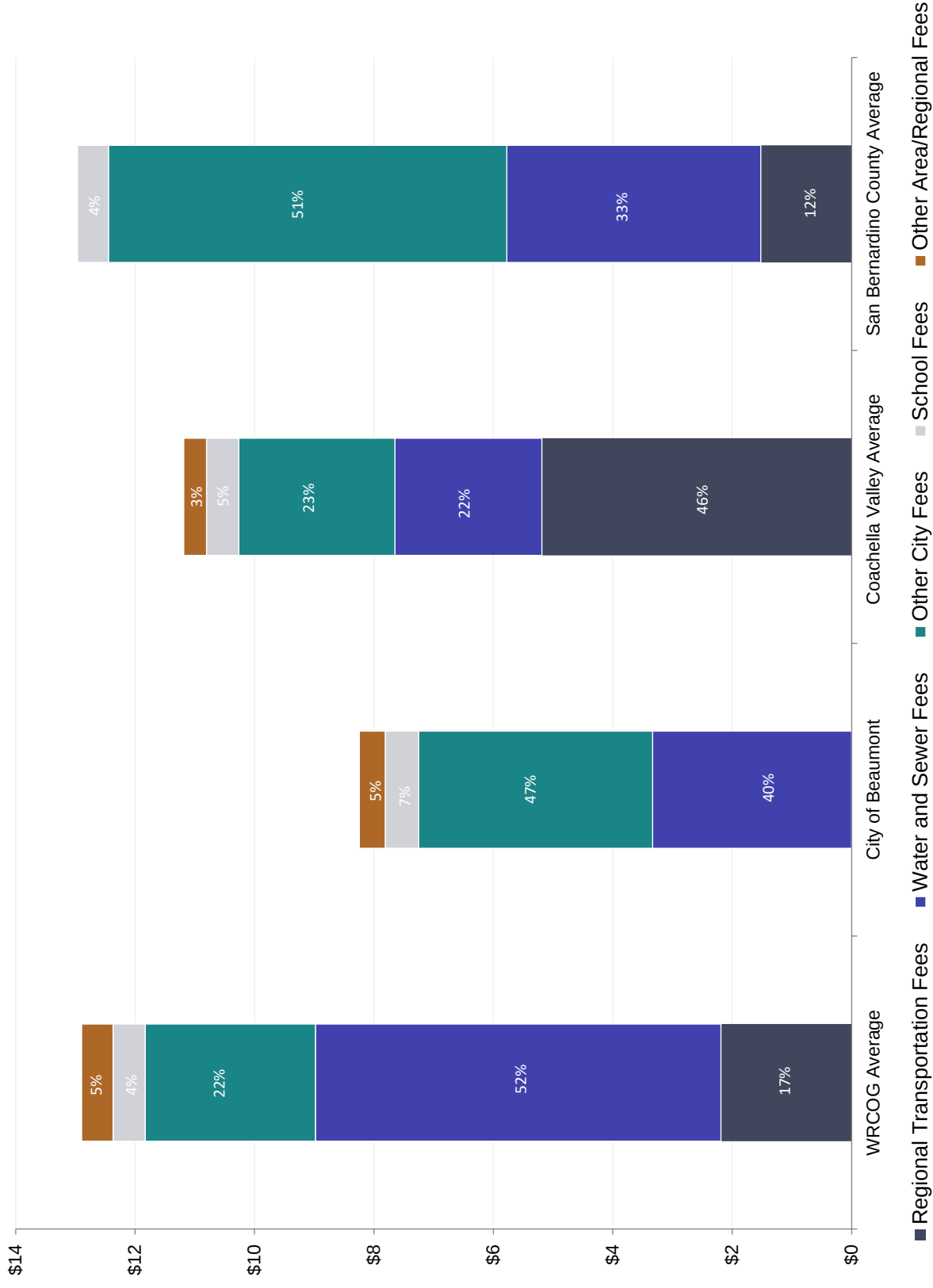


Figure 10 Average Office Development Impact Fee Costs and Proportions in Neighboring Jurisdictions



3. DEVELOPMENT IMPACT FEES AND DEVELOPMENT COSTS

This chapter evaluates development impact fees, including the TUMF, in Western Riverside County in the context of overall development costs. The first section below provides an overview of the complex factors that influence decisions to develop, one of which is development cost. The subsequent section describes the methodology used to estimate development costs for different land use types. The next section provides conclusions concerning the level of development impact fees and TUMF in the context of overall costs. And, the final section looks at changes in the TUMF over time relative to measures of changes in other costs.

It is critical to note that this analysis uses generalized development prototypes and development cost and return estimates to draw overall conclusions about development impact fees relative to development costs. This analysis does not represent a project-specific analysis as the development program, development costs, and returns associated with any individual project can vary widely. No conclusions concerning the feasibility of any specific project should be drawn from this analysis.

Economics of Development

Key Factors in New Development

The drivers of growth and development are complex and multifaceted. Broader global, national, and regional economic conditions are key drivers. As witnessed by the recent Great Recession, there are no regional and local policy options available to fully counterbalance a strong economic downturn. Under more moderate or strong market conditions, the regional demand for housing and workspaces translate into the potential for cities and subregions to capture new residential and economic/workforce development.

Developers (whether looking to do speculative development or to provide build-to-suit developments for larger users) will review a number of conditions before determining whether to move forward with site acquisition/optioning and pre-development activities. Factors will include: (1) the availability of appropriate sites, (2) the availability of/proximity to/quality of infrastructure/facilities (e.g., proximity to transportation corridors, schools, and other amenities), (3) local market strength (achievable sales prices/lease rates) in the context of competitive supply, (4) expected development costs (including land acquisition costs, construction materials and labor costs, the availability and costs of financing, and development impact fees, among others), and, (5) where sites are unentitled, the entitlement risk.

For some subregions, cities, and/or areas, market conditions for particular uses may be too weak to have a realistic chance of attracting certain types of development. For example, to the extent the market-supported lease rates for new office development in a particular area of a City do not support Class A office development construction costs, the attraction of this type of space will not be realistic in the short term. Similarly, some users, like major retailers, will only be interested in sites along major transportation corridors. In other cases, there may be a nominal or potential demand, but the willingness of home-buyers/businesses to pay may still not be sufficient to cover the development costs. This willingness to pay will be constrained by competitive supply and prices, whether the price points/lease rates among existing homes/workspaces in the same community or by the price points/lease rates offered in

neighboring communities with different characteristics (proximity to jobs centers, local infrastructure/amenities, school district quality, among other factors).

In other cases, the strength of market demand for new residential and Nonresidential development will spur more detailed review and evaluation of sites by developers. Even in cases where market factors look strong, there is a complex balance between development revenues, development costs, land costs, and required developer returns that must be achieved to catalyze new development. Modest fluctuations in development revenues (i.e., market prices), development costs (materials, labor costs, etc.), and landowner expectations (perceived value of land) can all affect development decisions as can assessments of entitlement risk and complexity, where entitlements are still required. And many of these factors, such as the price of steel, the complexities of CEQA, and landowner's land value preferences, to name a few, are outside of the control of developers and local public agencies.

WRCOG Growth and TUMF Revenues

There has been substantial variation in the development of different land uses in recent years in Western Riverside County. Single family development has long been a key development sector in Western Riverside County and has shown overall improvements since the Great Recession severely reduced the pace of new development. At the same time, however, there are significant disparities in the levels of development by cities within the region. Western Riverside County has also seen multifamily development in recent years, though developments tend to be clustered in a subset of the Western Riverside County cities/communities. Industrial development, in particular large industrial developments, have been the fastest growing sector in recent years with substantial new development in recent years and substantial new development under construction and in the planning stages. Class A/Class B office development has been limited, while retail development has occurred with a preponderance of smaller scale developments spread throughout Western Riverside County in recent years.

The TUMF revenue collections shown in **Figure 11** and associated indications of new development paying the TUMF in **Figure 12** provide one source of information on the relative distribution of new development among WRCOG jurisdictions.

Figure 11 Average Annual TUMF Revenue Collections (2013 / 14 to 2015 / 16)

Jurisdiction	Retail	Industrial	Single Family	Multifamily
Banning	\$39,963	\$542	\$5,915	\$0
Calimesa	\$7,775	\$33,438	\$2,958	\$103,850
Canyon Lake	\$16,269	\$0	\$28,101	\$0
Corona	\$159,030	\$526,195	\$303,459	\$2,359,295
Eastvale	\$122,883	\$29,604	\$2,880,768	\$189,007
Hemet	\$199,915	\$0	\$940,538	\$0
Jurupa Valley	\$57,213	\$438,803	\$2,484,439	\$0
Lake Elsinore	\$45,949	\$5,496	\$1,691,102	\$0
March JPA	\$0	\$330,690	\$0	\$0
Menifee	\$112,503	\$0	\$2,346,827	\$294,934
Moreno Valley	\$388,777	\$2,086,369	\$848,850	\$0
Murrieta	\$425,785	\$21,132	\$428,862	\$1,061,347
Norco	\$48,964	\$0	\$5,915	\$0
Perris	\$834,140	\$1,967	\$1,679,630	\$2,077
Riverside	\$494,574	\$310,003	\$1,377,026	\$533,037
San Jacinto	\$252,484	\$0	\$579,703	\$0
Temecula	\$150,502	\$94,972	\$460,099	\$669,608
Wildomar	\$56,831	\$108,521	\$354,920	\$0
Unincorporated County	<u>\$183,897</u>	<u>\$161,414</u>	<u>\$4,573,258</u>	<u>\$3,406</u>
Total	\$3,597,454	\$4,149,146	\$20,992,370	\$5,216,562

Source: WRCOG

Figure 12 Average Annual New Development Associated with TUMF Revenue (2013 / 14 to 2015 / 16)

Jurisdiction	Retail (Sq.Ft.)	Industrial (Sq.Ft.)	Single Family (Unit)	Multifamily (Unit)
Banning	3,810	382	1	0
Calimesa	741	23,544	0	17
Canyon Lake	1,551	0	3	0
Corona	15,160	370,499	34	379
Eastvale	11,714	20,845	325	30
Hemet	19,058	0	106	0
Jurupa Valley	5,454	308,966	280	0
Lake Elsinore	4,380	3,870	191	0
March JPA	0	232,842	0	0
Menifee	10,725	0	264	47
Moreno Valley	37,062	1,469,034	96	0
Murrieta	40,590	14,879	48	170
Norco	4,668	0	1	0
Perris	79,518	1,385	189	0
Riverside	47,147	218,276	155	86
San Jacinto	24,069	0	65	0
Temecula	14,347	66,871	52	107
Wildomar	5,418	76,411	40	0
Unincorporated County	<u>17,531</u>	<u>113,653</u>	<u>515</u>	<u>1</u>
Total	342,941	2,921,457	2,366	837

Source: WRCOG and EPS

Methodology

Every development project is different and will have different development costs. For the purposes of this analysis, EPS considered the same set of land use prototypes as for the fee review and comparison and developed an illustrative estimate of the full set of development costs. The steps taken in developing the development cost estimates are described in the subsections below.

Land Uses Evaluated

The development cost evaluation considered the following land uses/development prototypes, consistent with those used in **Chapter 2**:

- Residential Single Family Development – Single Family Units in a 50-unit subdivision
- Residential Multi Family Development – Multi Family Units in a 200-unit apartment building.
- Industrial Development – Industrial Space in a 265,000 square foot “high cube” development.
- Office Development – Office Space in a 20,000 square foot office building.
- Retail Development- Retail Space in a 10,000 square foot retail building.

Development Cost Estimates

An illustrative static pro forma structure was developed. The pro forma incorporated different categories of development costs (see below). It also considered potential land values/acquisition costs based on a residual land value approach that considered potential development values, subtracted direct and indirect development costs and developer return requirements, and indicated a potential residual land value. The development values were refined based on available market data ranges and the need to generate a land value of an appropriate level to support land acquisition and new development. Available information on land transactions was also reviewed. As noted above, this analysis is designed to provide overall insights on general economic relationships and does not draw conclusions concerning the feasibility of individual projects.

It is also important to note that the pro formas developed were specifically configured to represent a potentially feasible set of relationships, in terms of revenues, costs, and returns. This allows for consideration of development impact fees in the context of illustrative projects that would make sense to undertake. To the extent, development costs/ returns are higher than those indicated – a reality which could certainly be true for many projects – development values would need to be higher or feasibility is not likely to be attained. To the extent, this is true, development impact fees as a proportion of development costs/ returns would be lower than those shown.

The key development cost categories estimated for all land uses and associated sources included:

- **Direct Construction Costs** – Site Work/Improvements and Vertical Construction Costs. Estimates were taken from RS Means (a construction cost data provider) estimates, available pro formas, and feedback from developers where provided.

- **Indirect Costs** – Architecture and Engineering Costs, Sales and Marketing, Financing, Development Impact Fee, and other soft costs. Estimates were taken from RS Means, the WRCOG Fee Comparison, available pro formas, and feedback from developers where provided.
- **Developer Return Requirements** – Developer return requirements were set to be equal to 10 percent of development value for all land uses, except where alternative information was provided. This represented between 12 and 15 percent of direct and indirect construction costs consistent with typical developer hurdle returns.
- **Land Costs** – Land costs were based on the estimated residual land values when costs and returns were subtracted from estimates of development value and/or information on actual land transactions. Development values in all cases were adjusted to ensure land values reached between 9.5 and 20 percent of development value, unless other information was available to justify a different percentage. This was used as a general metric of potential feasibility; i.e., if the residual land value fell below this level, developers would have a hard time finding willing sellers of land and so the project as a whole may not be feasible.⁷

It is also important to note that the following additional assumptions were used in this analysis:

- **Development Impact Fees.** The development cost estimates include the average development impact fees for WRCOG jurisdictions identified in **Chapter 2**. In reality, the fees, like other development costs factors, vary by jurisdiction.
- **Land Values.** Land values will vary by area and by development prospects as well as by the level of entitlement and improvement of the land. The land value estimates provided represent illustrative estimates for the purposes of this analysis.
- **Direct Construction Costs.** The direct construction costs shown, whether provided by developers or through RS Means, assume non-union construction costs per square foot. The actual construction cost per square foot would be higher if union-labor is required. Depending on the specific union roles required, direct construction would be expected to increase by 10 percent or more.

Detailed development cost assumptions for each development prototype are provided in **Appendix C**.

Results

As context for the description of the results of this analysis, it is worth repeating that there will be considerable variation throughout Western Riverside County in terms of different development cost components and overall development costs. On an average/illustrative basis, overall development costs included in this analysis may be conservative as they do not include union labor costs and may be conservative with regard to entitlement costs. Given that the focus of

⁷ A similar evaluation was not conducted for retail development as the location decisions of major retailers are typically more tied to location/site characteristics than to modest variations in development costs.

this analysis is on the relationship between development impact fees and total development costs, an underestimate in total development costs would mean that the proportionate significance of development impact fees has been overestimated.

It is again important to note that the analysis shown here is not an evaluation of development feasibility. Such an analysis would require a more-location specific analysis and is highly dependent on site characteristics, local market conditions, and site land values, among other factors.

Figure 13 summarizes the estimated development costs/returns on a per residential unit and per Nonresidential building square foot basis. **Figure 14** converts the cost estimates into percent allocations out of the total development/return. It should be noted that the total cost/return (equivalent to the 100 percent) equals the sum of direct and indirect costs, estimated land costs, and required development return. This total cost/return is equivalent to the sales prices/capitalized building value a developer would need to command to cover all costs/return requirements. To the extent, actual costs are higher (e.g., higher land costs or construction costs), the achievable sales prices/capitalized lease rates would also need to be higher.

Figure 13 Proportionate Development Costs/Return for Development Prototypes

Development Costs, Land Values, and Return	Single Family Per Unit	Multifamily Per Unit	Industrial Per Bldg Sq. Ft.	Retail Per Bldg Sq. Ft.	Office Per Bldg Sq. Ft.
<u>DIRECT</u>					
Basic Site Work/ Lot Improvements	\$30,000	\$9,257	\$11.50	\$25.00	\$14.29
Direct Construction Cost	<u>\$216,000</u>	<u>\$166,402</u>	<u>\$36.00</u>	<u>\$132.58</u>	<u>\$141.93</u>
Hard Cost Total	\$246,000	\$175,659	\$47.50	\$157.58	\$156.21
<u>INDIRECT</u>					
TUMF	\$8,873	\$6,231	\$1.42	\$10.49	\$2.19
Other Development Impact Fees	\$36,060	\$22,083	\$3.23	\$13.62	\$10.70
Other Soft Costs	<u>\$53,460</u>	<u>\$40,579</u>	<u>\$19.20</u>	<u>\$29.62</u>	<u>\$31.22</u>
Soft Cost Total	\$98,393	\$68,893	\$23.85	\$53.73	\$44.12
Total Direct and Indirect Costs	\$344,393	\$244,552	\$71.35	\$211.31	\$200.33
Developer Return Requirement	\$48,600	\$30,447	\$9.20	\$30.01	\$27.45
Land Value	\$93,007	\$29,470	\$32.94	\$59.80	\$47.49
TOTAL COST/RETURN	\$486,000	\$304,468	\$113.49	\$301.12	\$275.27

* Assumes generally feasible market conditions (i.e. ability to generate developer return and positive land value).

Figure 14 Average Development Costs/Return for Development Prototypes

Development Costs, Land Values, and Return	Single Family	Multifamily	Industrial	Retail	Office
<u>DIRECT</u>					
Basic Site Work/ Lot Improvements	6.2%	3.0%	10.1%	8.3%	5.2%
Direct Construction Cost	<u>44.4%</u>	<u>54.7%</u>	<u>31.7%</u>	<u>44.0%</u>	<u>51.6%</u>
Hard Cost Total	50.6%	57.7%	41.9%	52.3%	56.7%
<u>INDIRECT</u>					
TUMF	1.8%	2.0%	1.3%	3.5%	0.8%
Other Development Impact Fees	7.4%	7.3%	2.8%	4.5%	3.9%
Other Soft Costs	<u>11.0%</u>	<u>13.3%</u>	<u>16.9%</u>	<u>9.8%</u>	<u>11.3%</u>
Soft Cost Total	20.2%	22.6%	21.0%	17.8%	16.0%
Total Direct and Indirect Costs	70.9%	80.3%	62.9%	70.2%	72.8%
Developer Return Requirement	10.0%	10.0%	8.1%	10.0%	10.0%
Land Value	19.1%	9.7%	29.0%	19.9%	17.3%
TOTAL COST/RETURN	100.0%	100.0%	100.0%	100.0%	100.0%

* Assumes generally feasible market conditions (i.e. ability to generate developer return and positive land value).

Key findings include:

- Direct construction costs represent the largest proportion of total development costs/returns, typically followed by other land costs, other soft costs (collectively), developer returns, and development impact fees.** Unsurprisingly, direct construction costs are the largest cost, representing between 31.7 percent and 54.7 percent of total costs/returns for the prototypes evaluated. Land costs are likely to be most variable, depending on circumstance, range from 9.7 percent to 29.0 percent for the prototypes. Other soft costs collectively are the next highest component, though their individual components, such as sales and marketing, architecture and engineering, financing costs, are smaller. The expected hurdle developer return at 8 percent to 10 percent is the next highest factor. The range for total development impact fees is below all these other ranges, though when indirect costs are considered individually development impact fees represent the largest component.
- Total development impact fees represent between 4.1 percent and 9.3 percent of total development costs/returns for the prototype feasible projects.** Total development impact fees represent 9.2 percent and 9.3 percent of total development costs/returns respectively for single family and multifamily developments. As discussed in Chapter 2, these capital facilities fees included water and sewer fees, school district fees, other local jurisdiction fees, TUMF, and other agency/subarea fees. As is common, Nonresidential development impact fees are lower as a percent though show a significant range from 4.1 percent for industrial development, 4.7 percent for office development, and 8.0 percent for retail development.
- TUMF represent between 1.3 percent and 3.5 percent of total development costs/returns for the prototype feasible projects.** TUMF represent between 17.0 percent and 43.6 percent of total development impact fees as indicated in the Fee

Comparison with the highest ratios for retail and industrial development and lowest for office development. As a proportion of overall development costs, TUMF represent 2.0 percent or below for all development prototypes except for retail development where the TUMF represents 3.5 percent of total development costs/return. Transportation fees on retail development are often higher due to their relatively high trip generation rates.

Fees and Costs through Time

Another way to consider TUMF in the context of overall development costs and other economic metrics is to compare the relative changes in these factors over time. Methodologically, this is complicated by data availability and the limitations on obtaining accurate historical information. However, there are a number of indices that provide indications of historical changes through time, including changes in construction costs (the Construction Cost Index), changes in overall consumer prices (Consumer Price Index), and changes in other metrics, such as median home sales prices.

Figures 15 through 19 shows the TUMF changes since 2002 relative to changes in other metrics. Key observations include:

- **Overall construction costs increased by over 40 percent in nominal dollar terms between 2002 and 2014, above the equivalent Residential TUMF increase of about 30 percent.** Increases in the TUMF over time were below the pace of increase in the construction cost index between 2002 and 2006, rose substantially above it between 2007 and 2009, and then reduced down to a consistent level as of 2010. Since 2010, the TUMF has remained flat while the construction cost index has continued to increase.
- **When considered relative to the Consumer Price Index (a reasonable estimate of inflation), the residential TUMF has increased consistently with inflation over the period 2002 to 2014.** Stated in another way, the real, inflated-adjusted value of the residential TUMF was consistent in 2002 and 2014; i.e., showing no increase above inflation. The fact that the residential TUMF was consistent with inflation but below overall construction costs indicates that overall construction costs have increased by more than the rate of inflation over this period.
- **Between 2002 and 2014, the single family home price index has increased marginally more than residential TUMF.** Residential TUMF increases fell well behind the increases in home prices between 2002 and 2006, and then saw increases that pushed them above the now-declining home prices as of about 2008. From 2012 to 2014 (and beyond), median single family home prices have improved, pushing the overall home price increase since 2002 slightly above the overall change in residential TUMF.
- **Overall construction costs increased by over 40 percent in nominal dollar terms between 2002 and 2014, above the increases in all the Nonresidential TUMFs.** The construction cost index between 2002 and 2014 increased substantially more than the Service TUMF that declined over the period. As of 2008, the Industrial TUMF and the Retail TUMF had increased similarly to the construction cost index. Thereafter, the Industrial TUMF declined while the Retail TUMF increased, but by less than overall construction costs.

- **When considered relative to the Consumer Price Index (a reasonable estimate of inflation), the Retail TUMF has increased consistently with inflation, while the Service and Industrial TUMF have declined in inflation-adjusted (real) terms.** The Retail TUMF has increased by about 30 percent over the period 2002 to 2014, consistent with the aggregate level of inflation over this period. The Service TUMF has, however, decreased in nominal dollars and even more so in real, inflation-adjusted terms. The Industrial TUMF has increased in nominal terms though at a pace lower than inflation, indicating a decline in the Industrial TUMF in real (inflation-adjusted) terms.

Figure 15 TUMF and Construction Cost Index Comparison (Residential)



Figure 16 TUMF and Construction Cost Index Comparison (Nonresidential)



Figure 17 TUMF and Consumer Price Index (CPI) Comparison (Residential)

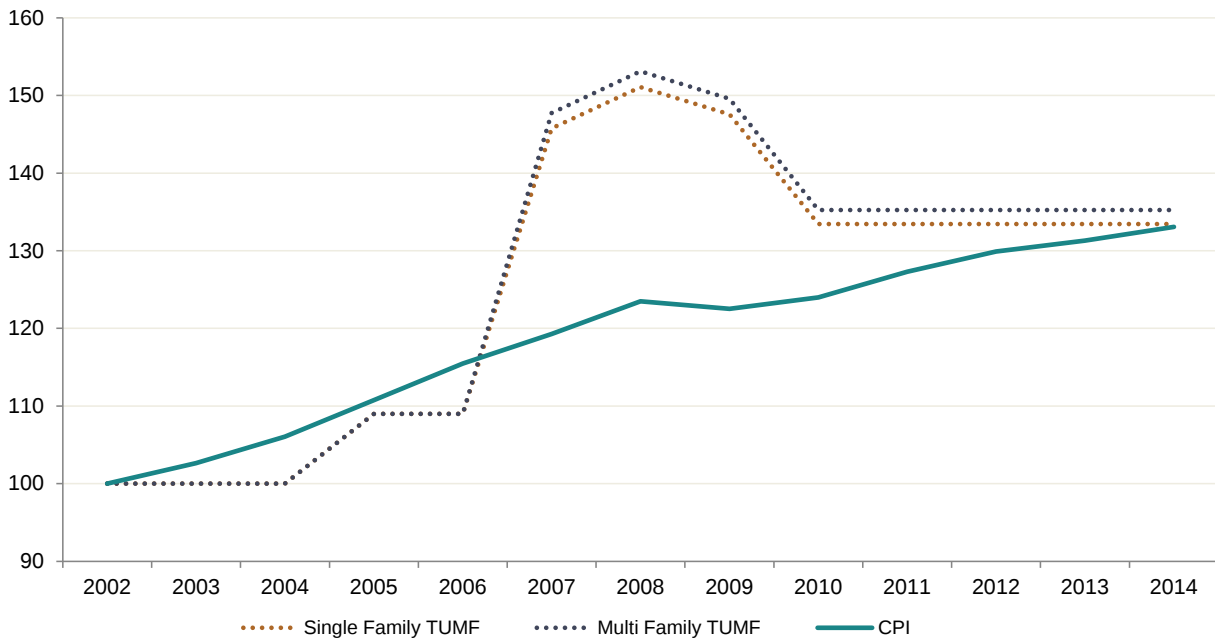


Figure 18 TUMF and Consumer Price Index (CPI) Comparison (Nonresidential)

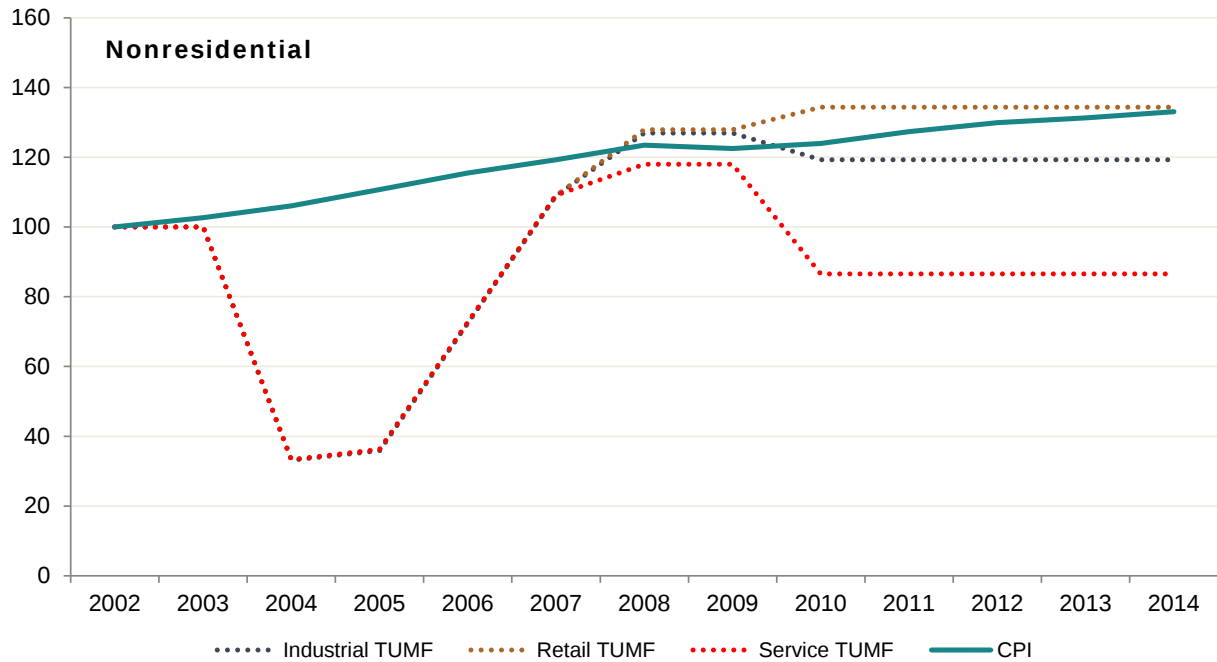
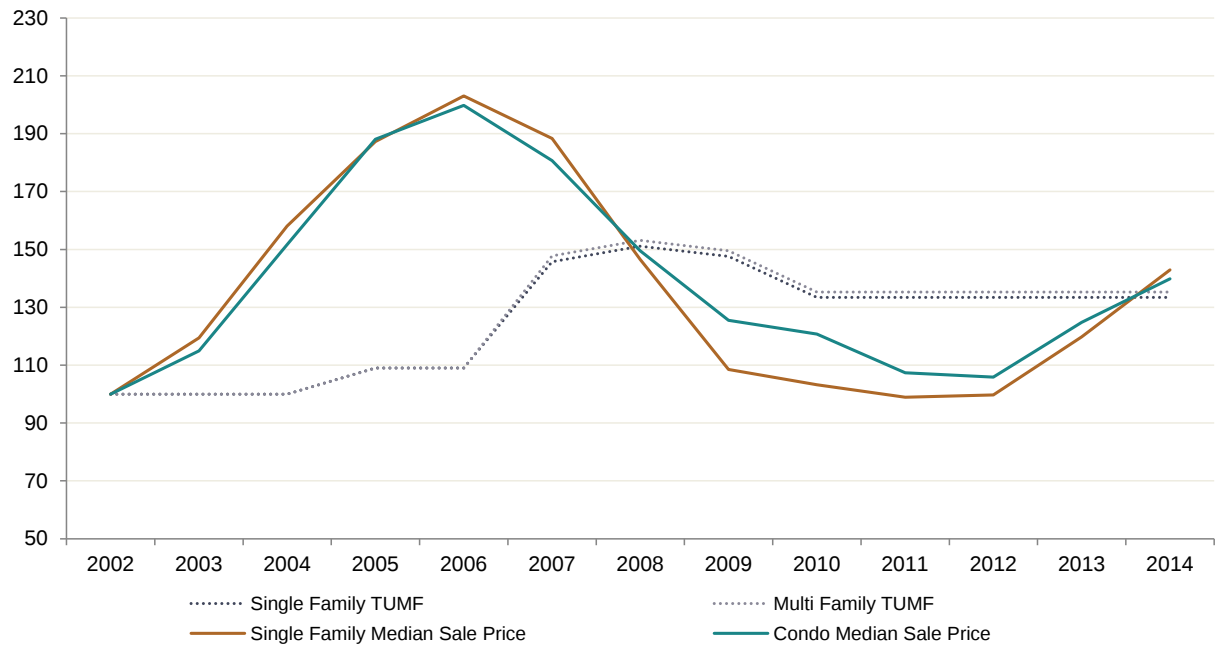


Figure 19 TUMF and SF/Condo Median Sale Price Comparison (Residential)



4. *BROADER ECONOMIC IMPACTS*

Global, national, and regional transportation infrastructure provides the necessary network for the movements of good and people that support the functioning of modern economies. These transportation networks connect people to jobs and services as well as the production, trade, and consumption of goods and services. A strong regional transportation infrastructure enhances regional economic opportunities and supports greater levels of new development than a weak or deteriorated set of infrastructure.

A precise estimation of the additional development value and growth associated with transportation investments is complex and beyond the scope of this analysis. This Chapter does, however, provide insights into the regional economic impacts of the TUMF program, using an economic multiplier model, and into the significance of regional transportation infrastructure through consideration of the scale of the goods movement industry and related sectors to the Western Riverside County economy.

Economic Impacts of TUMF Program

The TUMF Program includes the levying of regional development impact fees on new development in Western Riverside County to support the funding of regional transportation improvement projects. In addition to the TUMF, regional transportation improvement projects are funded by local funding (predominantly Measure A sales tax funds), State and federal sources.

Economic Impact Analysis

Input/Output (I/O) analysis is premised on the concept that industries in a geographic region are interdependent and thus the total contribution of any one establishment's activity is larger than its individual (direct) output and/or employment. Consequently, an establishment's economic activity has a "multiplier" effect that generates successive rounds of spending and output in other economic sectors within a particular region. The County purchases goods from producers, who in turn purchase raw materials from suppliers. Thus, an increase/decrease in the demand for project-related services will stimulate an increase/decrease in output and employment in the interdependent secondary industries.

Input/Output models consider investments and the resulting job-generation, economic output, and economic value-added. They are premised on the concept that industries in a geographic region are interdependent and thus the total contribution of any one activity is larger than its individual (direct) output and/or employment. Consequently, an economic activity has a "multiplier" effect that generates successive rounds of spending and output in other economic sectors within a particular region. The Input/Output analyses provide estimates of the gross economic impacts, including the direct effects and the multiplier effects (indirect and induced effects), for a given investment/activity. The indirect multiplier effects refer to the economic effects associated with the purchases of raw materials from County suppliers as required to support the primary economic investment/activity. The induced multiplier effects refer to the economic effects associated with spending of household income generated by incomes from the primary project. Thus, an increase/decrease in the demand for project-related services will

stimulate an increase/decrease in output and employment in the interdependent secondary industries.

Regional Transportation Spending and Analytical Scenarios

The TUMF program is currently estimated to include a total investment of about \$3.129 billion over thirty years. The 2015 Draft Nexus Study (WRCOG/Parsons Brinckerhoff) estimated the total TUMF revenue investments to include approximately \$3.05 billion in eligible arterial highway and street related improvements and \$77.8 million in eligible transit related improvements. These estimates depend on the achievement of the development forecasts and the associated generation of TUMF revenues.

Most regional transportation investments, however, require multiple funding sources. TUMF revenues along with other local/regional revenues (e.g. Measure A sales tax dollars) act to attract substantial State and federal transportation funding to Western Riverside County. A review of five recent projects provides an indication of the range and distribution of funds used to fully fund regional transportation investments. Estimates for funding sources other than TUMF are based on five recent project funding profiles provided by WRCOG. Projects include Sunset Avenue, Perris Boulevard, Auto Center Drive, Newport Road, and Ramona Expressway.

Figure 20 Collective Funding Sources for Five Regional Transportation Projects*

Source of Funding	Contribution	Percentage
TUMF	\$22,000,000	17.7%
Local	\$29,400,000	23.6%
State/Federal	<u>\$73,100,000</u>	<u>58.7%</u>
Total	\$124,500,000	100.0%

*Based on five recent project funding profiles provided by Western Riverside Council of Governments. Projects include Sunset Avenue, Perris Boulevard, Auto Center Drive, Newport Road, and Ramona Expressway.

As shown in **Figure 20**, a total of \$124.5 million, about \$25 million per project, was spent on five recently funded transportation projects in Western Riverside County that relied, in part, on TUMF funding. On average, a little under one-fifth of the funding was provided through TUMF (17.7 percent), a little under one-quarter was provided by other local funding (predominantly Measure A sales tax funds), and almost 60 percent (58.7 percent) was funded through State and federal sources.

For the purposes of this economic impact analysis, three different sets of economic impact estimates were developed, including:

- **Economic Impacts from TUMF Revenues: Investment of \$3.1 billion.** This scenario considers the economic impacts of TUMF revenue expenditures exclusively.

- **Economic Impacts of Total Spending on Regional Transportation Projects: Investment of \$17.7 billion.** This scenario considers the economic impacts of estimated total spending on regional transportation projects that are partially funded by TUMF revenues. In order to estimate the level of overall expenditures, it was assumed that these TUMF revenues continue to represent 17.7 percent of the total project expenditures.
- **Economic Impacts of State and Federal Spending on Regional Transportation Projects: Investment of \$10.4 billion.** This scenario considers the economic impacts of the State and federal funding that supports regional transportation investments that are also partially supported by TUMF revenues. The level of investment is based on the proportions from the five project studies. This estimate offers a metric of the economic impact associated with regional transportation investments where funding comes completely from outside of the County.

Economic Impact Results

- **Gross Economic Impacts of TUMF Investments.** The \$3.13 billion in TUMF investments in regional transportation infrastructure projects over the next thirty years is estimated to result in \$4.56 billion in economic output in Riverside County. This represents about \$1.9 billion in value-added production and \$1.3 billion in labor income. On annual basis (in 2016 constant dollar terms), this represents \$152.1 million in economic output, \$43.2 million in labor income, and an average of 970 jobs each year for thirty years (28,900 job-years) (see **Figure 21**).
- **Gross Economic Impacts of Regional Transportation Investment.** The \$17.68 billion in investments in regional transportation infrastructure projects over the next thirty years is estimated to result in \$25.78 billion in economic output in Riverside County. This represents about \$10.9 billion in value-added production and \$7.3 billion in labor income. On annual basis (in 2016 constant dollar terms), this represents \$860 million in economic output, \$244 million in labor income, and an average of 5,400 jobs each year for thirty years (163,300 job-years) (see **Figure 22**).
- **Economic Impacts of attracted State and Federal Transportation Funding.** State and federal funding could contribute about \$10.38 billion to the overall regional transportation investments considered. This funding flows in from outside of the County and provides an overall County output of \$15.14 billion, a subset of the total noted above. This represents about \$6.4 billion in value-added production and \$4.3 billion in labor income. On annual basis (in 2016 constant dollar terms), this represents \$505 million in economic output, \$143 million in labor income, and an average of 3,100 jobs each year for thirty years (95,900 job-years) (see **Figure 23**).

Figure 21 Gross Economic Impacts of TUMF Spending on Western Riverside County Transportation Infrastructure

Impact Type	Employment	Labor Income	Value Added	Output (1)
TOTAL				
Direct Effect	17,700	\$848,200,000	\$1,124,100,000	\$3,128,800,000
Indirect Effect	5,900	\$248,100,000	\$421,400,000	\$776,900,000
Induced Effect	<u>5,300</u>	<u>\$199,000,000</u>	<u>\$376,400,000</u>	<u>\$657,000,000</u>
Total Effect	28,900	\$1,295,300,000	\$1,921,900,000	\$4,562,700,000
ANNUAL				
Direct Effect	590	\$28,273,000	\$37,470,000	\$104,293,000
Indirect Effect	200	\$8,270,000	\$14,047,000	\$25,897,000
Induced Effect	<u>180</u>	<u>\$6,633,000</u>	<u>\$12,547,000</u>	<u>\$21,900,000</u>
Total Effect	970	\$43,176,000	\$64,064,000	\$152,090,000

* Does not account for additional non-TUMF supplemental infrastructure spending.

(1) Analysis is driven by \$3.1 billion in TUMF spending (approximately \$104.3 million/year over the next 30 years).

Source: IMPLAN; WRCOG TUMF Nexus Study, 2015; and Economic and Planning Systems, Inc.

Figure 22 Gross Economic Impacts of Total Spending on Western Riverside County Transportation Infrastructure (Partially TUMF Funded)

Impact Type	Employment	Labor Income	Value Added	Output (1)
TOTAL				
Direct Effect	100,000	\$4,793,300,000	\$6,352,400,000	\$17,681,300,000
Indirect Effect	33,300	\$1,402,000,000	\$2,381,400,000	\$4,390,400,000
Induced Effect	<u>30,000</u>	<u>\$1,124,600,000</u>	<u>\$2,127,100,000</u>	<u>\$3,712,800,000</u>
Total Effect	163,300	\$7,319,900,000	\$10,860,900,000	\$25,784,500,000
ANNUAL				
Direct Effect	3,300	\$159,800,000	\$211,700,000	\$589,400,000
Indirect Effect	1,100	\$46,700,000	\$79,400,000	\$146,300,000
Induced Effect	<u>1,000</u>	<u>\$37,500,000</u>	<u>\$70,900,000</u>	<u>\$123,800,000</u>
Total Effect	5,400	\$244,000,000	\$362,000,000	\$859,500,000

* Proportion of total funding including, TUMF, Local, State and Federal based on recent projects.

(1) Analysis is driven by \$3.1 billion in TUMF spending (approximately \$104.3 million/year over the next 30 years).

Source: IMPLAN; WRCOG TUMF Nexus Study, 2015; and Economic and Planning Systems, Inc.

Figure 23 Gross Economic Impacts of Federal and State Spending on Western Riverside County Transportation Projects (Partially TUMF Funded)

Impact Type	Employment	Labor Income	Value Added	Output (1)
TOTAL				
Direct Effect	58,700	\$2,814,700,000	\$3,730,200,000	\$10,382,700,000
Indirect Effect	19,600	\$823,300,000	\$1,398,400,000	\$2,578,100,000
Induced Effect	<u>17,600</u>	<u>\$660,400,000</u>	<u>\$1,249,100,000</u>	<u>\$2,180,200,000</u>
Total Effect	95,900	\$4,298,400,000	\$6,377,700,000	\$15,141,000,000
ANNUAL				
Direct Effect	1,900	\$93,800,000	\$124,300,000	\$346,100,000
Indirect Effect	600	\$27,400,000	\$46,600,000	\$85,900,000
Induced Effect	<u>600</u>	<u>\$22,000,000</u>	<u>\$41,600,000</u>	<u>\$72,700,000</u>
Total Effect	3,100	\$143,200,000	\$212,500,000	\$504,700,000

* Proportion of Federal and State funding based on recent projects.

(1) Analysis is driven by \$3.1 billion in TUMF spending (approximately \$104.3 million/year over the next 30 years).

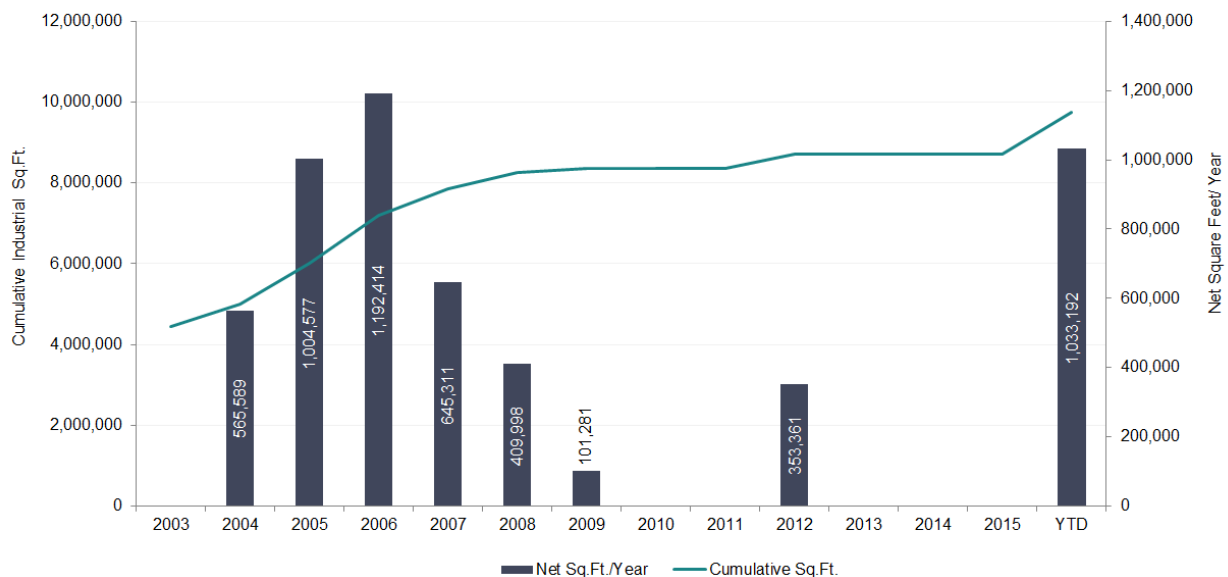
Source: IMPLAN; WRCOG TUMF Nexus Study, 2015; and Economic and Planning Systems, Inc.

Case Study of TUMF-related Development Impacts

In 1997, the County initiated the planning process of the Cantu-Galleano Road and the Interstate 15 interchange project (the Project). The plan consisted of a 6-lane connector, auxiliary lanes, on and off ramps to the I-15, and a 423-foot overcrossing extending Cantu-Galleano Ranch Road from Wineville Road west to Hamner Avenue. By 2004, the Project still lacked funding to cover total construction costs. When the TUMF Program was implemented, the Northwest Zone Technical Advisory Committee (TAC) programmed \$15.5 million in TUMF revenues for construction for this Project as one of the first project-ready line items. The TUMF funding provided a critical component of the overall project cost of about \$40.0 million. With funding secured, construction began in early 2006.



In addition to alleviating big rig truck traffic and providing local access to freeways, the Interchange Project also spurred new industrial development in the area. From 2004 to December 2016, over 5.3 million square feet of industrial space was constructed, more than doubling the existing space in 2003. Some of this development occurred prior, but in anticipation of Project construction. The Great Recession constrained development in the 2009 to 2015 period, but as shown by the substantial development in 2016 and the aerial photos, the substantial future industrial development is expected in this area.



Goods Movement Impacts

The goods movement industry is characterized by a network of warehouse and distribution facilities and shippers that receive, store, and ultimately ship goods to intermediate or end users. The section examines employment, Gross Regional Product (GRP), and building space associated with the goods movement sectors in Riverside County.

Goods Movement Jobs and GRP

Figure 24 summarizes the distribution of jobs and GRP to goods movement related services. As shown, the County had an estimated 61,000 jobs and \$5.8 billion in GRP in these sectors in 2013, representing nearly 7 percent of the total economy. Of this amount, the largest proportion

represents jobs and related output in “Wholesale trade and distribution services” and “truck transportation services”. Other goods movement sectors that are typically significant in larger economies, such as air, rail and pipeline services are relatively small in Riverside County. Based on economic input-output analysis of Riverside County about 30 percent of the jobs and the Gross Regional Product (GRP) can be attributed to goods movement related or dependent sectors.

Figure 24 Distribution of County Jobs and Gross Regional Product

Item	Jobs		GRP	
Goods Movement Industry (1)	61,000	7%	\$5,800,000,000	8%
Goods Movement Dependent Industries (2)	<u>210,000</u>	<u>23%</u>	<u>\$14,700,000,000</u>	<u>22%</u>
Total Goods Movement-Related	271,000	30%	\$20,500,000,000	30%
Non-Goods Movement Related Industries (2)	<u>627,000</u>	<u>70%</u>	<u>\$47,800,000,000</u>	<u>70%</u>
Total Riverside County	898,000	100%	\$68,300,000,000	100%

* IMPLAN divides County economy into 536 industry sectors and tracks data for each sector.

Gross Regional Product (GRP) represents the value-added production of Riverside County businesses/entities which equals the total value of goods and services minus the intermediate goods/ services purchased from outside of the County.

(1) Includes 10 of the 536 industry sectors tracked by IMPLAN for the Riverside County economy identified as providing the bulk of Goods Movement Services. The large majority of the jobs and GRP fall in one of three industry sectors: Wholesale Trade Distribution Services (28,200 jobs), Warehousing and Storage Services (12,700 jobs), and Truck Transportation Services (10,230 jobs).

(2) The distinction between Goods Movement Dependent Industries and Non-Goods Movement Related Industries is imprecise as most industries are somewhat dependent on goods movement. For this analysis, Goods Movement Dependent Industries include industries that involve the purchase or sale of physical commodities while Non-Goods Movement Related Industries are those focused on services.

Sources: IMPLAN; EPS

Warehouse and Distribution Space

In addition to detailed goods movement jobs and GRP data for Riverside County, the location of warehouse distribution space in the County can provide a good proxy for the geographic concentrations of this sector within Western Riverside County. In Riverside County this logistics network is primarily clustered in Western Riverside County due to the existence of major thoroughfares and the majority of urban centers. As shown in **Figure 25**, of the 135.6 million square feet of total warehouse, distribution and truck terminal facilities located in Riverside County, 95 percent are located in Western Riverside County. This indicates the concentration of commercial activity in the western portion of Riverside County.

The significance of logistics networks in Western Riverside County is also emphasized by the proportion of logistics square footage to total commercial and industrial real estate square footage. About 46 percent of all commercial and industrial real estate in Western Riverside County is captured by logistics space (broadly defined, while the State-wide average is 32 percent).

Figure 25 Concentration of Logistics Workspace

Item	Building Sq. Ft.
Western Riverside County	
Logistics (1)	128,379,602
Total Commercial/ Industrial Real Estate (2)	278,940,810
Logistics as % of Total	46%
All Riverside County	
Logistics (1)	135,592,131
Total Commercial/ Industrial Real Estate (2)	328,232,252
Logistics as % of Total	41%
State (California)	
Logistics (1)	2,020,791,489
Total Commercial/ Industrial Real Estate (2)	6,363,711,397
Logistics as % of Total	32%

(1) Includes space identified as industrial and flex that is used for distribution, light distribution, truck terminals, and warehouses.

(2) Includes space identified as retail, office, industrial, and flex.

Sources: CoStar, 2016; Economic and Planning Systems, Inc.

5. CONCLUSIONS

The Western Riverside Council of Governments (WRCOG) commissioned this Report to provide increased regional understanding of development impact fees on new development in Western Riverside County. As noted in **Chapter 1**, the purpose of this Report is to: (1) indicate the types and relative scale of the development impact fees placed on different land uses; and, (2) indicate the scale of fees relative to overall development costs and their relative degree of change through time. This Report is intended to provide helpful background information to the current Transportation Uniform Mitigation Fee (TUMF) updating process by placing TUMF in the context of the broader development impact fee structure, overall development costs, and other regional dynamics.

At this point in time, it is common practice for new and updated Development Impact Fee Nexus Studies to be accompanied by some consideration of development impact fees in neighboring and peer communities and, less frequently, by consideration of development impact fees in the context of overall development costs and economics. This is true where individual jurisdictions are introducing/ updating a single development impact fee category (e.g. transportation or parks) as well as when jurisdictions undertake more comprehensive updates to a larger number of different fee categories.

Similarly, there have been a number of efforts to provide a regional/ subregional review of development impact fee practices and levels to inform regional conversations about the appropriate use and level of development impact fees. All of these regional studies require definitions of development impact fees included and land use and development prototypes utilized to ensure as close of an “apples-to-apples comparison” as possible. Examples of such studies include:

- **Residential Development Impact Fees in California Cities and Counties.** This August 2001 publication by the State of California Division of Housing was entitled: “Pay to Play: Residential Development Fees in California Cities and Counties, 1999” and was prepared by John Landis, Michael Larice, Deva Lawson, and Lan Deng at the Institute of Urban and Regional Development, University of California, Berkeley. This study considered 89 cities and counties spread throughout California.
- **Regional Development Fee Comparative Analysis for San Joaquin County.** This 2013 publication by San Joaquin Partnership represented a fourth publication prepared for the Partnership’s public and private sector investors. The regional development fee comparison compared a snapshot of development fees in 21 jurisdictions, including eight (8) in San Joaquin County and thirteen (13) in comparative/ neighboring California counties.
- **Ongoing Development Impact Fee Databases.** In addition to these regional efforts, there are a number of consulting companies that keep ongoing databases of development impact fees in regions, such as the Sacramento Valley, to inform their work for public and private sector clients. In these cases, development impact fee schedules are typically updated every year or two due to the dynamic nature of the development impact fees and the numerous different agencies that charge development fees.

In this context, it is recommended that this Report/ Study be updated periodically to ensure the regional understanding of development impact fees in Western Riverside County remains current in the context of: (1) frequent adjustments to fee levels by individual jurisdictions, (2) changing development cost and economic conditions, and, (3) less frequent, but highly significant changes in State law that affect the use and availability of other public financing tools. Rather than becoming “out-of-date” soon after publication, the Western Riverside Council of Governments could make this Study a “living document” with periodic updates.



Western Riverside Council of Governments Executive Committee

Staff Report

Subject: PACE Debt Management Policy

Contact: Ernie Reyna, Chief Financial Officer, reyna@wrcog.coq.ca.us, (951) 955-8432

Date: January 9, 2017

The purpose of this item is to comply with the requirements of Senate Bill (SB) 1029 which requires debt issuers to adopt policies concerning the use, and contemplated use, of debt.

Requested Action:

1. Approve the Debt Management Policy.
-

The California legislature recently adopted SB 1029 which requires issuers to comply with additional reporting requirements to be submitted to the California Debt Investment Advisory Commission (CDIAC). Prior to the adoption of SB 1029, issuers were required to submit a notice of proposed debt and a final notice of sale of debt which contained certain basic financial information on the bond issuer, such as interest rate, principal amount of the bonds, the type of debt issued, credit enhancements, etc.

In addition to such reporting, SB 1029 requires issuers to submit annual reports to CDIAC and provide a certification in the notice of proposed debt that the issuer has adopted debt policies concerning the use of debt. In an effort to comply with the provisions of SB 1029, staff is presenting the attached Debt Management Policy for PACE-related debt only. The policies establish basic parameters for issuing PACE-related debt, including requiring all debt issued to comply with existing federal and state law and the Program Reports for the WRCOG and California HERO Programs. Additionally, the policy authorizes the Executive Director to recommend a financing team and review and evaluate all debt issuance proposals. The policies require that the financing team and WRCOG's staff oversee the issuance of the bonds and on-going administration.

Prior WRCOG Action:

December 14, 2016: The Administration & Finance Committee recommended that the Executive Committee approve the Debt Management Policy.

WRCOG Fiscal Impact:

This item is informational only; therefore, there is no fiscal impact.

Attachment:

1. WRCOG PACE Financings Debt Management Policy.

Page Intentionally Left Blank

Item 5.J

PACE Debt Management Policy

Attachment 1

WRCOG PACE Financings Debt
Management Policy

Page Intentionally Left Blank

**WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
PROPERTY ASSESSED CLEAN ENERGY (“PACE”) FINANCINGS
DEBT MANAGEMENT POLICY**

POLICY STATEMENT

In July, 2008, the California Legislature approved Assembly Bill 811 amending Chapter 29 of the Improvement Act of 1911 (Streets and Highways Code Section 5898.12 and following) (“Chapter 29”), authorizing cities and counties to establish voluntary contractual assessment programs to fund an array of conservation and renewable energy projects proposed by property owners. Assembly Bill 474 was subsequently passed in October 2009 to further amend Chapter 29 to add water efficiency improvements to the list of eligible improvements. Finally, SB 1340 was enacted in 2010 to amend Chapter 29 to authorize the installation of electric vehicle charging infrastructure. The Western Riverside Council of Governments (the “Authority”) has established two programs pursuant to Chapter 29 titled the “Western Riverside Energy Efficiency and Water Conservation Program for Western Riverside County” (the “WRCOG Program”) and the “California HERO Program” (the “CA Program,” collectively with the WRCOG Program, the Programs). Pursuant to Section 5898.22 and 5898.23 of the California Streets and Highways Code, the Authority approved and subsequently amended a program report for each the WRCOG Program and the CA Program (each, a “Program Report,” collectively, the “Program Reports”) which set forth the requirements for participation in the respective Programs and the issuance of debt thereof. This policy documents the Authority’s guidelines for the use of debt for financing the Programs.

Purpose of Policy

The purpose of this debt management policy is to:

- Establish parameters for issuing debt;
- Describe eligible capital improvements; and
- Describe oversight procedures regarding the use of proceeds.

The Authority will adhere to the following legal requirements for the issuance of public debt:

- The state law which authorizes the issuance of the PACE debt;
- The federal and state laws which govern the issuance of taxable PACE debt; and
- The federal and state laws, which govern disclosure, sale, and trading of the PACE debt.

Types of Debt

The Authority may issue debt as provided for pursuant to Chapter 29, as may be amended or as otherwise authorized under the existing laws of the State of California or as such laws maybe amended; provided, however, any debt issued pursuant to the Programs shall be issued solely as an indirect obligation of the Authority. As used in this policy, “indirect obligation” shall mean debt issued by the Authority that is not directly secured by general fund revenues of the Authority.

Types of Improvements Eligible to be Financed

The Authority may finance improvements as set forth in the Program Reports, as may be amended from time to time.

Debt Issuance Guidelines

The Authority may issue debt in accordance with the Program Reports, as may be amended from time to time.

Oversight Procedure

Financing Team. The Executive Director may recommend and the Executive Committee shall approve all members of the Authority's financing team. The financing team, along with the Authority staff, shall oversee the issuance of bonds and the on-going administration of the Programs. Such team members may include, but not be limited to, bond counsel, financial advisor, placement agent, trustee and assessment and/or debt administrator.

Authority Representatives. The Executive Director, or his designee, shall be authorized to represent the Authority in all matters related to the issuance or incurrence of debt and is hereby authorized to review and recommend upon inquiries, requests or proposals made to the Authority for any new bond issuances or debt incurrences, securitization of bond issuances or debt incurrences, bond or debt refunding or reissuance.



Western Riverside Council of Governments Executive Committee

Staff Report

Subject: PACE Program Activities Update

Contact: Michael Wasgatt, Program Manager, wasgatt@wrcog.cog.ca.us, (951) 955-8301

Date: January 9, 2017

The purpose of this item is to provide the Committee with an update on the PACE Programs that WRCOG oversees. This includes the HERO Program, CaliforniaFIRST, and Spruce Finance.

Requested Actions:

1. Receive summary of the Revised California HERO Program Report.
2. Conduct a Public Hearing Regarding the Inclusion of the Counties of Colusa, Mendocino, and Siskiyou Unincorporated areas, for purposes of considering the modification of the Program Report for the California HERO Program to increase the Program Area to include such additional jurisdictions and to hear all interested persons that may appear to support or object to, or inquire about the Program.
3. Adopt WRCOG Resolution Number 01-17; A Resolution of the Executive Committee of the Western Riverside Council of Governments Confirming Modification of the California HERO Program Report so as to expand the Program Area within which Contractual Assessments may be offered.

WRCOG's PACE Programs provide financing to property owners to implement a range of energy saving, renewable energy, and water conserving improvements to their homes and businesses. Improvements must be permanently fixed to the property and must meet certain criteria to be eligible for financing. Financing is paid back through a lien placed on the property tax bill. The HERO Program was initiated in December 2011 and has been expanded (an effort called "California HERO") to allow for jurisdictions throughout the state to join WRCOG's Program and allow property owners in these jurisdictions to participate. The CaliforniaFirst and Spruce Programs will launch in 4th Quarter 2016 and 1st Quarter 2017, respectively.

Overall HERO Program Activities Update

Residential: As of this writing, over 109,600 applications in both the WRCOG and California HERO Programs have been approved to fund more than \$7.8 billion in eligible renewable energy, energy efficiency and water efficiency projects.

WRCOG Subregion: Over 22,000 projects, totaling nearly \$425 million, have been completed (Attachments 1 and 2).

Statewide Program: As of this writing, 361 jurisdictions outside the WRCOG and San Bernardino Associated Governments' subregions have adopted Resolutions of Participation for the California HERO Program. Over 60,000 projects have been completed, totaling nearly \$1.2 billion (Attachment 3).

The table below provides a summary of the total estimated economic and environmental impacts for projects completed in both the WRCOG and the California HERO Programs to date:

Economic and Environmental Impacts Calculations	
KW Hours Saved – Annually	652 GWh
GHG Reductions – Annually	171,240 Tons
Gallons Saved – Annually	389 Million
\$ Saved – Annually	\$87 Million
Projected Annual Economic Impact	\$2.8 Billion
Projected Annual Job Creation/Retention	14,124 Jobs

The table below provides a summary of the estimated work breakdown of projects completed in both the WRCOG and the California HERO Programs:

Project Data	
HVAC	30.3%
Windows / Doors	19.5%
Solar	19.6%
Roofing	10.0%
Landscape	9.4%

Public Hearing and Related Resolution: On June 3, 2013, the Executive Committee, acting in accordance with Chapter 29 of the Part 3, Division 7 of the Streets and Highways Code (“Chapter 29”), conducted a public hearing to consider formally establishing the Program. At the conclusion of the public hearing the Executive Committee adopted its Resolution Number 10-13 confirming the Program Report for the Program and establishing the Program.

Recently, the Counties of Colusa, Mendocino, and Siskiyou Unincorporated Areas took action to become Associate Members of WRCOG, thereby enabling the Executive Committee to undertake proceedings to increase the area within which voluntary contractual assessments may be offered pursuant to the Program (the “Program Area”) to include the jurisdictions of such Associate Members.

On December 5, 2016, the Executive Committee adopted its Resolution Number 40-16 setting a public hearing to be held on January 9, 2017, as required pursuant to Chapter 29, to consider the modification of the Program Report to increase the Program Area to include the jurisdictional boundaries of such additional Associate Members.

For the January 9, 2017, Executive Committee meeting, staff is presenting the revised Appendix B “Boundary Map” from the Program Report for consideration and potential approval; the Executive Committee will hold a public hearing to consider increasing the Program Area to include all of the aforementioned Associate Members and, following the closing of the public hearing, will be asked to consider the adoption of Resolution Number 01-17 (Attachment 4), approving the revised Appendix B “Boundary Map” from the Program Report (Attachment 5).

Additional HERO consumer protections update

Currently, Renovate America conducts a confirmed terms call with every homeowner during the HERO application process before generating their financing documents. In most cases, the contractor is still present in the home when these calls are made. During the confirm terms call, the property owner’s financing information is provided on a screen for the consumer to review during the call. Immediately after the call, the property owner is either e-mailed or mailed their contract, at which time their 3-day right to cancel period begins.

Even with these calls, some property owners inform the Program that they do not understand how the Program works or believe that the annual amount placed on their property tax bill is much higher than they expected.

WRCOG will begin implementing, in early 2017, a quality assurance call with property owners participating in the Program. WRCOG believes that adding a quality assurance call will provide the homeowner with an additional opportunity to review the financing documents and ask questions and/or receive clarification regarding their improvements, funding amounts, payments, etc. WRCOG believes this additional call will further improve the Program.

During the month of January 2017, WRCOG will be establishing a call center for these outbound quality assurance calls. WRCOG is in the process of hiring up to four Call Center Representatives, reconfiguring an office to house these individuals, purchasing computer and phone equipment, and hiring a consultant to assist WRCOG with training and infrastructure needs. Staff has reached out to the County of Riverside and City of Riverside, which have call centers, to gather information on their phone and information technology needs and to inquire which consultant they have used to assist them with implementation. Quotes received from various consulting companies range from \$35,000 to \$45,000, which are within the Single Signature Authority of the Executive Director. The consultant will assist with the technology development and setup required for the call center, staff training, ongoing support, and ensuring the goals of the call center meet the established criteria for the Program.

Additional PACE Providers

Staff conducted another site visit with Spruce on December 13, 2016, and with CaliforniaFirst on December 22, 2016, to work through the mechanics of implementing their Programs within the subregion. It is anticipated that CaliforniaFirst and Spruce will begin accepting applications in early 2017.

Prior WRCOG Action:

December 5, 2016: The Executive Committee 1) received summary of the Revised California HERO Program Report; 2) conducted a Public Hearing Regarding the Inclusion of the Town of Hillsborough and the City of Yreka, for purposes of considering the modification of the Program Report for the California HERO Program to increase the Program Area to include such additional jurisdictions and to hear all interested persons that may appear to support or object to, or inquire about the Program; 3) continued the Public Hearing for the County of Colusa Unincorporated Areas until January 9, 2017; 4) adopted WRCOG Resolution Number 39-16; A Resolution of the Executive Committee of the Western Riverside Council of Governments Confirming Modification of the California HERO Program Report so as to expand the Program Area within which Contractual Assessments may be offered; 5) accepted the Counties of Mendocino and Siskiyou unincorporated areas as Associate Members of the Western Riverside Council of Governments; and 6) adopted WRCOG Resolution Number 40-16; A Resolution of the Executive Committee of the Western Riverside Council of Governments Declaring Its Intention to Modify the California HERO Program Report so as to Increase the Program Area within Which Contractual Assessments may be Offered and Setting a Public Hearing Thereon.

WRCOG Fiscal Impact:

HERO revenues and expenditures for the WRCOG and California HERO Programs are allocated in the Fiscal Year 2016/2017 Budget under the Energy Department.

Attachments:

1. WRCOG HERO Program Summary.
2. WRCOG HERO Snapshot.
3. CA HERO Snapshot.

4. WRCOG Resolution Number 01-17; A Resolution of the Executive Committee of the Western Riverside Council of Governments Confirming Modification of the California HERO Program Report so as to expand the Program Area within which Contractual Assessments may be offered.
5. California HERO Program Report, Revised January 9, 2017.

Item 7.A

PACE Program Activities Update

Attachment 1

WRCOG HERO Program Summary

Page Intentionally Left Blank

HERO Program Summary Update

(Launch through 12/21/16)

City	Approved Apps	Approved Amount
Banning	481	\$12,916,751
Calimesa	159	\$6,334,560
Canyon Lake	516	\$27,003,971
Corona	2,927	\$159,360,065
County	797	\$50,187,890
Eastvale	1,052	\$26,572,578
Hemet	1,900	\$77,151,844
Jurupa Valley	1,281	\$48,886,164
Lake Elsinore	2,356	\$83,827,327
Menifee	4,360	\$146,418,450
Moreno Valley	2,514	\$117,392,002
Murrieta	685	\$39,452,452
Norco	883	\$28,117,256
Perris	5,657	\$239,185,042
Riverside	666	\$19,010,179
San Jacinto	2,373	\$123,158,594
Temecula	5,663	\$279,574,830
Wildomar	830	\$32,281,263
	35,100	\$1,516,831,219

Page Intentionally Left Blank

Item 7.A

PACE Program Activities Update

Attachment 2

WRCOG HERO Snapshot

Page Intentionally Left Blank

18,969

Homes Improved

12/14/2011

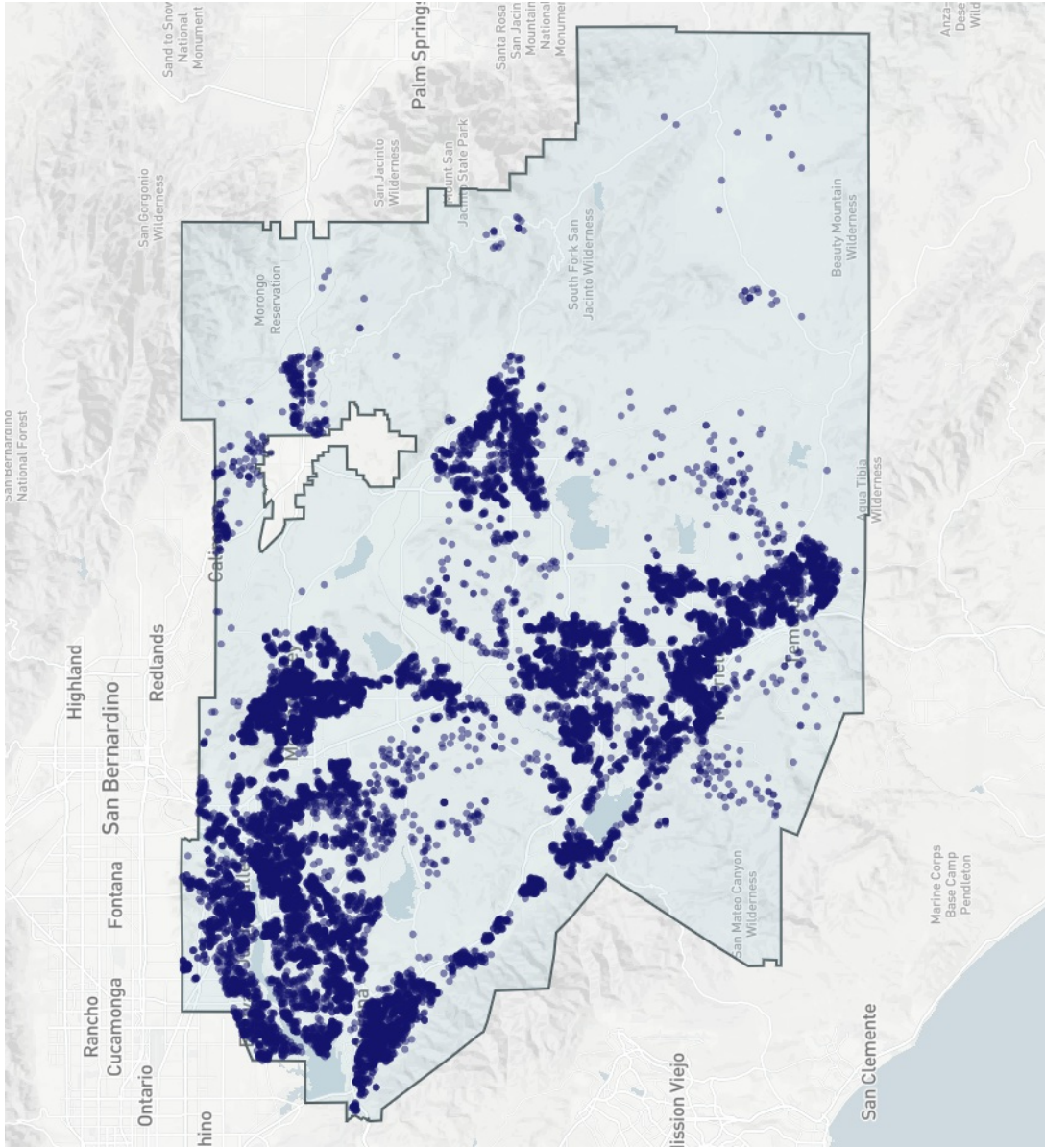
HERO Launch Date

460,656

Housing Count

01/01/2011 - 01/04/2017

Report Range



Improvements

Type	Total Installed	Bill Savings
Energy	25.2K	\$292M
Solar	12.2K	\$514M
Water	1,683	\$12.3M

Lifetime Impact

Applications Submitted	51.8K
Applications Approved	35.2K
Funded Amount	\$427M
Economic Stimulus	\$739M
Jobs Created	3,622
Energy Saved	3.14B kWh
Emissions Reduced	847K tons
Water Saved	1.34B gal

Learn how these numbers are calculated at <https://www.herogov.com/faq>

Page Intentionally Left Blank

Item 7.A

PACE Program Activities Update

Attachment 3

CA HERO Snapshot

Page Intentionally Left Blank

36,122

Homes Improved

02/10/2014

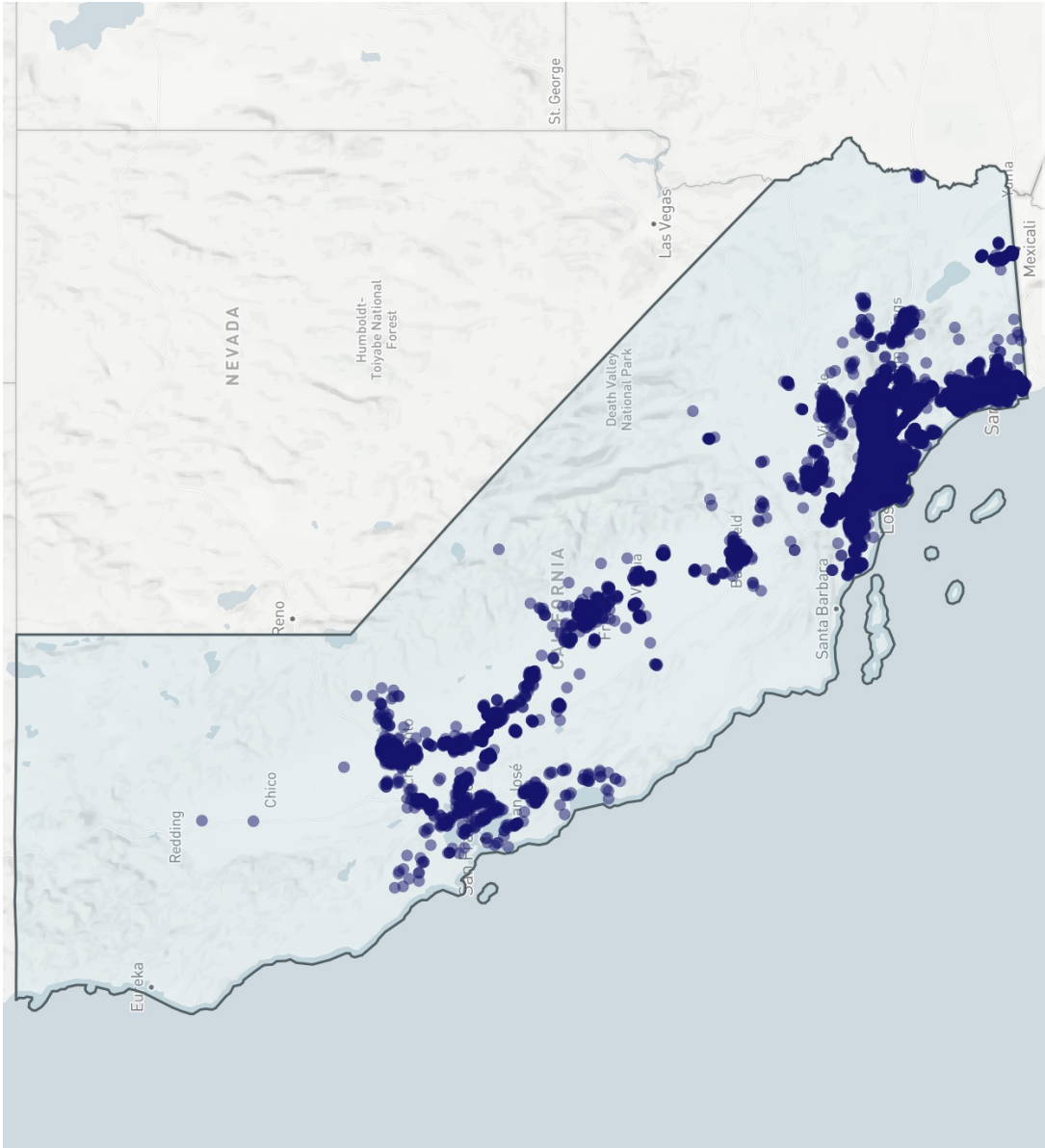
HERO Launch Date

5,645,029

Housing Count

02/10/2014 - 12/21/2016

Report Range



Improvements			
Type	Total Installed	Bill Savings	
Energy	50.4K	\$606M	
Solar	20.7K	\$953M	
Water	3,814	\$30.2M	

Lifetime Impact

Applications Submitted	101K
Applications Approved	74.5K
Funded Amount	869M
Economic Stimulus	\$1.51B
Jobs Created	7,380
Energy Saved	5.54B kWh
Emissions Reduced	1.47M tons
Water Saved	3.26B gal

Learn how these numbers are calculated at <https://www.herogov.com/faq>

Page Intentionally Left Blank

Item 7.A

PACE Program Activities Update

Attachment 4

WRCOG Resolution Number 01-17;
A Resolution of the Executive
Committee of the Western Riverside
Council of Governments Confirming
Modification of the California HERO
Program Report so as to expand the
Program Area within which
Contractual Assessments may be
offered

Page Intentionally Left Blank



RESOLUTION NUMBER 01-17

A RESOLUTION OF THE EXECUTIVE COMMITTEE OF THE WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS CONFIRMING MODIFICATION OF THE CALIFORNIA HERO PROGRAM REPORT SO AS TO EXPAND THE PROGRAM AREA WITHIN WHICH CONTRACTUAL ASSESSMENTS MAY BE OFFERED

WHEREAS, the Executive Committee of the Western Riverside Council of Governments (WRCOG) previously undertook proceedings pursuant to Chapter 29 of Part 3 of Division 7 of the California Streets and Highways Code (the "Chapter 29") to permit the provision of property assessed clean energy (PACE) services within those cities that had taken action to become Associate Members of WRCOG as of the date of the initiation of such proceedings, ordered the preparation of a report (the "Program Report") addressing all of the matters set forth in Section 5898.22 and 5898.23 of Chapter 29, held a public hearing on June 3, 2013, on the proposed PACE program and the Program Report and did, by the adoption of its Resolution Number 10-13 on such date (the "Resolution Confirming the Program Report") following such public hearing, approve and establish and order the implementation of a voluntary contractual assessment program to be known as the "California HERO Program" (the "Program") to assist property owners within the jurisdictional boundaries of such Associate Members with the cost of installing distributed generation renewable energy sources, energy and water efficient improvements and electric vehicle charging infrastructure that are permanently fixed to their properties ("Authorized Improvements"); and

WHEREAS, in approving the Program Report, the Executive Committee also established the jurisdictional boundaries of such Associate Members as the initial territory within which voluntary contractual assessments may be offered (the "Program Area") to provide for financing of the installation of Authorized Improvements on properties within such Program Area; and

WHEREAS, subsequent to the establishment of the Program, the Executive Committee has undertaken proceedings pursuant to Chapter 29 to expand the Program Area within which contractual assessments may be offered to include the jurisdictions of certain counties and additional cities that had taken action to become Associate Members of WRCOG since the establishment of the Program; and

WHEREAS, now the legislative bodies of the Counties of Colusa, Mendocino, and Siskiyou Unincorporated areas, have taken action to become Associate Members of WRCOG and thereby enable the Executive Committee to consider further modifying the Program Report by increasing the Program Area to include the jurisdictions of such new Associate Members so as to enable voluntary contractual assessments to be offered pursuant to the Program to the owners of properties within such jurisdictions to finance the installation of Authorized Improvements on such properties; and

WHEREAS, the Executive Committee did, by the adoption of its Resolution Number 40-16 (the "Resolution of Intention"), initiate proceedings pursuant to Chapter 29 to modify the Program Report to include the jurisdictions of the Counties of Colusa, Mendocino, and Siskiyou Unincorporated areas, ordered a public hearing to be held on January 9, 2017, for the purposes of affording all persons who are present an opportunity to comment upon, object to, or present evidence with regard to such proposed modification of the Program Report; and

WHEREAS, as required by Section 5898.24 of Chapter 29 and the Resolution of Intention, the Secretary of the Executive Committee caused publication of notice of public hearing for the purpose of allowing interested persons to comment upon, object to or inquire about the proposed modification of the Program Report; and

WHEREAS, on this date, the Executive Committee held the duly noticed public hearing as required by Chapter 29, at which the proposed modification of the Program Report so as to modify the Program Area to include the Counties of Colusa, Mendocino and Siskiyou unincorporated areas, was summarized and all persons who were present were given an opportunity to comment upon, object to, or present evidence with regard to the proposed modification of the Program Report.

NOW, THEREFORE, BE IT RESOLVED by the Executive Committee of the Western Riverside Council of Governments as follows:

Section 1. Recitals. The above recitals are true and correct.

Section 2. Confirmation of Modification of the Program Report. The modification of the Program Report so as to modify the Program Area to the Counties of Colusa, Mendocino and Siskiyou unincorporated areas, in the California HERO Program is hereby approved and confirmed.

Section 3. Effective Date of Resolution. This resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED at a meeting of the Executive Committee of the Western Riverside Council of Governments held on January 9, 2017.

Ben Benoit, Chair
WRCOG Executive Committee

Rick Bishop, Secretary
WRCOG Executive Committee

Approved as to form:

Best Best & Krieger, LLP
WRCOG Bond Counsel

AYES: _____ NOES: _____ ABSENT: _____ ABSTAIN: _____

Item 7.A

PACE Program Activities Update

Attachment 5

California HERO Program Report,
Revised January 9, 2017

Page Intentionally Left Blank



PROGRAM REPORT

CITIES/TOWNS OF ALBANY, ALHAMBRA, ALISO VIEJO, AMADOR, AMERICAN CANYON, ANAHEIM, ANTIOCH, ARCADIA, ARCATA, ARVIN, ATHERTON, ATWATER, AVALON (COMMERCIAL ONLY), AVENAL, AZUSA, BAKERSFIELD, BALDWIN PARK, BEAUMONT, BELL GARDENS (COMMERCIAL ONLY), BELLFLOWER, BELMONT, BELVEDERE, , BENICIA, BERKLEY, BISHOP, BLUE LAKE, BLYTHE, BRADBURY, BRAWLEY, BREA, BRENTWOOD, BRISBANE, BUENA PARK, BURLINGAME, CALABASAS (COMMERCIAL ONLY), CALEXICO, CALIFORNIA CITY, CALIPATRIA, CALISTOGA, CAMARILLO, CAMPBELL, CAPITOLA, CARLSBAD, CARMEL, CARSON, CATHEDRAL CITY, CERES, CHICO, CHOWCHILLA, CHULA VISTA, CITRUS HEIGHTS, CLAREMONT, CLAYTON, CLOVERDALE, CLOVIS, COACHELLA, COALINGA, COLMA, COMMERCE, CONCORD, CORCORAN, CORNING, CORONADO, COSTA MESA, COTATI, COVINA, CRESCENT CITY, CYPRESS, DALY CITY, DANVILLE, DAVIS, DEL MAR, DEL REY OAKS, DELANO, DESERT HOT SPRINGS, DIAMOND BAR, DINUBA, DIXON, DORRIS, DOS PALOS, DUBLIN, DUNSMUIR, EL CAJON, EL CENTRO, EL CERRITO, EL MONTE, EL SEGUNDO, ELK GROVE, ENCINITAS, ESCONDIDO, ETNA, EUREKA, EXETER, FAIRFAX, FAIRFIELD, FARMERSVILLE, FERNDALE, FILLMORE, FIREBAUGH, FORT BRAGG, FORTUNA, FOSTER, FOUNTAIN VALLEY, FOWLER, FREMONT, FRESNO, GALT, GARDEN GROVE, GARDENA, GILROY, GLENDORA, GONZALES, GRASS VALLEY, GREENFIELD, GROVER BEACH, GUSTINE, HALF MOON BAY, HANFORD, HAWTHORNE, HAYWARD, HEALDSBURG, HERMOSA BEACH, HILLSBOROUGH, HOLTVILLE, HUGHSON, HUNTINGTON BEACH, HURON, IMPERIAL BEACH, IMPERIAL, INDIAN WELLS, INDIO, INDUSTRY, INGLEWOOD, IONE, IRWINDALE, ISLETON, JACKSON, KERMAN, KING CITY, KINGSBURG, LA CANADA FLINTRIDGE, LA HABRA, LA MESA, LA PALMA, LA QUINTA, LA VERNE, LAFAYETTE, LAGUNA BEACH, LAGUNA HILLS, LAKE FOREST, LANCASTER, LARKSPUR, LATHROP, LAWDALE, LEMON GROVE, LEMOORE, LINDSAY, LIVE OAK, LIVINGSTON, LODI, LOMITA, LOMPOC, LONG BEACH (COMMERCIAL ONLY), LOS BANOS, LOYALTON, MADERA, MALIBU, MAMMOTH LAKES, MANTECA, MARTINEZ, MCFARLAND, MENDOTA, MENLO PARK, MERCED, MILL VALLEY, MILLBRAE, MISSION VIEJO, MODESTO, MONROVIA, MONTEBELLO, MONTEREY PARK, MONTEREY, MOORPARK, MORAGA, MORGAN HILL, MORRO BAY, MOUNT SHASTA, MOUNTAIN VIEW, NAPA, NATIONAL CITY, NEVADA CITY, NEWARK, NEWMAN, NEWPORT BEACH, NOVATO, OAKDALE, OAKLAND, OAKLEY, OCEANSIDE, OJAI, ORANGE COVE, ORLAND, OROVILLE, OXNARD, PACIFIC GROVE, PACIFICA, PALM DESERT, PALM SPRINGS, PALMDALE, PARADISE, PARLIER, PASO ROBLES, PATTERSON, PIEDMONT, PINOLE, PITTSBURG, PLACENTIA, PLACERVILLE, PLEASANT HILL, PLYMOUTH, POINT ARENA, POMONA, PORT HUENEME, PORTERVILLE, PORTOLA VALLEY, POWAY, RANCHO CORDOVA, RANCHO MIRAGE, RANCHO PALOS VERDES, RANCHO SANTA MARGARITA, REDDING, REDONDO BEACH, REDWOOD CITY, REEDLEY, RICHMOND, RIDGECREST, RIO VISTA, RIPON, RIVERBANK, ROHNERT PARK, ROLLING HILLS ESTATES, ROLLING HILLS, ROSEMEAD, SACRAMENTO, SALINAS, SAN ANSELMO, SAN BRUNO, SAN BUENAVENTURA, SAN CARLOS, SAN CLEMENTE, SAN DIEGO, SAN DIMAS, SAN FERNANDO, SAN GABRIEL, SAN JOAQUIN, SAN JOSE, SAN JUAN BAUTISTA, SAN LEANDRO, SAN LUIS OBISPO, SAN MARCOS, SAN MARINO, SAN MATEO, SAN PABLO, SAN RAFAEL, SAN RAMON, SAND CITY, SANGER, SANTA ANA, SANTA CLARA, SANTA CRUZ, SANTA MONICA, SANTA PAULA, SANTEE, SAUSALITO, SCOTTS VALLEY, SEASIDE, SEBASTOPOL, SELMA, SHAFTER, SIERRA MADRE, SIMI VALLEY, SOLANA BEACH, SONOMA, SOUTH EL MONTE, SOUTH LAKE TAHOE, SOUTH PASADENA, SOUTH SAN FRANCISCO, ST. HELENA, STANTON, STOCKTON, SUISUN CITY, SUTTER CREEK, TAFT, TEHACHAPI, TEHAMA, TEMPLE CITY, THOUSAND OAKS, TIBURON, TORRANCE, TRACY, TRINIDAD, TULARE, TURLOCK, TUSTIN, UKIAH, UNION CITY, VACAVILLE, VALLEJO, VISALIA, VISTA, WALNUT, WALNUT CREEK, WASCO, WATERFORD, WATSONVILLE, WEED, WEST COVINA, WEST SACRAMENTO, WESTMINSTER, WHEATLAND, WINDSOR, WINTERS, WOODLAKE, WOODLAND, WOODSIDE, YORBA LINDA, YOUNTVILLE, YREKA, AND YUBA CITY, AND THE UNINCORPORATED COUNTIES OF ALAMEDA, BUTTE, COLUSA, CONTRA COSTA, DEL NORTE, EL DORADO, FRESNO, HUMBOLDT, IMPERIAL, KERN, KINGS, MADERA, MARIN, MARIPOSA, MENDOCINO, MERCED, MONO, MONTEREY, NAPA, NEVADA, RIVERSIDE, SACRAMENTO, SAN DIEGO, SAN FRANCISCO, SAN JOAQUIN, SAN LUIS OBISPO, SAN MATEO, SANTA CRUZ, SHASTA, SISKIYOU, SOLANO, SONOMA, TEHAMA, YOLO, AND YUBA.

ADOPTED JUNE 3, 2013 - REVISED JULY 15, 2013 - REVISED AUGUST 5, 2013 - REVISED SEPTEMBER 9, 2013 – REVISED
NOVEMBER 4, 2013 - REVISED DECEMBER 2, 2013 - REVISED JANUARY 6, 2014 REVISED FEBRUARY 3, 2014 - REVISED MARCH
3, 2014 - REVISED APRIL 7, 2014 - REVISED MAY 5, 2014 REVISED JUNE 2, 2014 – AMENDED JUNE 9, 2014 - REVISED JULY 7,
2014 – REVISED AUGUST 4, 2014 – REVISED SEPTEMBER 8, 2014 – REVISED OCTOBER 6, 2014 -REVISED NOVEMBER 3, 2014
REVISED DECEMBER 1, 2014 – REVISED JANUARY 5, 2015 - REVISED FEBRUARY 2, 2015, REVISED MARCH 2, 2015- REVISED
APRIL 6, 2015 – REVISED MAY 4, 2015 – REVISED JUNE 1, 2015 – REVISED JULY 6, 2015 – REVISED AUGUST 3, 2015 –
REVISED SEPTEMBER 14, 2015 – REVISED OCTOBER 5, 2015 – REVISED NOVEMBER 2, 2015 – REVISED DECEMBER 7, 2015 –
REVISED JANUARY 4, 2016 – REVISED FEBRUARY 1, 2016 – REVISED MARCH 7, 2016 – REVISED APRIL 4, 2016 – REVISED MAY
2, 2016 – REVISED JUNE 6, 2016 – REVISED JULY 11, 2016 – REVISED AUGUST 1, 2016 – REVISED DECEMBER 5, 2016–
REVISED JANUARY 9, 2017

TABLE OF CONTENTS

I.	PROGRAM INTRODUCTION	4
	Purpose of the California HERO Program	4
	HERO Financing	5
	Purpose of the Program Report	5
II.	RESIDENTIAL AND COMMERCIAL PROGRAM REQUIREMENTS	6
	Eligible Property Owners and Eligible Properties	6
	Eligible Products, Contractors and Costs	6
III.	APPEAL PROCESS	9
IV.	TRACKS FOR PARTICIPATION	9
V.	PROGRAM PARAMETERS	10
	Minimum Energy Financing Amount and Duration of Assessment	10
	Maximum Portfolio	10
	Assessment Interest Rate	10
	Property Assessment Lien	10
	Delinquent Assessment Collections	10
VI.	THE FINANCIAL STRATEGIES	11
VII.	GLOSSARY OF TERMS	12

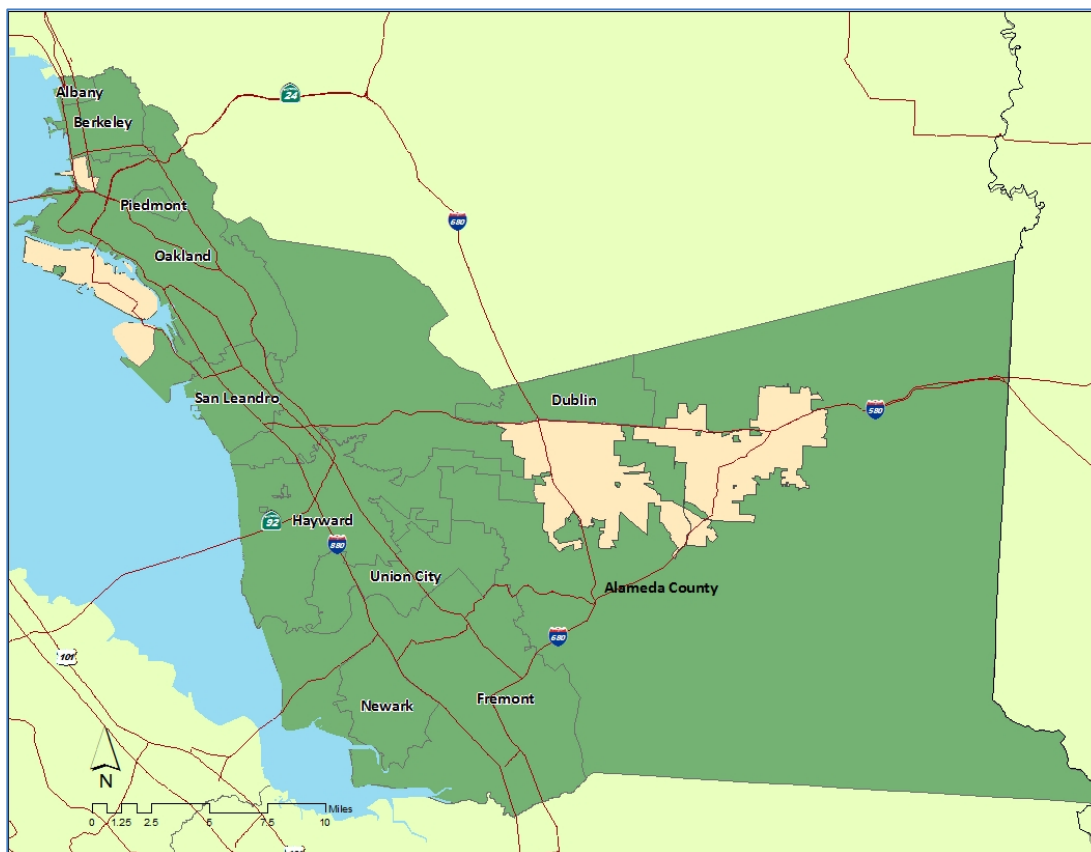
APPENDICES

APPENDIX A – ELIGIBLE PRODUCTS	16
APPENDIX B – MAP OF AREA	17
APPENDIX C - RESIDENTIAL PROPERTIES PROGRAM APPLICATION	65
APPENDIX D - COMMERCIAL PROPERTIES PROGRAM APPLICATION	70
APPENDIX E - DRAFT ASSESSMENT CONTRACTS	787
APPENDIX F - NOTICE OF ASSESSMENT (NOA)	84
APPENDIX G - PAYMENT OF CONTRACTUAL ASSESSMENT REQUIRED (PCAR)	847
APPENDIX H – COMBINED NOA AND PCAR	89

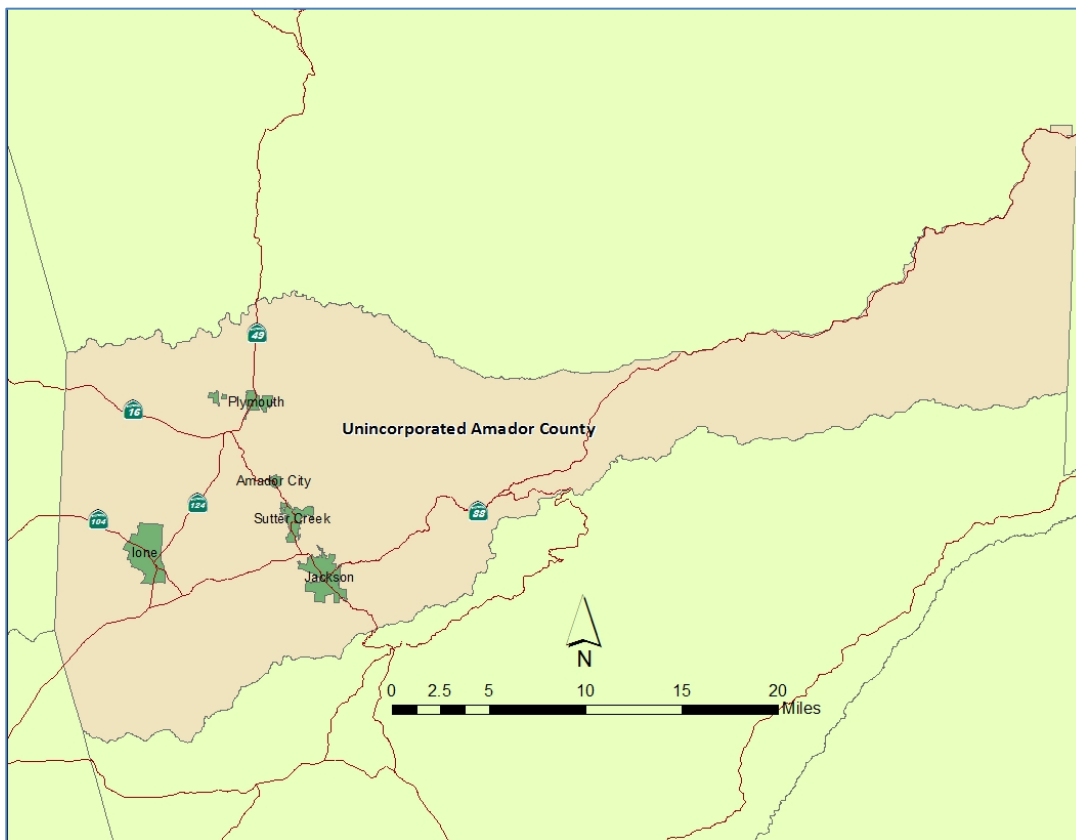
Appendix B
MAP OF PROGRAM AREA
(JANUARY 9, 2017)

The territories within which voluntary contractual assessments are authorized to be offered pursuant to the California hero program are the jurisdictional boundaries of Albany, Alhambra, Aliso Viejo, Amador, American Canyon, Anaheim, Antioch, Arcadia, Arcata, Arvin, Atherton, Atwater, Avalon (Commercial Only), Avenal, Azusa, Bakersfield, Baldwin Park, Beaumont, Bell Gardens (Commercial Only), Bellflower, Belmont, Belvedere, Benicia, Berkley, Bishop, Blue Lake, Blythe, Bradbury, Brawley, Brea, Brentwood, Brisbane, Buena Park, Burlingame, Calabasas (Commercial Only), Calexico, California City, Calipatria, Calistoga, Camarillo, Campbell, Capitola, Carlsbad, Carmel, Carson, Cathedral City, Ceres, Chico, Chowchilla, Chula Vista, Citrus Heights, Claremont, Clayton, Cloverdale, Clovis, Coachella, Coalinga, Colma, Commerce, Concord, Corcoran, Corning, Coronado, Costa Mesa, Cotati, Covina, Crescent City, Cypress, Daly City, Danville, Davis, Del Mar, Del Rey Oaks, Delano, Desert Hot Springs, Diamond Bar, Dinuba, Dixon, Dorris, Dos Palos, Dublin, Dunsmuir, El Cajon, El Centro, El Cerrito, El Monte, El Segundo, Elk Grove, Encinitas, Escondido, Etna, Eureka, Exeter, Fairfax, Fairfield, Farmersville, Ferndale, Fillmore, Firebaugh, Fort Bragg, Fortuna, Foster, Fountain Valley, Fowler, Fremont, Fresno, Galt, Garden Grove, Gardena, Gilroy, Glendora, Gonzales, Grass Valley, Greenfield, Grover Beach, Gustine, Half Moon Bay, Hanford, Hawthorne, Hayward, Healdsburg, Hermosa Beach, Hillsborough, Holtville, Hughson, Huntington Beach, Huron, Imperial Beach, Imperial, Indian Wells, Indio, Industry, Inglewood, Ione, Irwindale, Isleton, Jackson, Kerman, King City, Kingsburg, La Canada Flintridge, La Habra, La Mesa, La Palma, La Quinta, La Verne, Lafayette, Laguna Beach, Laguna Hills, Lake Forest, Lancaster, Larkspur, Lathrop, Lawndale, Lemon Grove, Lemoore, Lindsay, Live Oak, Livingston, Lodi, Lomita, Lompoc, Long Beach (Commercial Only), Los Banos, Loyalton, Madera, Malibu, Mammoth Lakes, Manteca, Martinez, McFarland, Mendota, Menlo Park, Merced, Mill Valley, Millbrae, Mission Viejo, Modesto, Monrovia, Montebello, Monterey Park, Monterey, Moorpark, Moraga, Morgan Hill, Morro Bay, Mount Shasta, Mountain View, Napa, National City, Nevada City, Newark, Newman, Newport Beach, Novato, Oakdale, Oakland, Oakley, Oceanside, Ojai, Orange Cove, Orland, Oroville, Oxnard, Pacific Grove, Pacifica, Palm Desert, Palm Springs, Palmdale, Paradise, Parlier, Paso Robles, Patterson, Piedmont, Pinole, Pittsburg, Placentia, Placerville, Pleasant Hill, Plymouth, Point Arena, Pomona, Port Hueneme, Porterville, Portola Valley, Poway, Rancho Cordova, Rancho Mirage, Rancho Palos Verdes, Rancho Santa Margarita, Redding, Redondo Beach, Redwood City, Reedley, Richmond, Ridgecrest, Rio Vista, Ripon, Riverbank, Rohnert Park, Rolling Hills, Rolling Hills Estates, Rosemead, Sacramento, Salinas, San Anselmo, San Bruno, San Buenaventura, San Carlos, San Clemente, San Diego, San Dimas, San Fernando, San Gabriel, San Joaquin, San Jose, San Juan Bautista, San Leandro, San Luis Obispo, San Marcos, San Marino, San Mateo, San Pablo, San Rafael, San Ramon, Sand City, Sanger, Santa Ana, Santa Clara, Santa Cruz, Santa Monica, Santa Paula, Santee, Sausalito, Scotts Valley, Seaside, Sebastopol, Selma, Shafter, Sierra Madre, Simi Valley, Solana Beach, Sonoma, South El Monte, South Lake Tahoe, South Pasadena, South San Francisco, St. Helena, Stanton, Stockton, Suisun City, Sutter Creek, Taft, Tehachapi, Tehama, Temple City, Thousand Oaks, Tiburon, Torrance, Tracy, Trinidad, Tulare, Turlock, Tustin, Ukiah, Union City, Vacaville, Vallejo, Visalia, Vista, Walnut, Walnut Creek, Wasco, Waterford, Watsonville, Weed, West Covina, West Sacramento, Westminster, Wheatland, Windsor, Winters, Woodlake, Woodland, Woodside, Yorba Linda, Yountville, Yreka, and Yuba City, And The Unincorporated Counties Of Alameda, Butte, Colusa, Contra Costa, Del Norte, El Dorado, Fresno, Humboldt, Imperial, Kern, Kings, Madera, Marin, Mariposa, Mendocino, Merced, Mono, Monterey, Napa, Nevada, Riverside, Sacramento, San Diego, San Joaquin, San Luis Obispo, San Mateo, Santa Cruz, Shasta, Siskiyou, Solano, Sonoma, Tehama, Yolo, and Yuba.

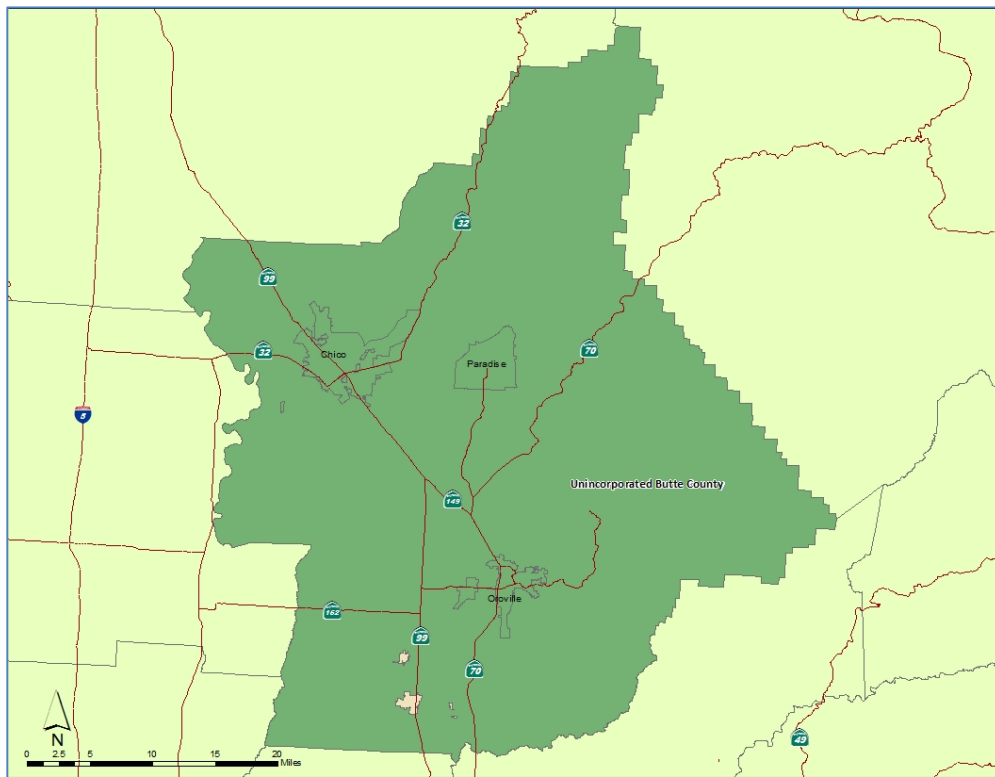
Cities of Albany, Berkeley, Dublin, Fremont, Hayward, Newark, Oakland, Piedmont, San Leandro, Union City, and Alameda County unincorporated areas located in Alameda County, California



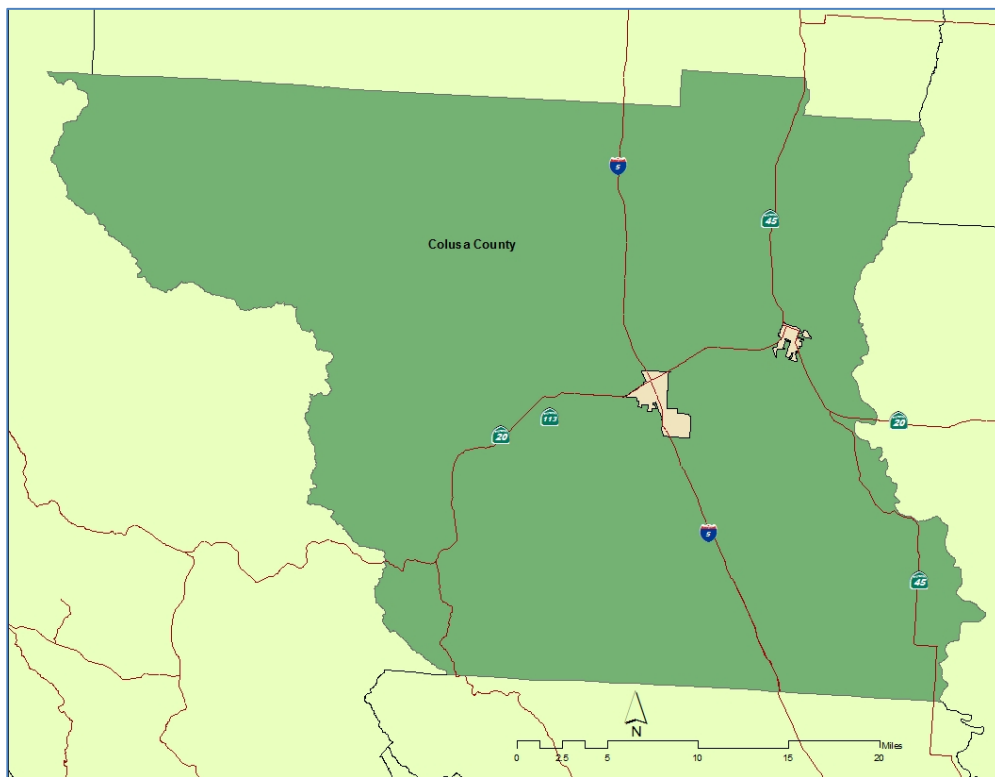
Cities of Amador, Ione, Jackson, Plymouth, and Sutter Creek, in Amador County, California



**Cities of Chico, Paradise, Oroville, and Butte County unincorporated areas, located
in Butte County, California**



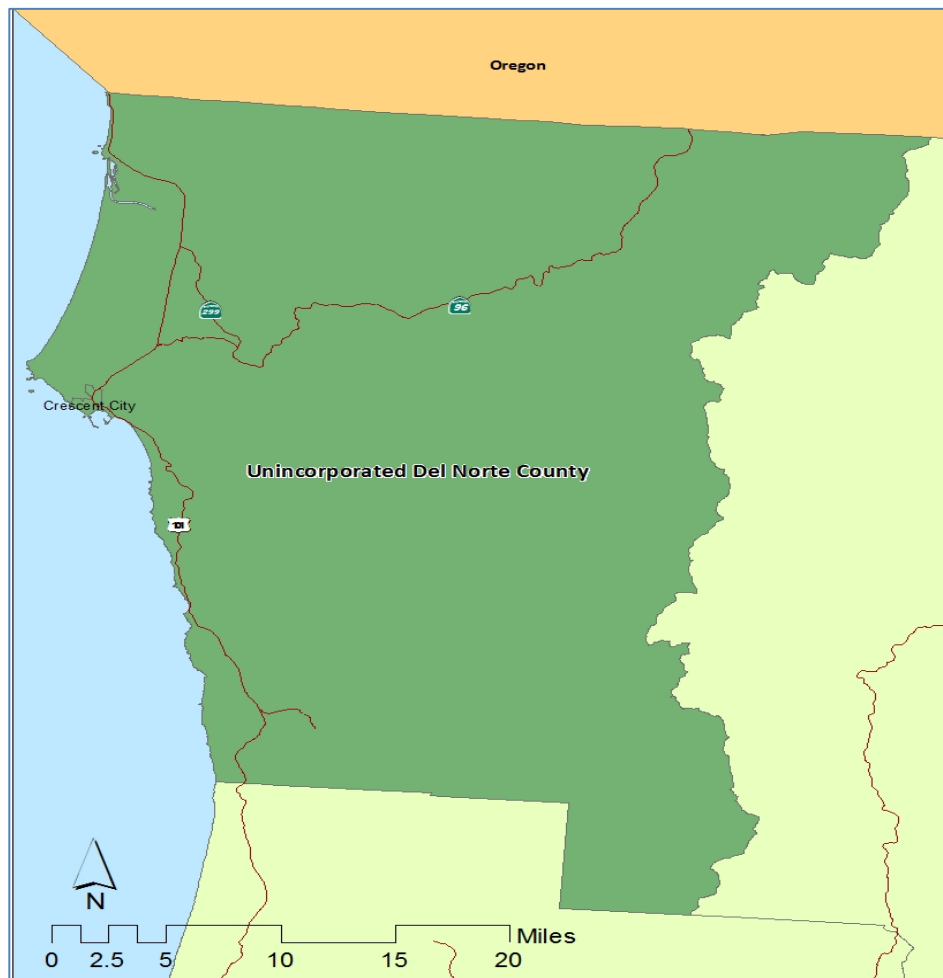
County of Colusa unincorporated areas in Colusa County, California



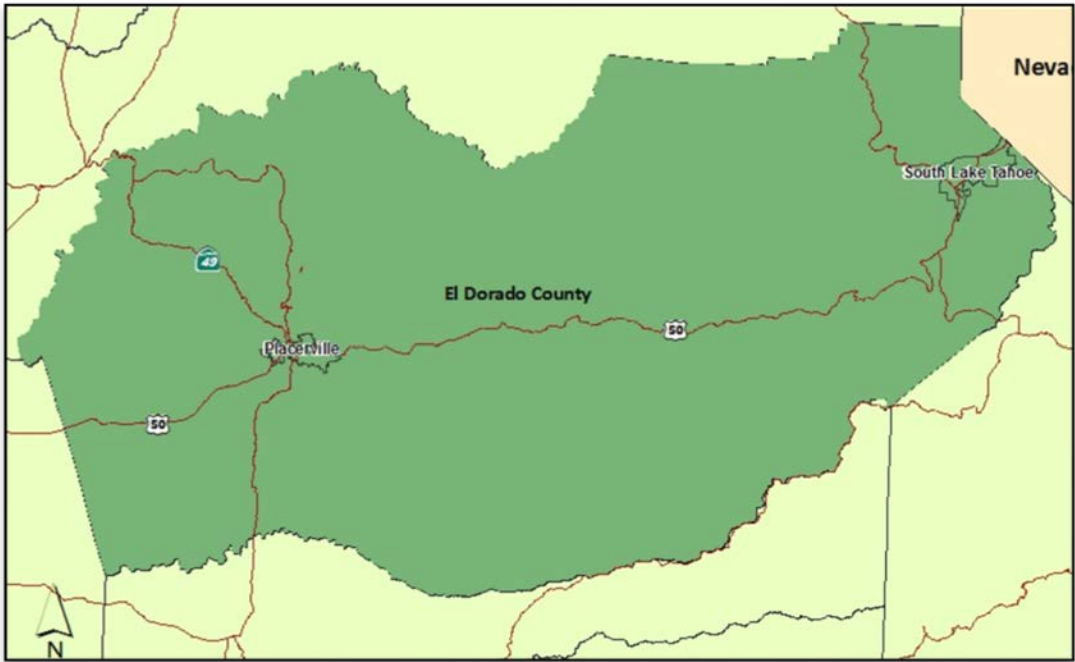
Cities of Antioch, Brentwood, Clayton, Concord, Danville, El Cerrito, Lafayette, Martinez, Town of Moraga, Oakley, Pinole, Pittsburg, Pleasant Hill, Richmond, San Pablo, San Ramon, Walnut Creek, and Contra Costa unincorporated areas, located in Contra Costa County, California



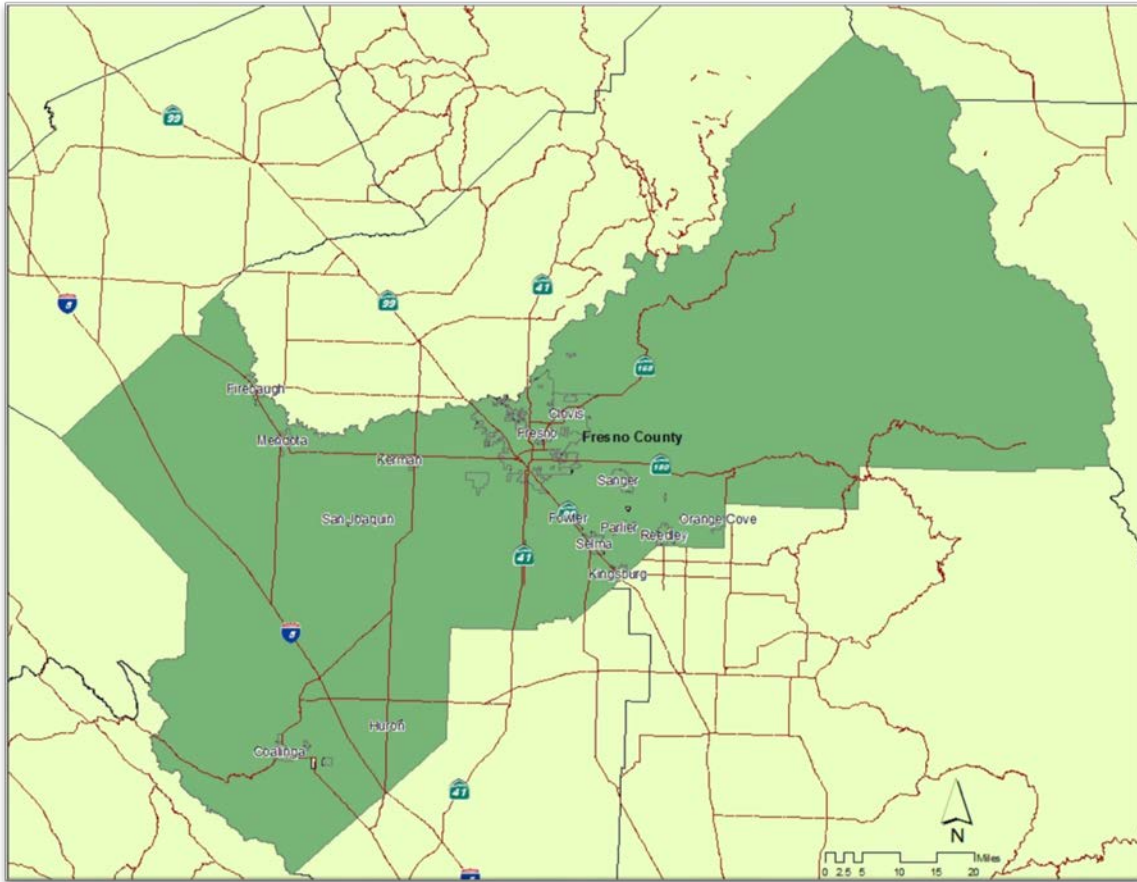
City of Crescent City and County of Del Norte unincorporated areas, located in Del Norte County, California



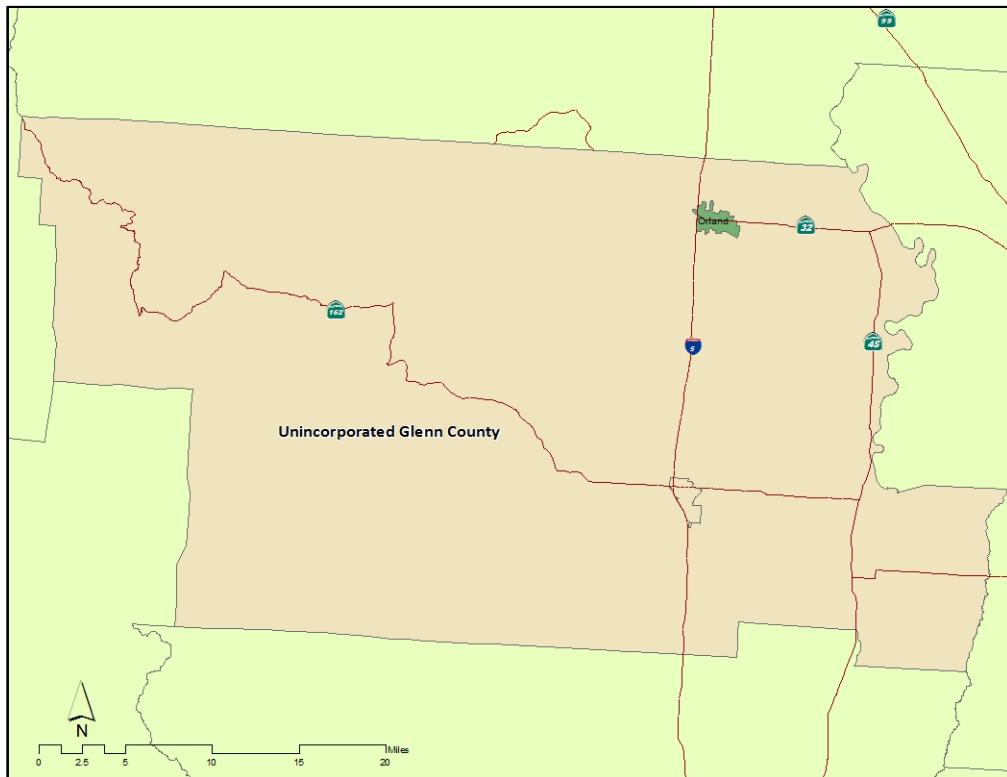
Cities of Placerville and South Lake Tahoe, and El Dorado County Unincorporated areas located in El Dorado County, California



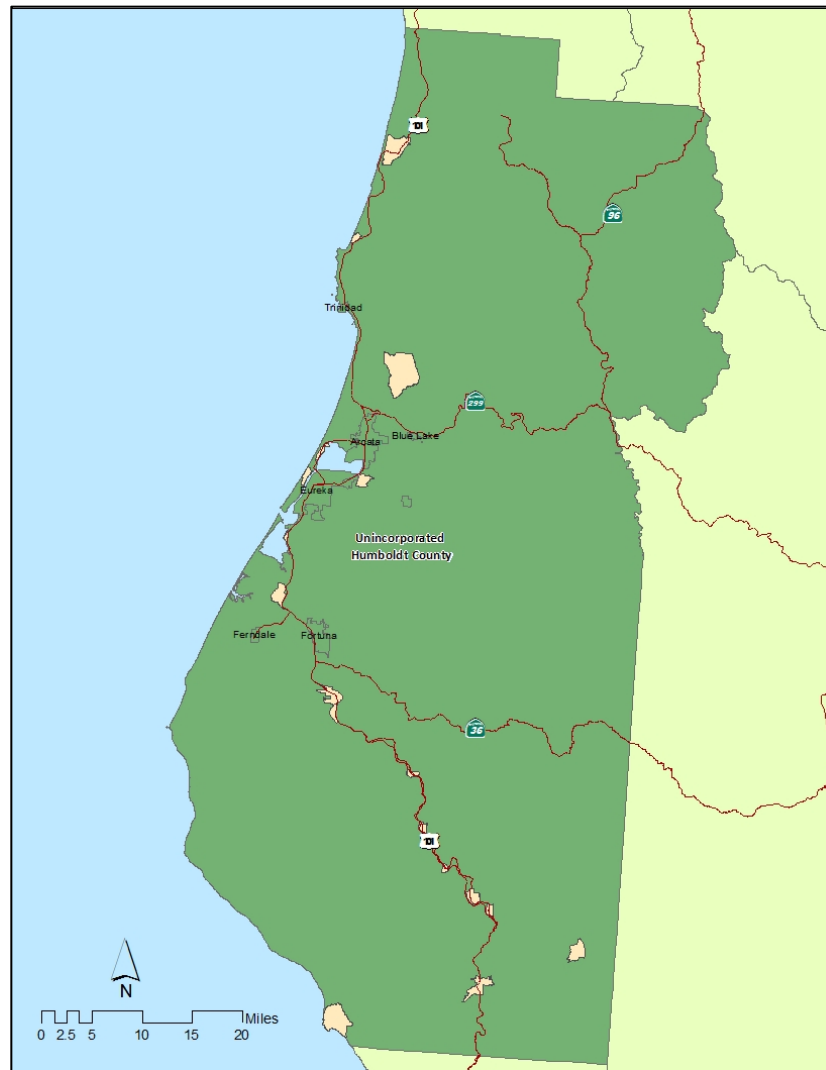
Cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma, and Fresno County unincorporated areas, located in Fresno County, California



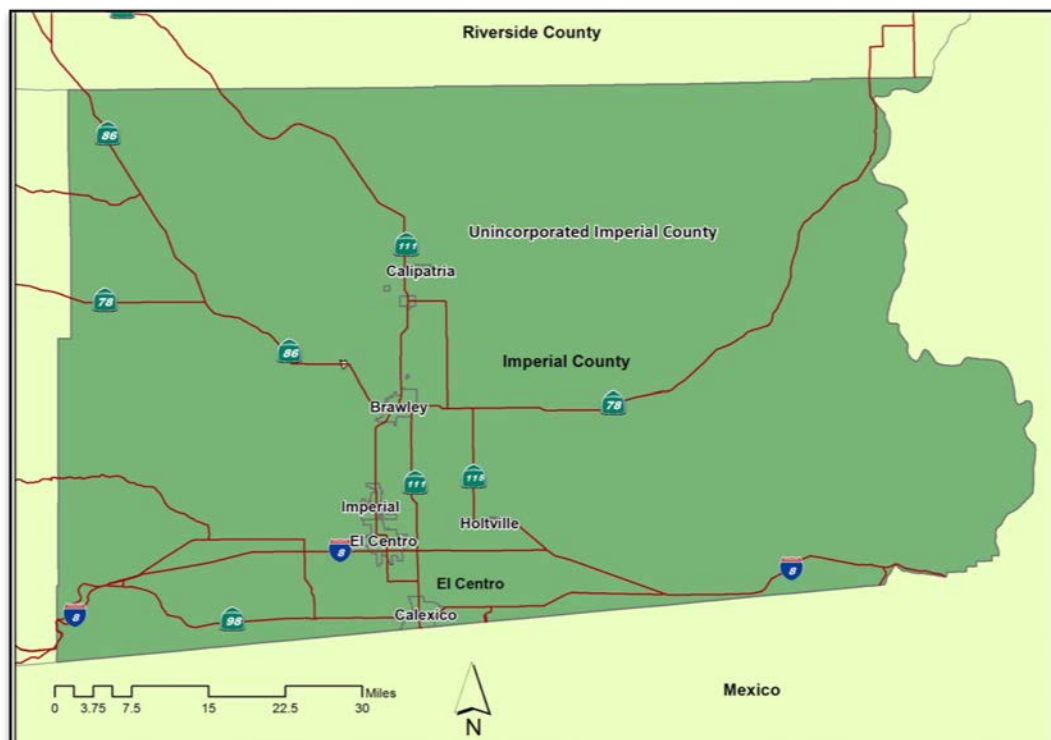
City of Orland, located in Glenn County, California



Cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Trinidad, and Humboldt County unincorporated areas, located in Humboldt County, California



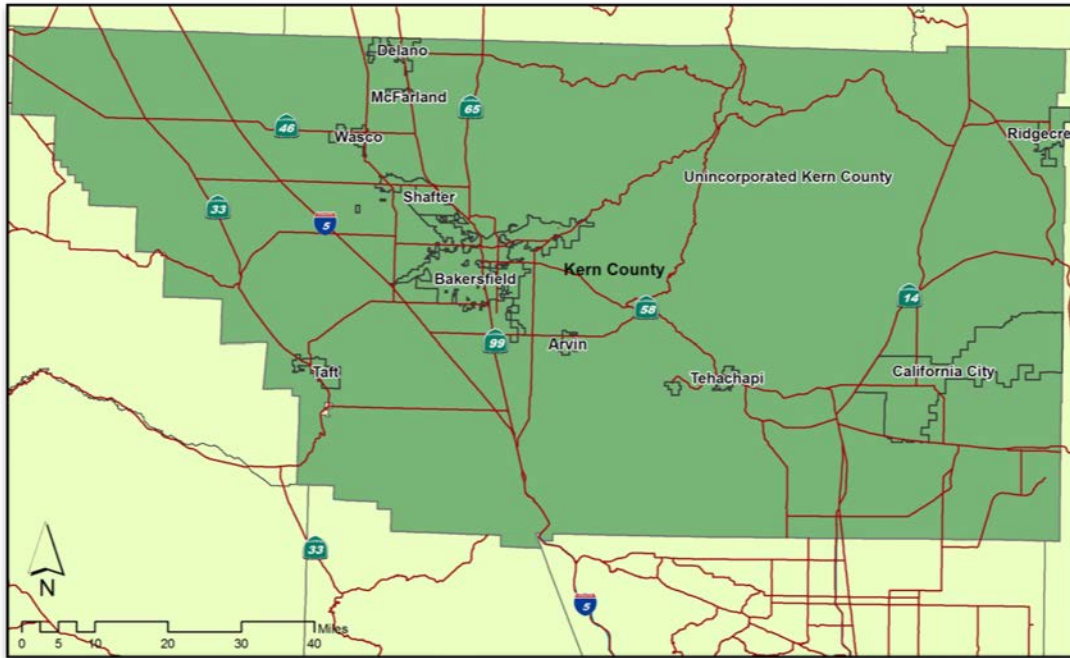
Cities of Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial, and Imperial County unincorporated areas, located in Imperial County, California



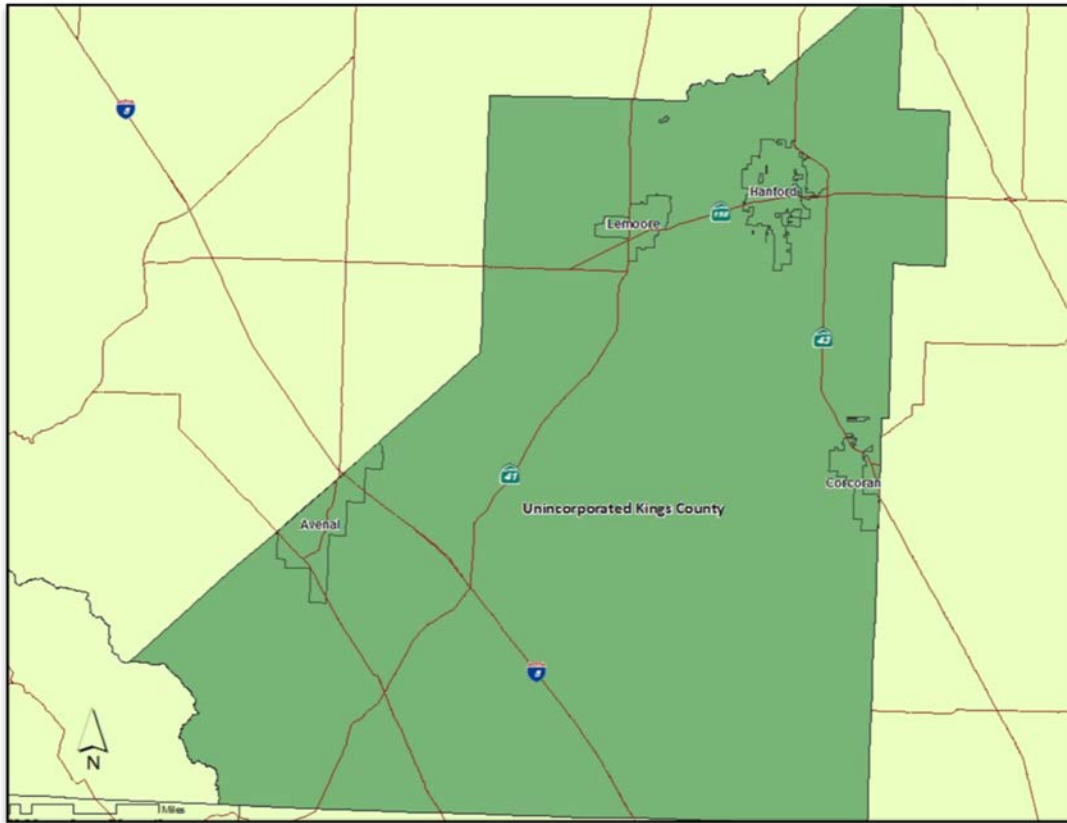
City of Bishop, located in Inyo County, California



Cities of Arvin, Bakersfield, California City, Delano, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, Wasco, and Kern County unincorporated areas, located in Kern County, California



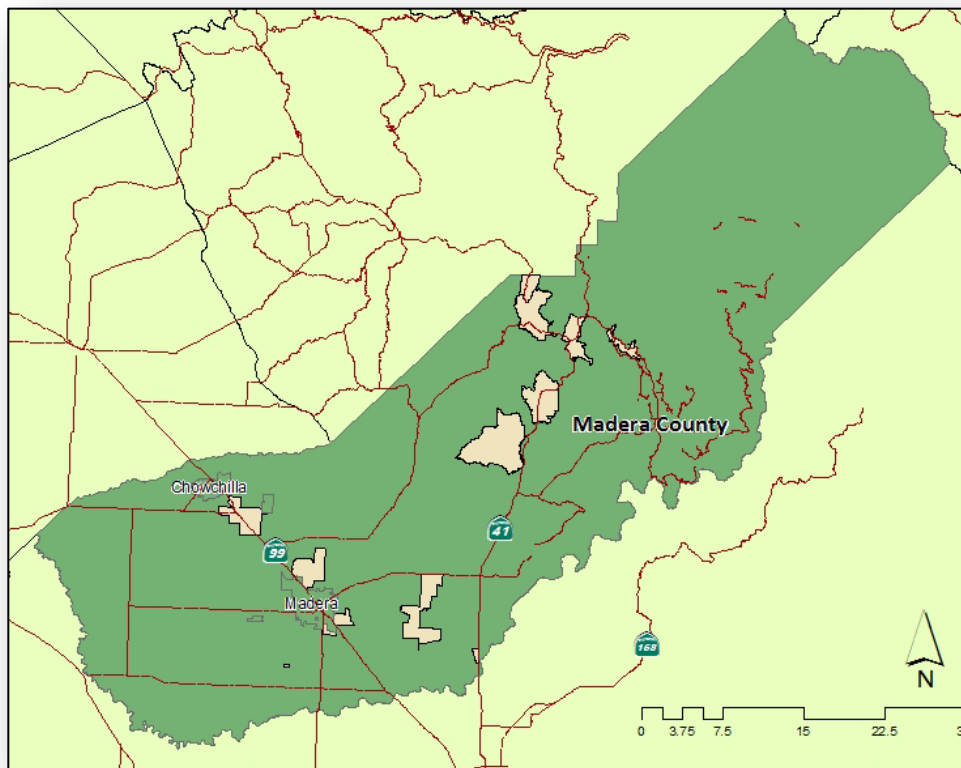
Cities of Avenal, Corcoran, Hanford, Lemoore, and Kings County unincorporated areas, located in Kings County, California



Cities of Alhambra, Arcadia, Avalon (Commercial Only), Azusa, Baldwin Park, Bell Garden (Commercial Only), Bellflower, Bradbury, Calabasas (Commercial Only), Carson, Claremont, Commerce, Covina, Diamond Bar, El Monte, El Segundo, Gardena, Glendora, Hawthorne, Hermosa Beach, Industry, Inglewood, Irwindale, La Canada Flintridge, La Verne, Lancaster, Lawndale, Lomita, Long Beach (Commercial Only), Malibu, Monrovia, Montebello, Monterey Park, Palmdale, Pomona, Redondo Beach, Rolling Hills, Rolling Hills Estates, Rancho Palos Verdes, Rosemead, San Dimas, San Fernando, San Gabriel, San Marino, Santa Monica, Sierra Madre, South El Monte, South Pasadena, Temple City, Torrance, Walnut, and West Covina, located in Los Angeles County, California.



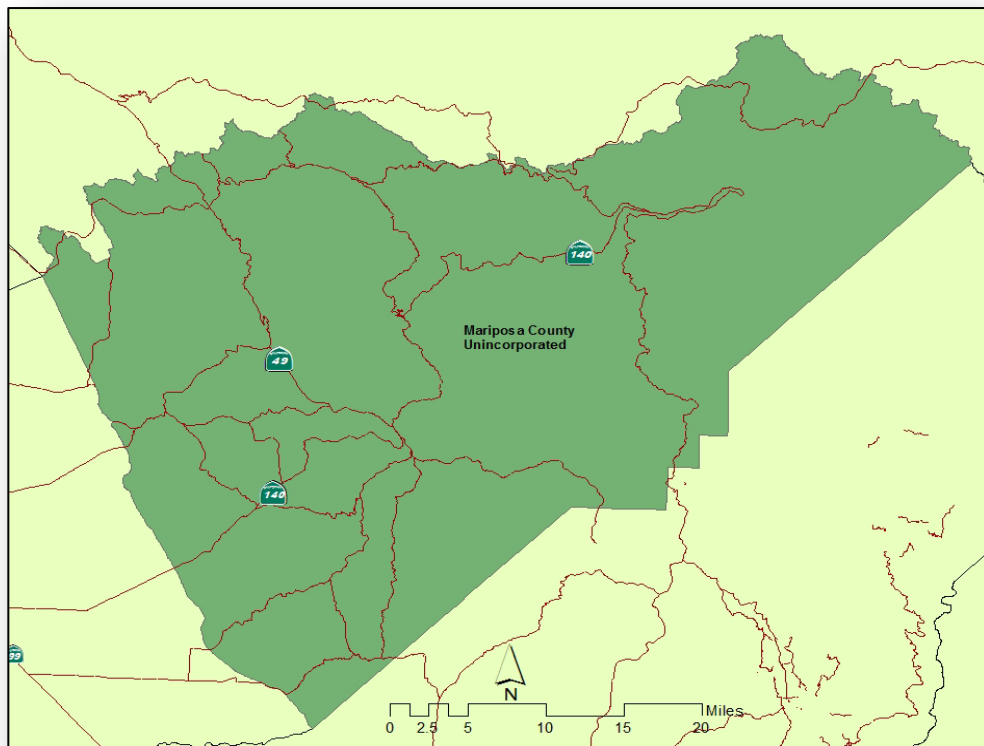
**Cities of Chowchilla, Madera and Madera County unincorporated areas, located in
Madera County, California**



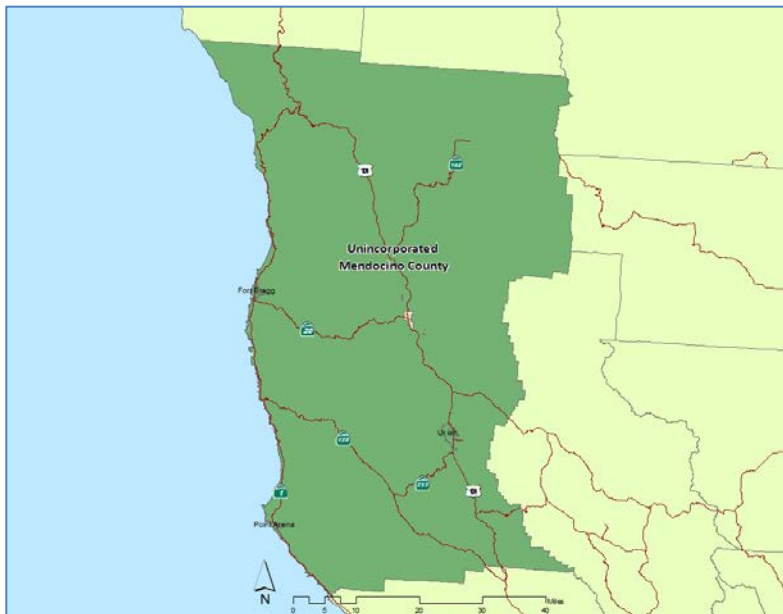
Cities of Belvedere, Larkspur, Mill Valley, Novato, San Anselmo, San Rafael, Sausalito, Tiburon, and County of Marin unincorporated areas, located in Marin County, California



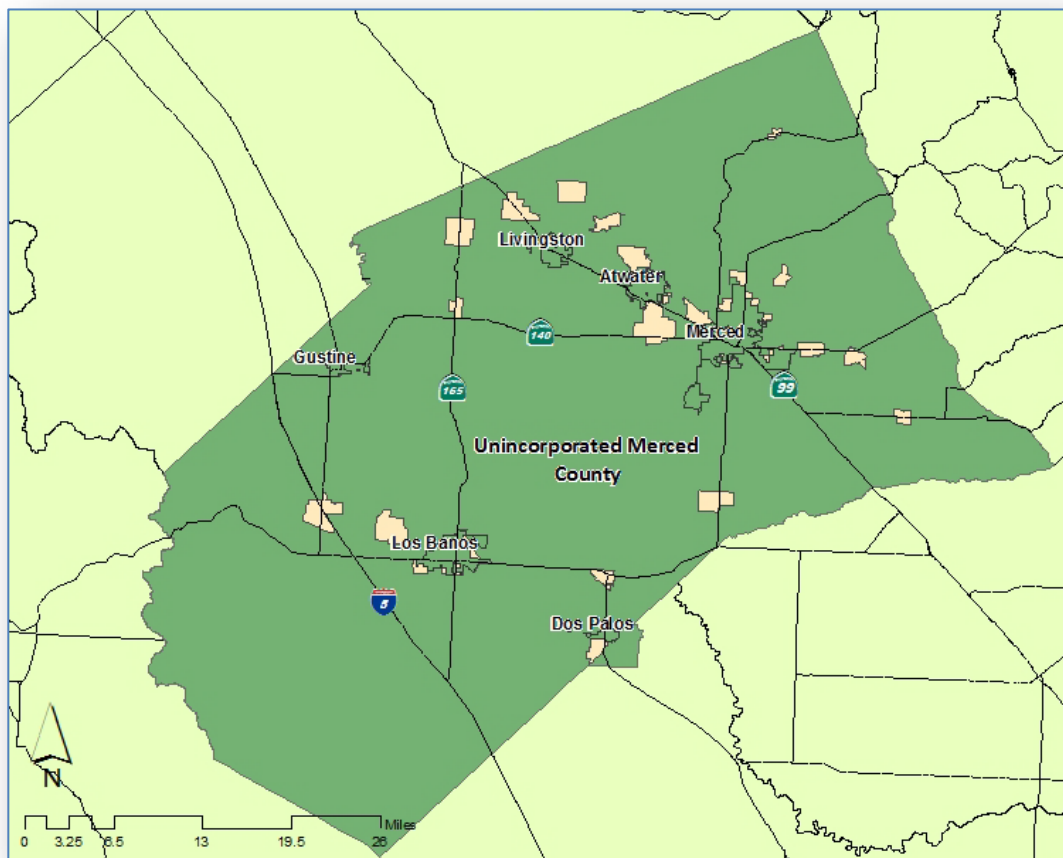
County of Mariposa unincorporated areas, located in Mariposa County, California



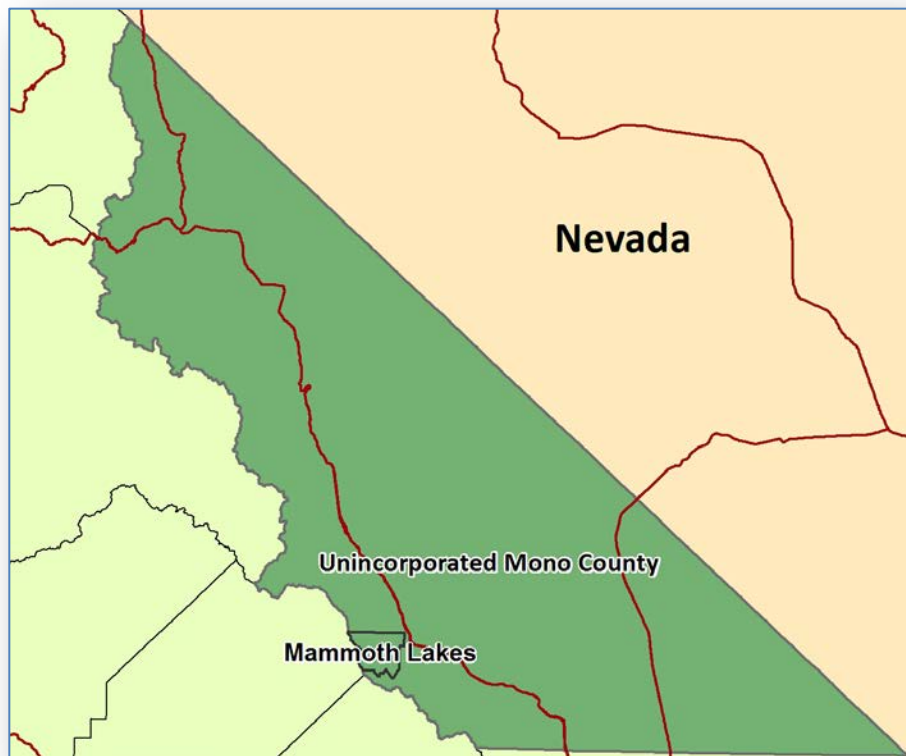
Cities of Fort Bragg, Point Arena, Ukiah, and Mendocino County unincorporated areas located in Mendocino County, California



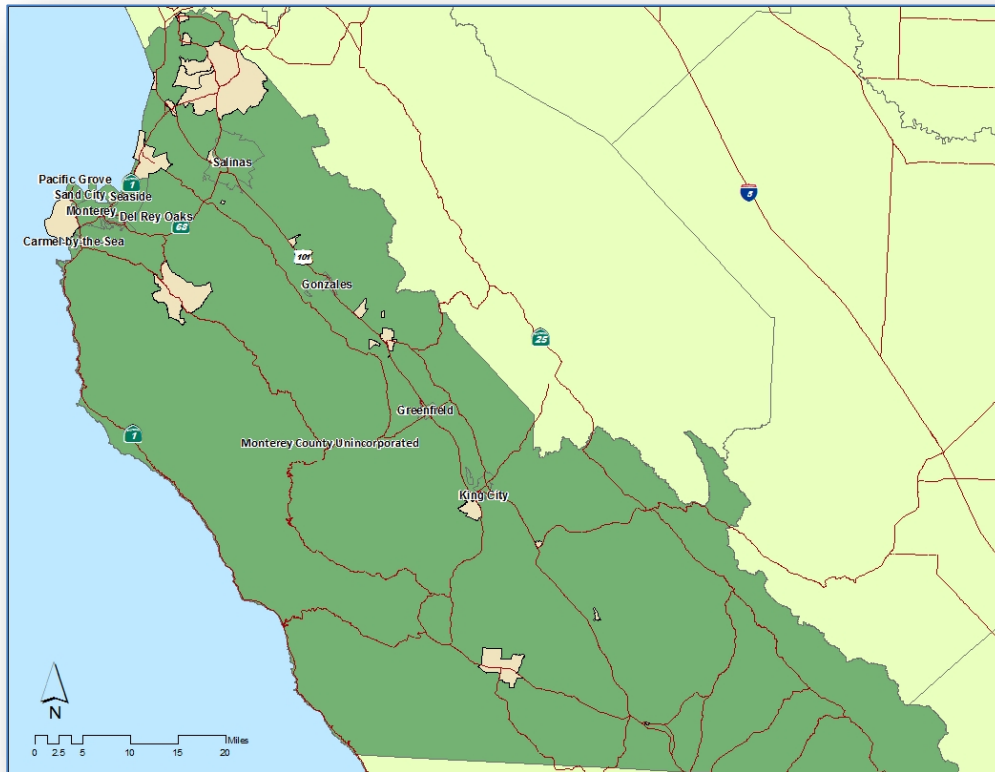
Cities of Atwater, Dos Palos, Gustine, Livingston, Los Banos, Merced, and Merced County unincorporated areas, located in Merced County, California



Town of Mammoth Lakes and Mono County unincorporated areas, located in Mono County, California



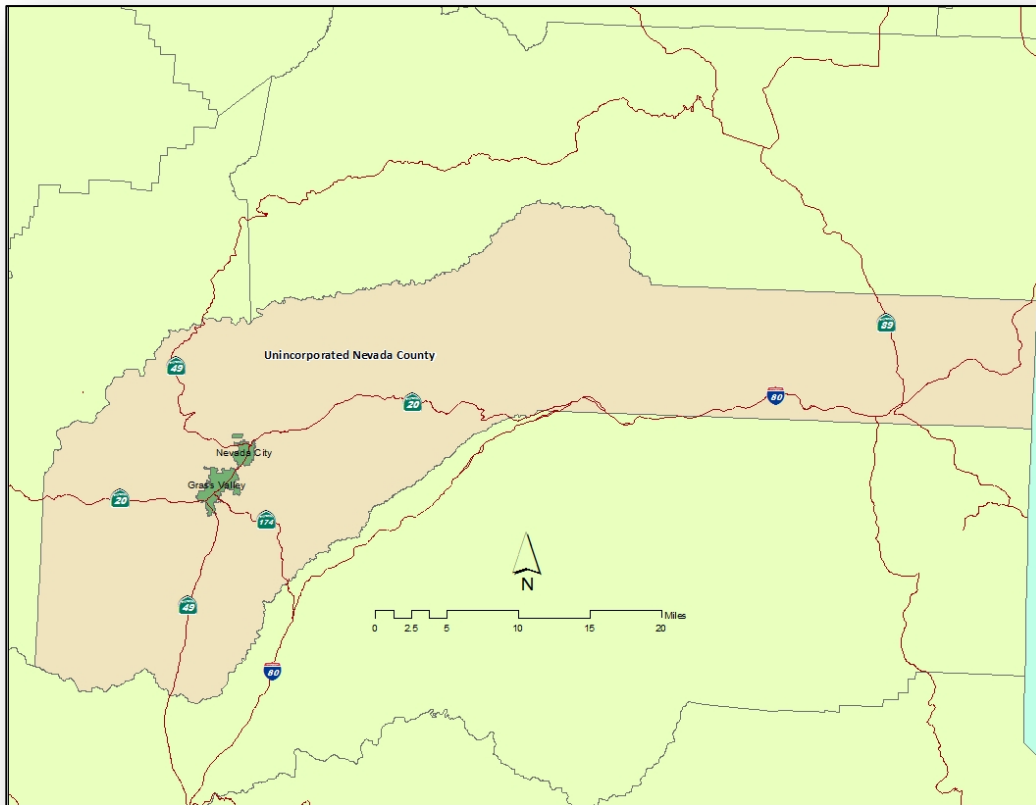
Cities of Carmel-by-the-Sea, Del Rey Oaks, Gonzales, Greenfield, Kings City, Monterey, Pacific Grove, Salinas, Sand City, Seaside, and Monterey County unincorporated areas, located in Monterey County, California



**Cities of American Canyon, Calistoga, Napa St. Helena, Yountville, and the County
of Napa unincorporated areas, located in Napa County, California**



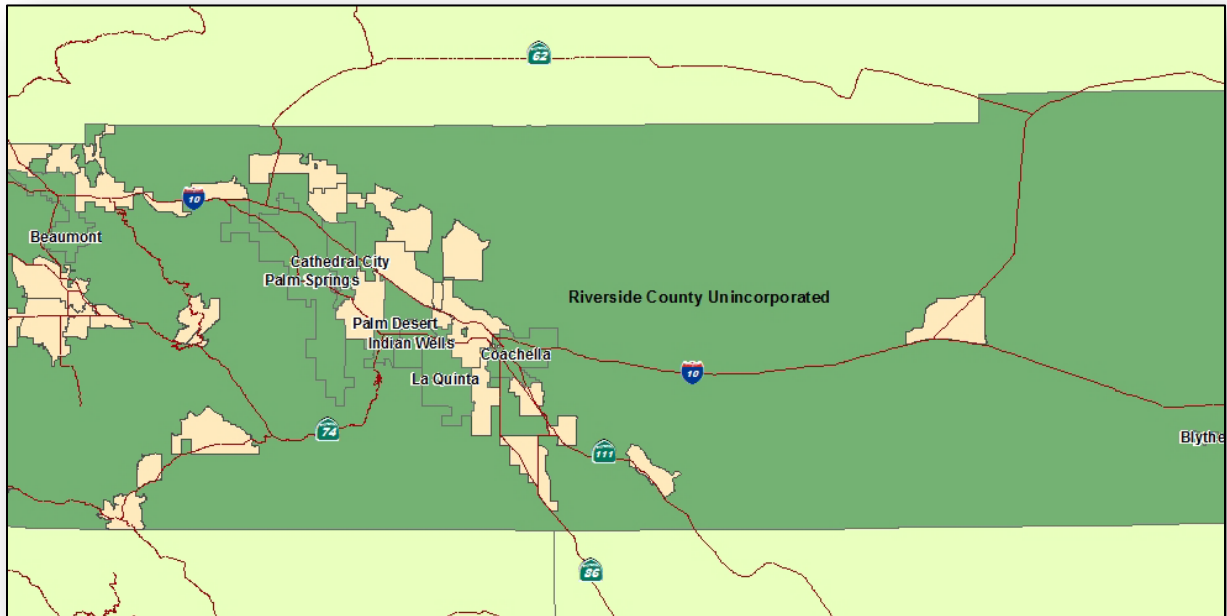
Cities of Grass Valley and Nevada City, located in Nevada County, California



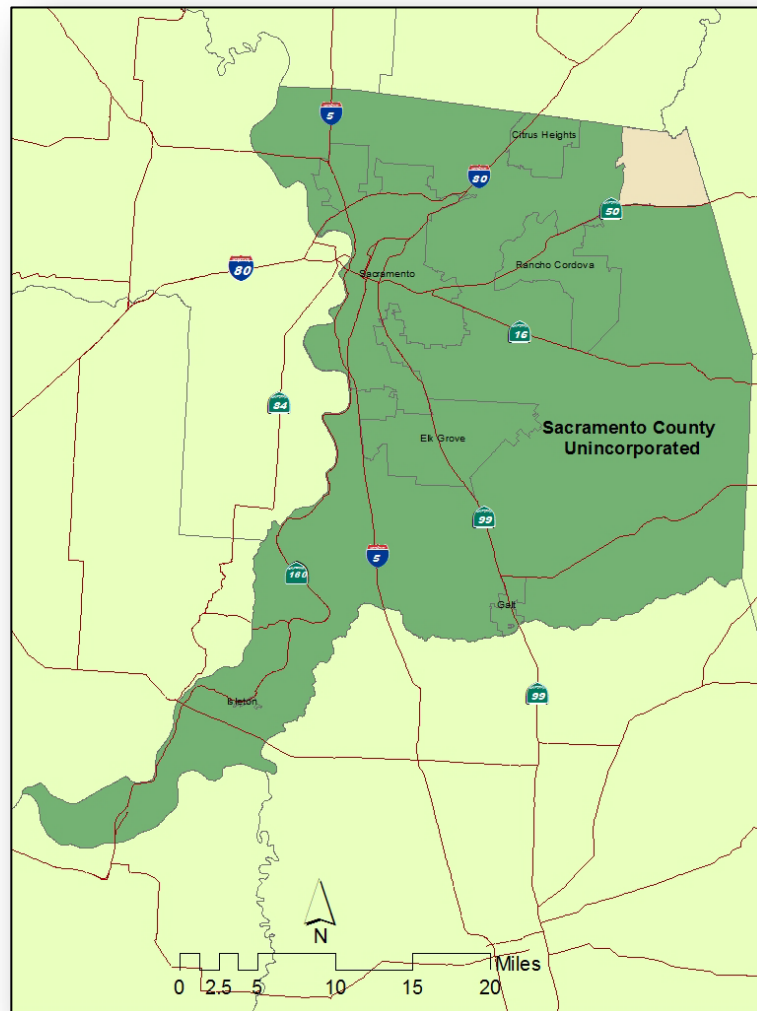
Cities of Aliso Viejo, Anaheim, Brea, Buena Park, Costa Mesa, Cypress, Fountain Valley, Garden Grove, Huntington Beach, La Habra, La Palma, Laguna Beach, Laguna Hills, Lake Forest, Mission Viejo, Newport Beach, Placentia, Rancho Santa Margarita, San Clemente, Santa Ana, Stanton, Tustin, Westminster, and Yorba Linda, located in Orange County, California.



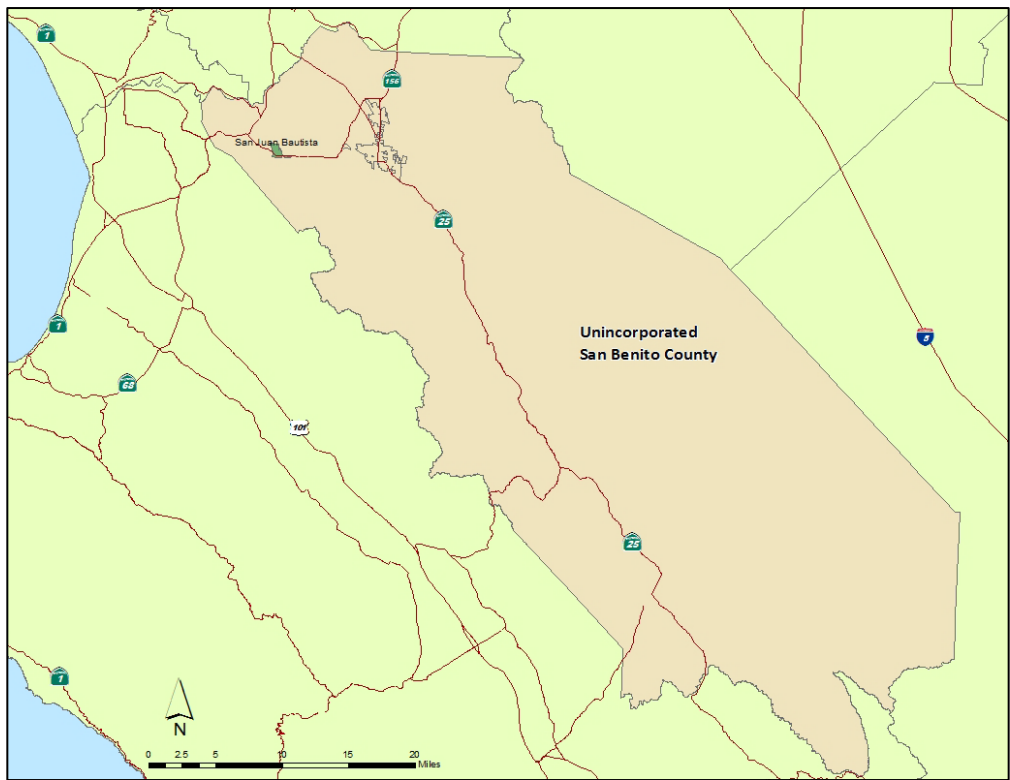
Cities of Beaumont, Blythe, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage, and Riverside County unincorporated areas located in Riverside County, California



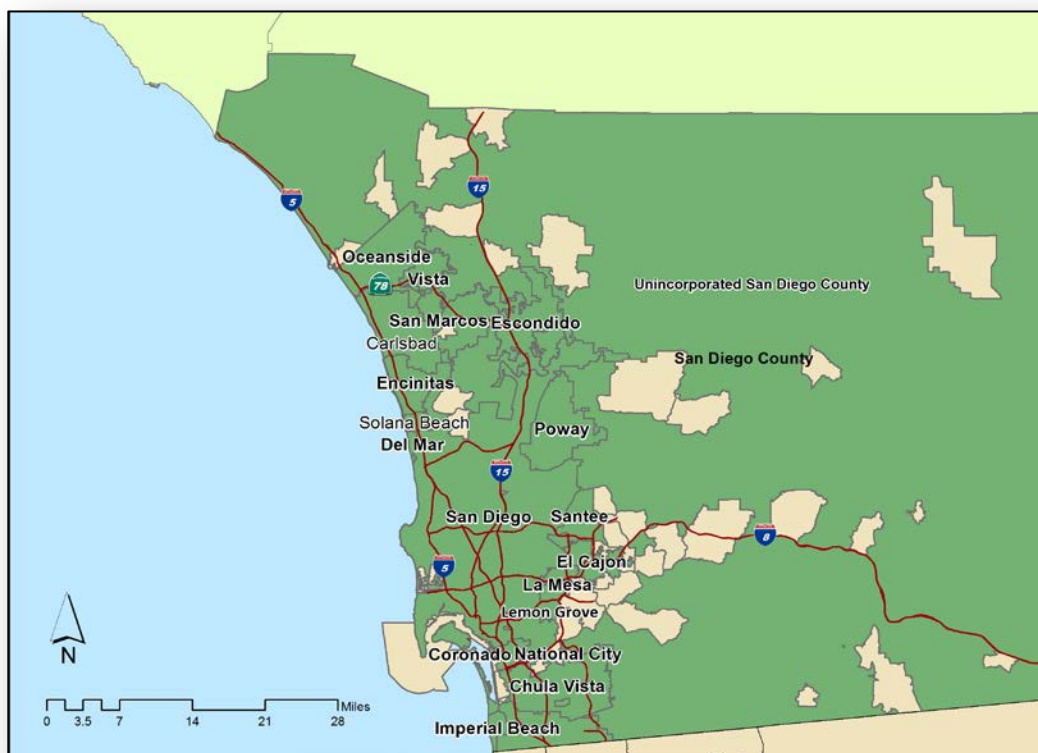
Cities of Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and Sacramento, and the County of Sacramento unincorporated areas located in Sacramento County, California



City of San Juan Bautista, located in San Benito County, California



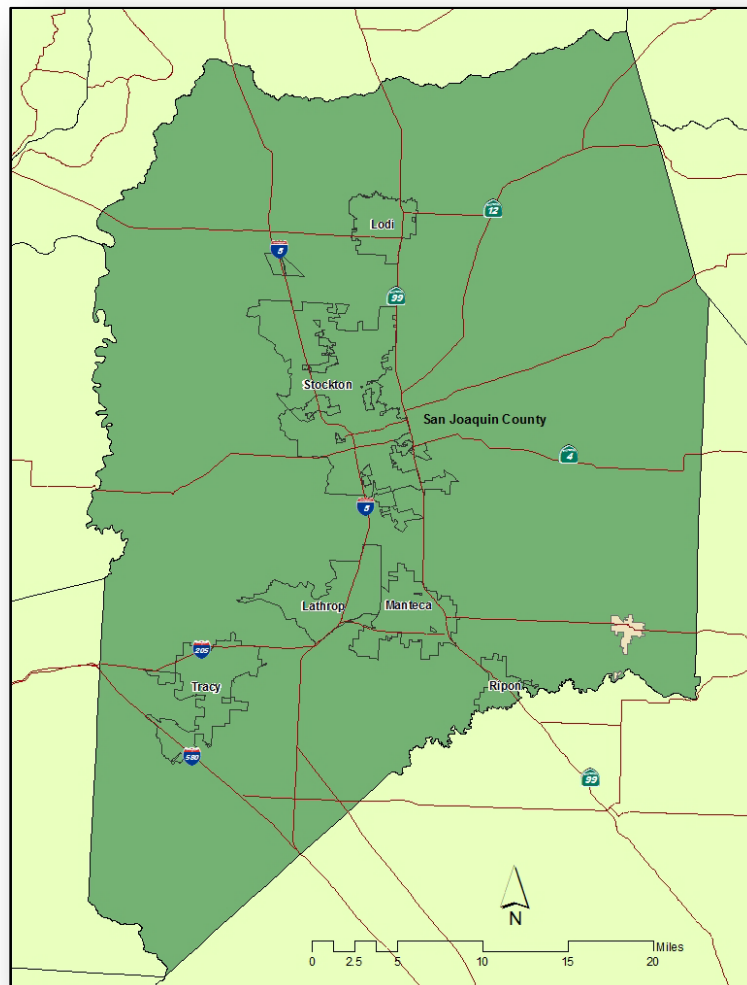
Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, and Vista, San Diego County unincorporated areas, located in San Diego County, California



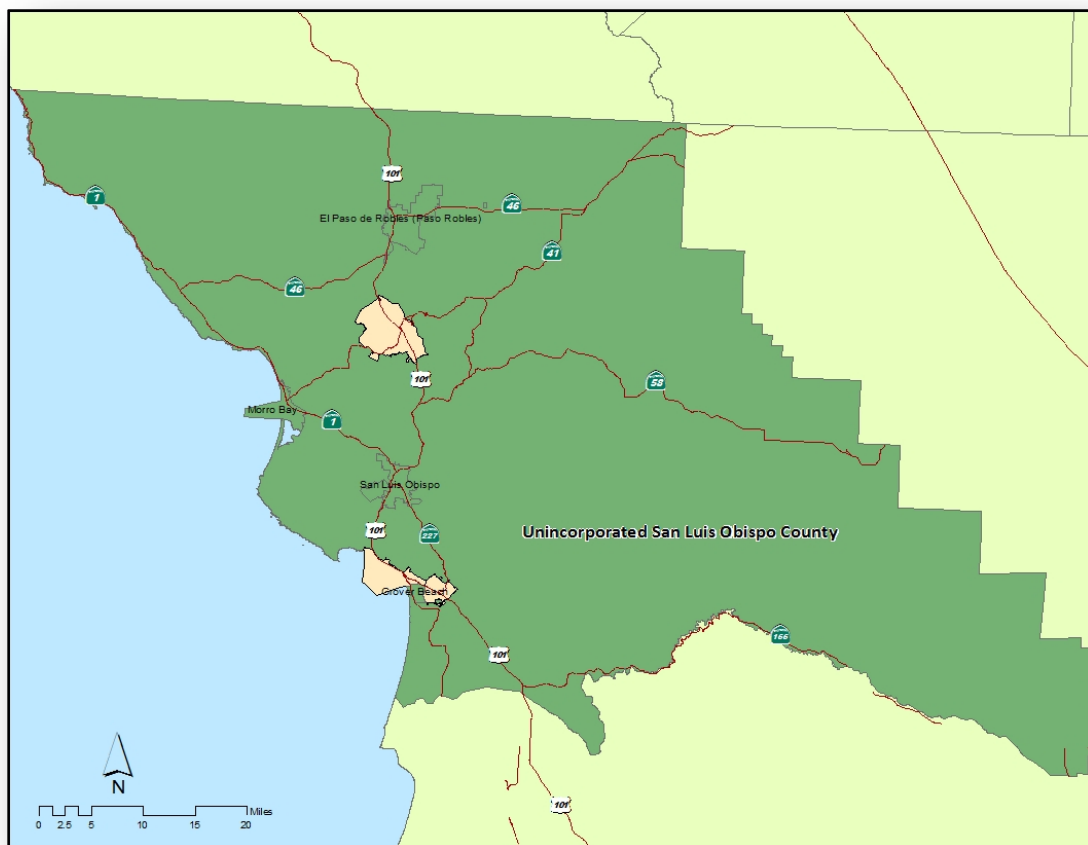
City/County of San Francisco, located in San Francisco County, California



Cities of Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy, and San Joaquin County unincorporated areas, located in San Joaquin County, California



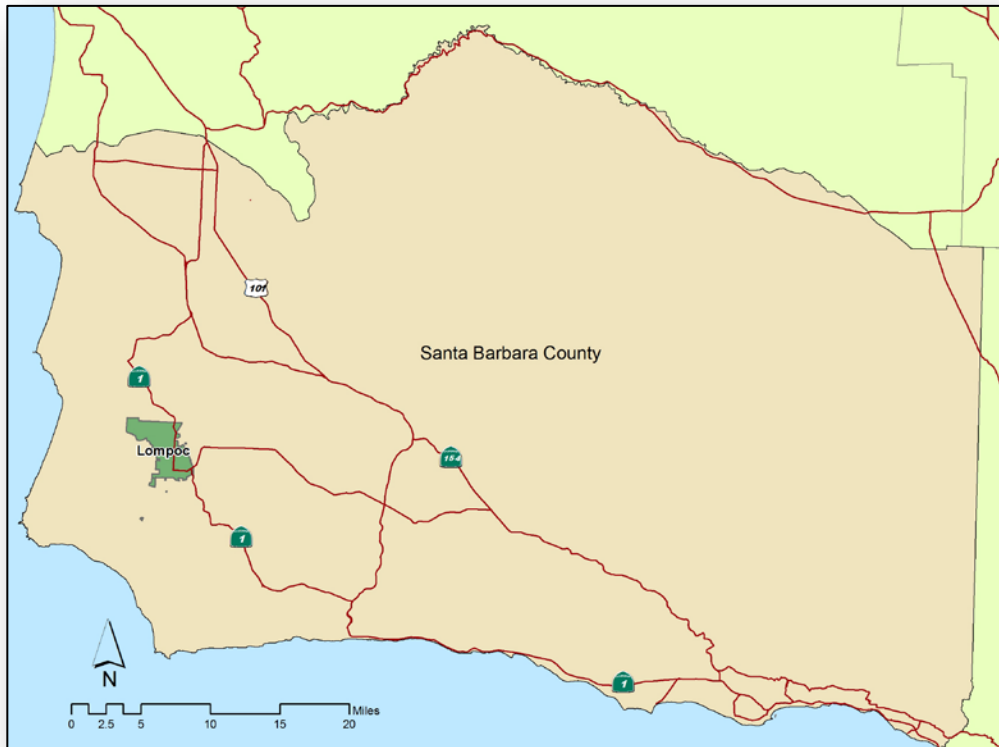
Cities of Grover Beach, Morro Bay, Paso Robles, San Luis Obispo, and San Luis Obispo County unincorporated areas, located in San Luis Obispo County, California



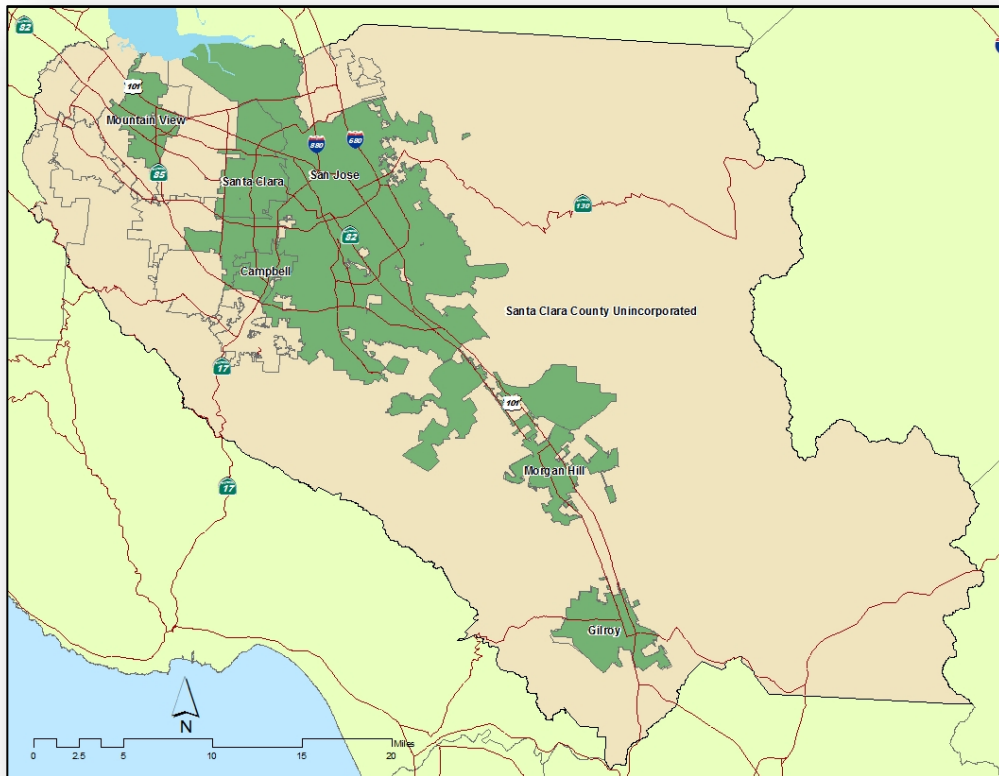
Cities/Towns of Atherton, Belmont, Brisbane, Burlingame, Colma, Daly City, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Pacifica, Portola Valley, Redwood City, San Bruno, San Carlos, San Mateo, South San Francisco, and Woodside, and the County of San Mateo unincorporated areas, located in San Mateo County, California



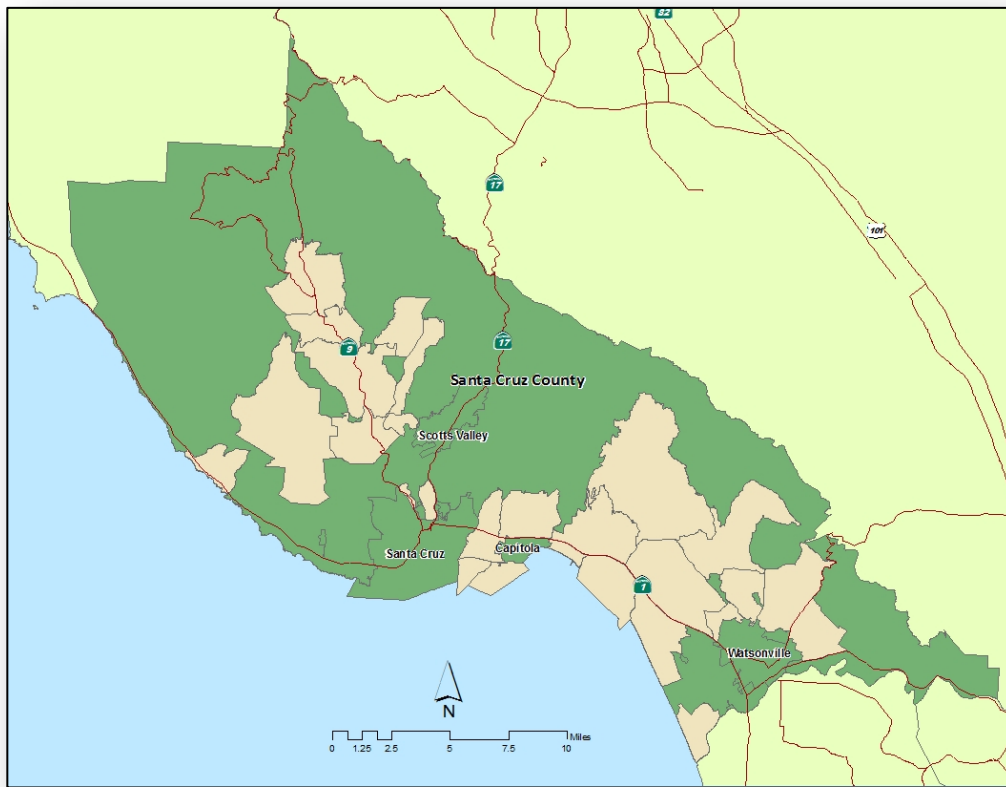
City of Lompoc, located in Santa Barbara County, California



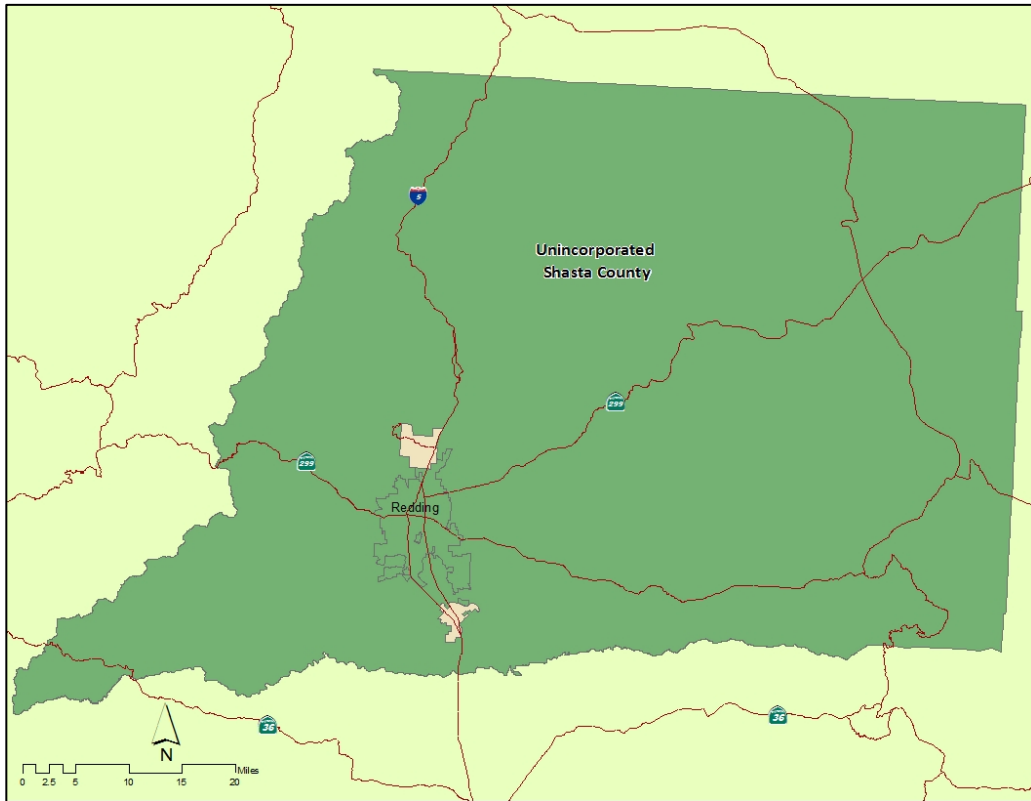
**Cities of Campbell, Gilroy, Morgan Hill, Mountain View, San Jose, and Santa Clara,
located in Santa Clara County, California**



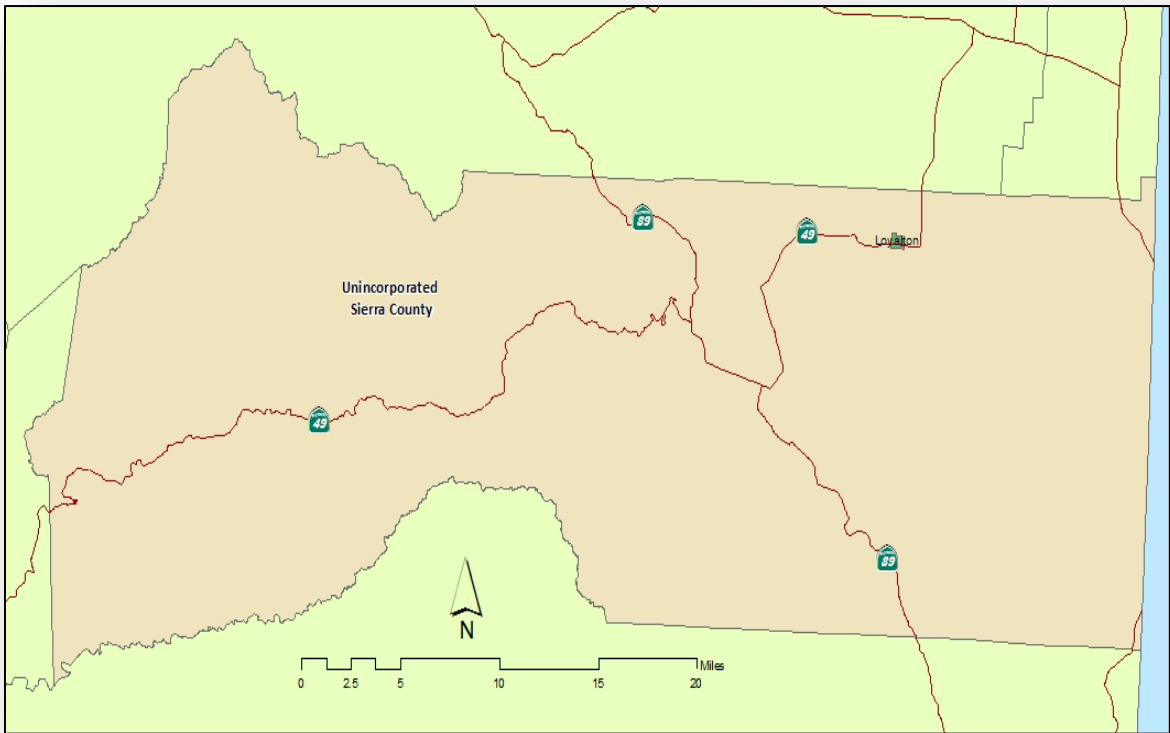
**Cities of Capitola, Santa Cruz, Scotts Valley, Watsonville, and Santa Cruz County
unincorporated areas, located in Santa Cruz County, California**



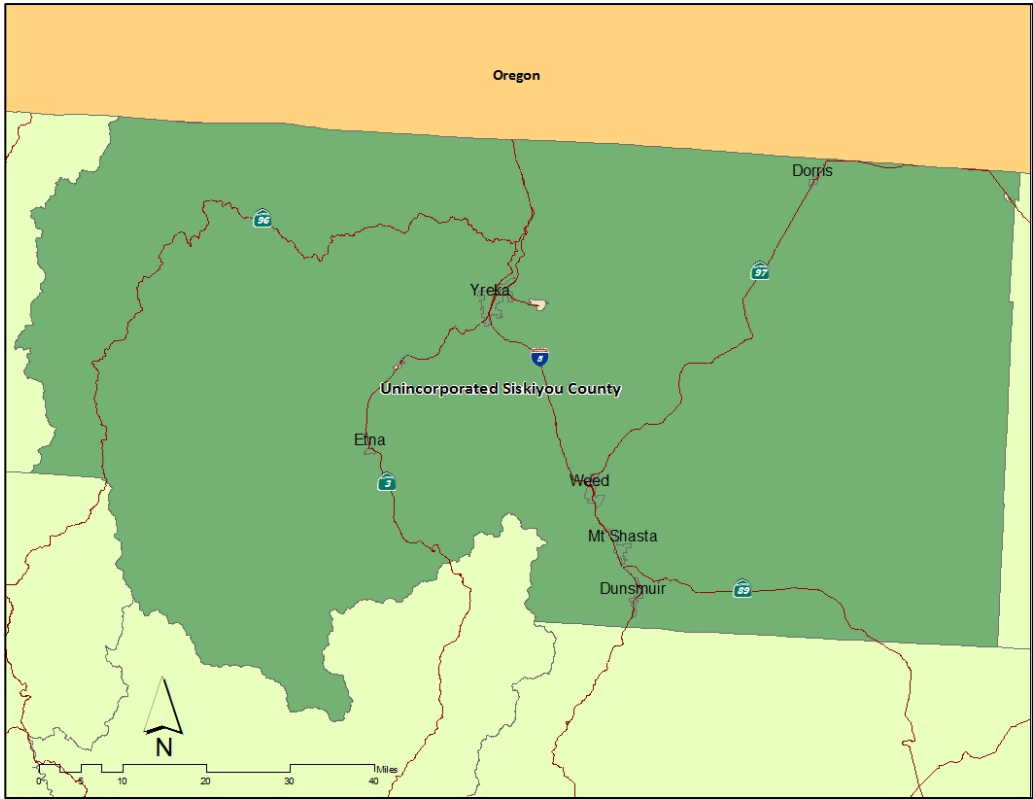
City of Redding and County of Shasta unincorporated areas, located in Shasta County, California



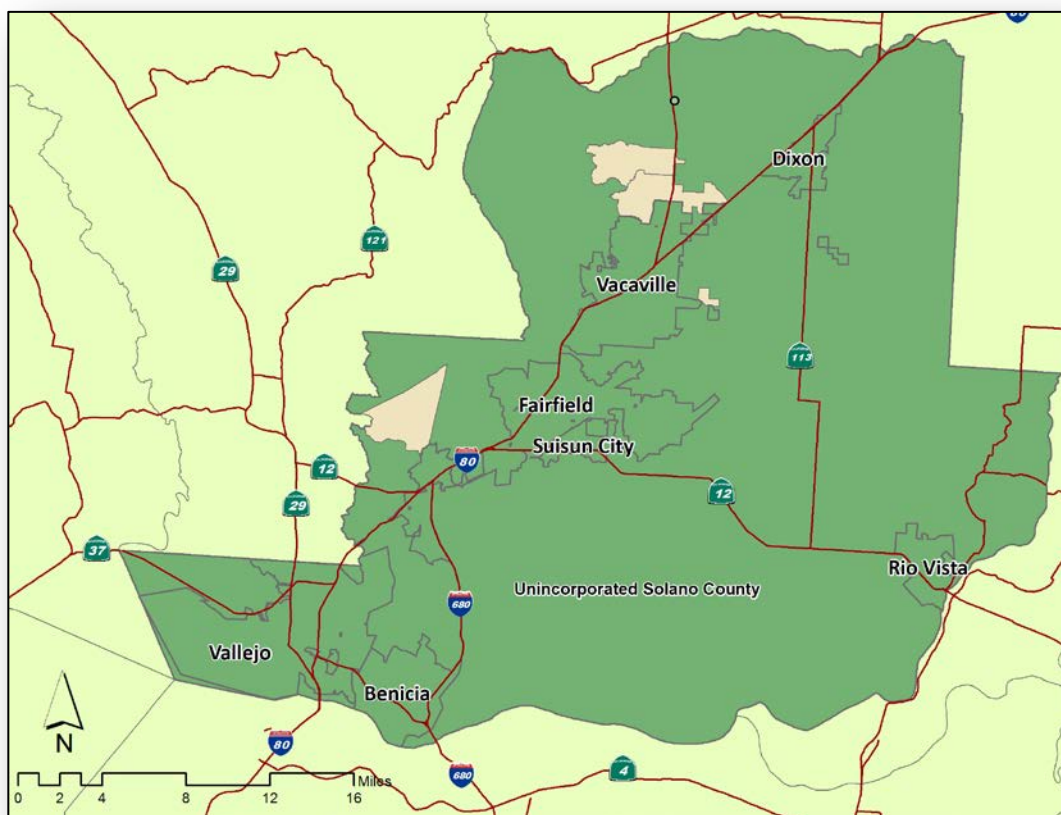
City of Loyalton, located in Sierra County, California



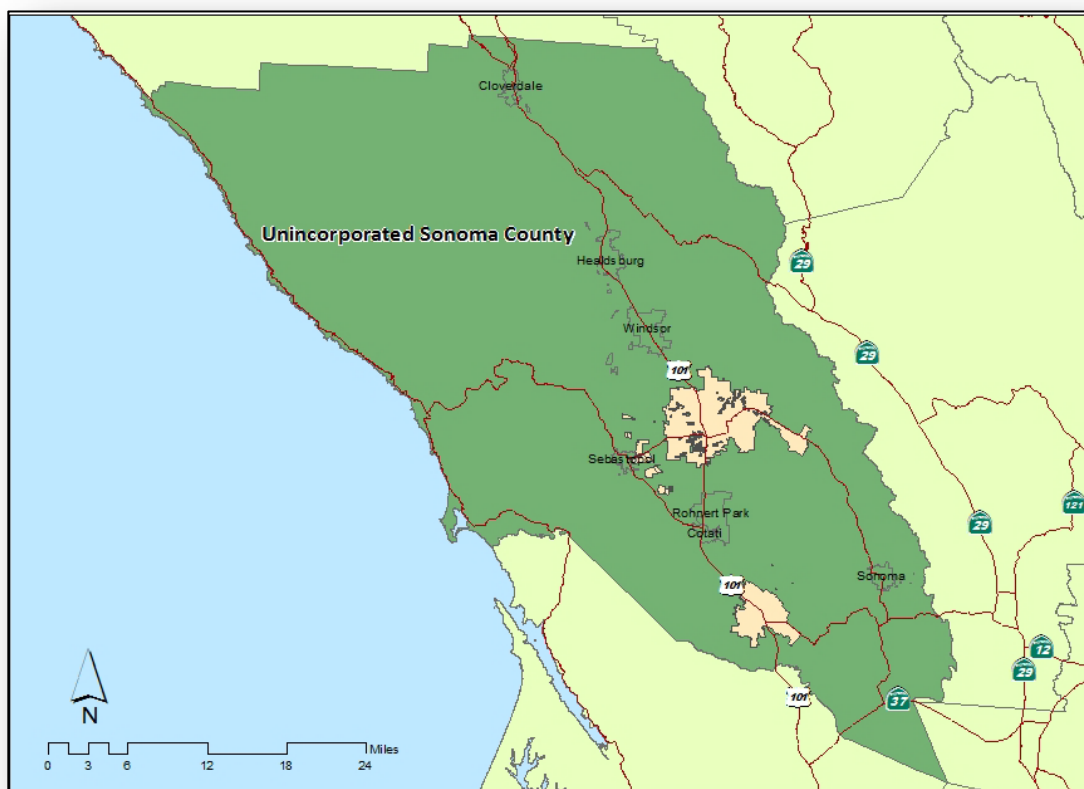
Cities of Dorris, Dunsmuir, Etna, Mount Shasta, Weed, Yreka, and County of Siskiyou unincorporated areas located in Siskiyou County, California



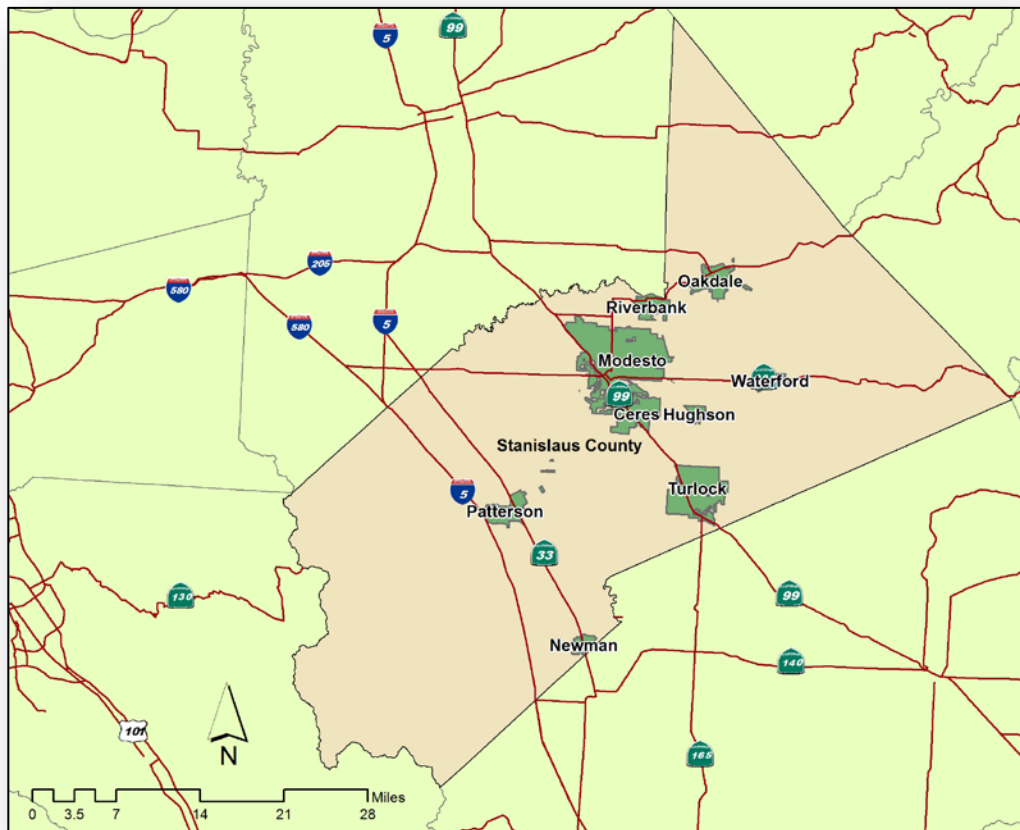
Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and the Solano County unincorporated areas, located in Solano County, California



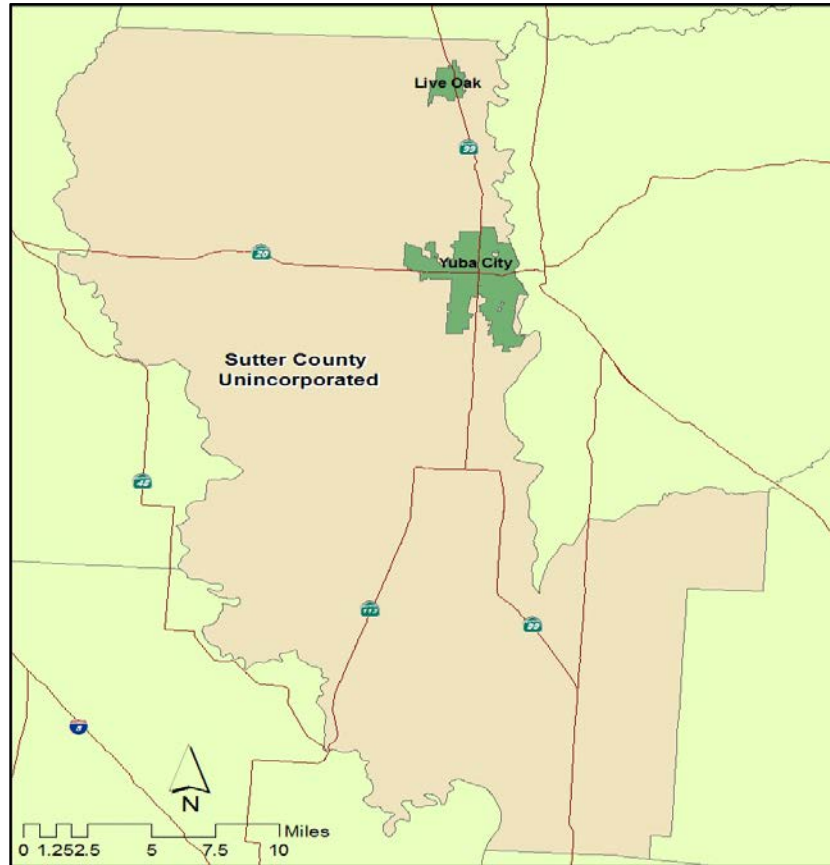
Cities of Cloverdale, Cotati, Healdsburg, Rohnert Park, Sebastopol, Sonoma, Windsor, and Sonoma County unincorporated areas, located in Sonoma County, California



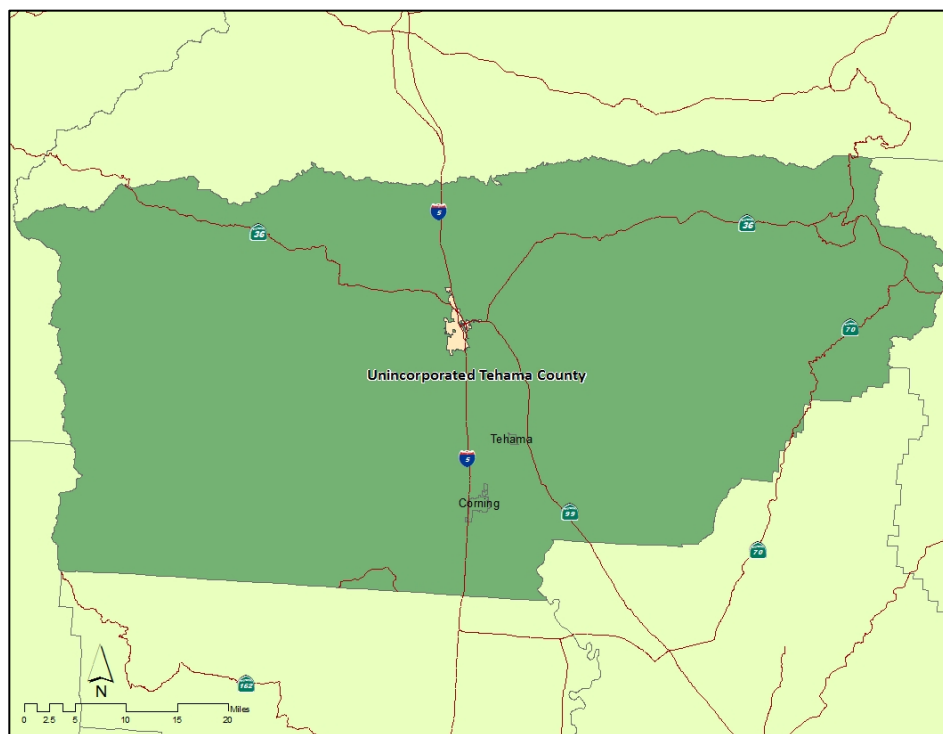
Cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, and Waterford, located in Stanislaus County, California



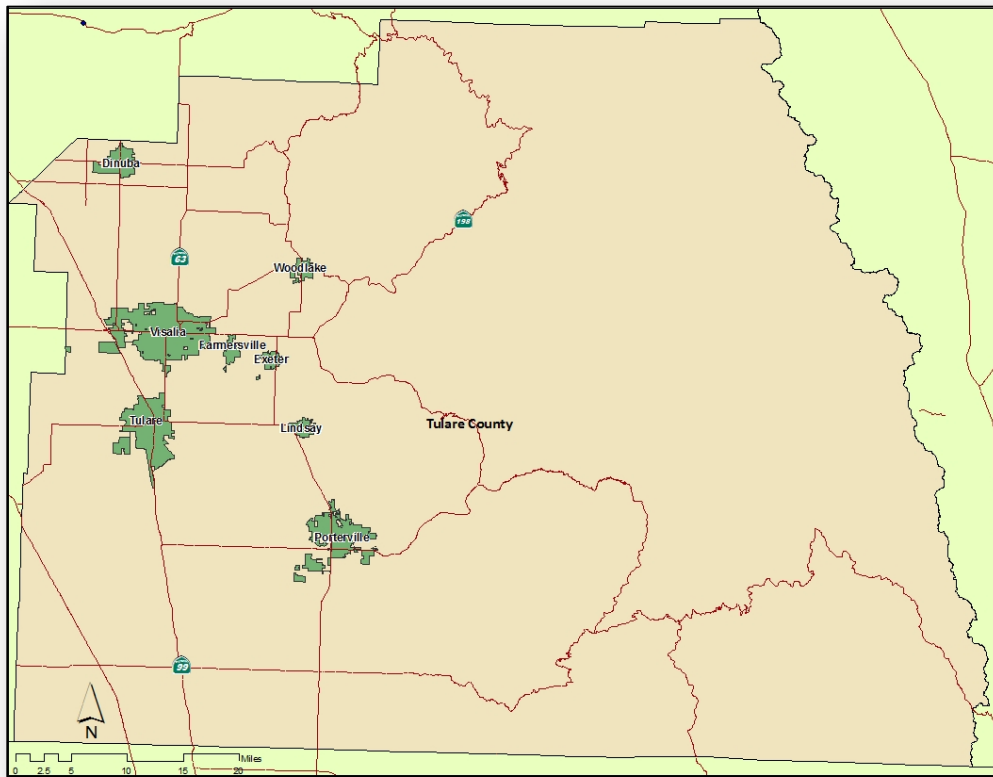
Cities of Live Oak and Yuba City, located in Sutter County, California



**Cities of Corning, Tehama, and Tehama County unincorporated areas, located in
Tehama County, California**



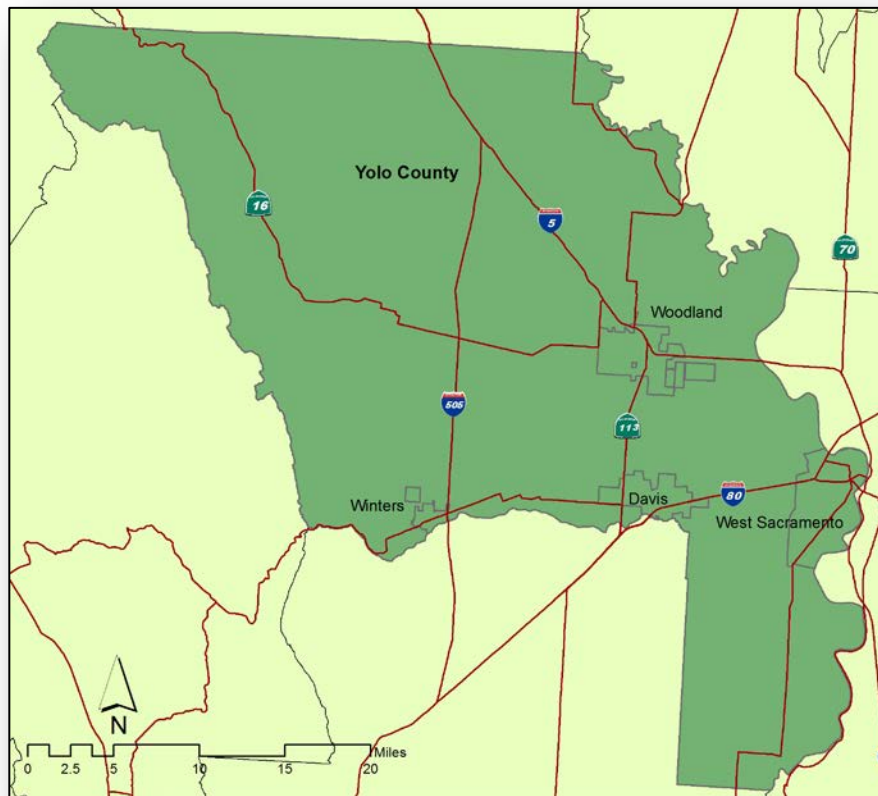
Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake, located in Tulare County, California



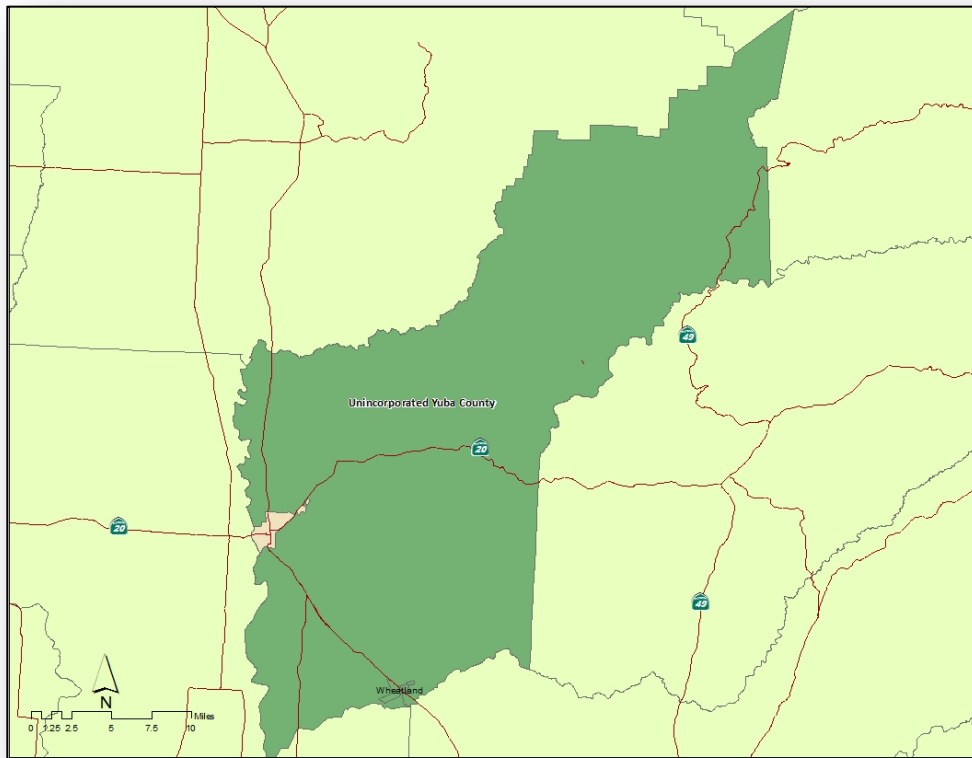
Cities of Camarillo, Fillmore, Moorpark, Ojai, Oxnard, Port Hueneme, San Buenaventura, Santa Paula, Simi Valley, and Thousand Oaks, located in Ventura County, California



**Cities of Davis, West Sacramento, Winters, Woodland, and Yolo County
unincorporated areas, located in Yolo County, California**



City of Wheatland, and Yuba County unincorporated areas, located in Yuba County, California





Western Riverside Council of Governments Executive Committee

Staff Report

Subject: Transportation Uniform Mitigation Fee (TUMF) Program Activities Update

Contact: Christopher Gray, Director of Transportation, gray@wrcog.coq.ca.us, (951) 955-8304

Date: January 9, 2017

The purpose of this item is to provide the Executive Committee an update on the progress of the 2017 TUMF Nexus Study.

Requested Action:

1. Receive and file.
-

WRCOG's Transportation Uniform Mitigation Fee (TUMF) Program is a regional fee program designed to provide transportation and transit infrastructure that mitigates the impact of new growth in Western Riverside County. Each of WRCOG's member jurisdictions participates in the Program through an adopted ordinance, collects fees from new development, and remits the fees to WRCOG. WRCOG, as administrator of the TUMF Program, allocates TUMF to the Riverside County Transportation Commission (RCTC), groupings of jurisdictions – referred to as TUMF Zones – based on the amounts of fees collected in these groups, and the Riverside Transit Agency (RTA). The TUMF Nexus Study is intended to satisfy the requirements of California Government Code Chapter 5 Section 66000-66008 (also known as the California Mitigation Fee Act) which governs imposing development impact fees in California. The Study establishes a nexus or reasonable relationship between the development impact fee's use and the type of project for which the fee is required. The TUMF Program is a development impact fee and is subject to the California Mitigation Fee Act (AB 1600, Govt. Code § 6600), which mandates that a Nexus Study be prepared to demonstrate a reasonable and rational relationship between the fee and the proposed improvements for which the fee is used. AB 1600 also requires the regular review and update of the Program and Nexus Study to ensure the validity of the Program. The last TUMF Program Update was completed in October 2009.

TUMF Network Update

The TUMF Network identifies the list of facilities that would be needed to accommodate future growth and therefore would be eligible for TUMF funding. Since the delay in the Nexus Study, staff has coordinated with all Program partners (member jurisdictions, RTA, and RCTC) to review and finalize the TUMF Network.

At the October and November Public Works Committee (PWC) meetings, staff presented a list of facilities identified for potential removal based on the minimum criteria for inclusion in the TUMF Network, which include:

- At least 4 travel lanes
- Carries at least 20,000 vehicles per day by the year 2040
- Roadway is projected to operate at a volume to capacity ratio of 0.91 or worse by the year 2040

WRCOG notified the PWC in November that staff would consider the following justifications to keep a facility in the TUMF Network for inclusion in the Nexus Study Update:

- The City provides a detailed traffic study documenting the need for the roadway
- The City demonstrates that removing the roadway would create a bottleneck which is defined as follows:
 - The segment being removed has fewer lanes than two adjacent segments on the same roadway. For example, a four-lane segment with two adjacent six-lane segments would be considered a bottleneck.
 - The segment connects to a roadway with an unequal number of lanes. For example, a two-lane roadway that connects to a four-lane roadway would be considered a bottleneck.
- The City demonstrates that there are local factors not addressed by the Nexus Study Traffic Model. For example, if the City can demonstrate that the Nexus Study may be missing applicable details for items such as traffic zones or other local issues.

Staff received feedback from a few member jurisdictions and reviewed additional backup documentation provided by the jurisdictions to support the inclusion of some of the facilities initially identified for potential removal. The following is a sample of facilities that WRCOG received comments and additional documentation from member jurisdictions. After review, staff and TUMF consultant, Parsons Brinckerhoff, determined that the facilities meet the criteria listed above to remain in the TUMF Network with associated costs:

- I-10 Bypass – County of Riverside submitted traffic study prepared by project consultant that shows volumes of traffic in excess of 20,000 vehicles per day.
- Railroad Canyon Road (I-15 to Canyon Hills) – City of Lake Elsinore submitted City traffic model results that demonstrate future volume to capacity ratios in excess of .91 or worse.
- Alessandro Boulevard (Nason Street to Gilman Springs Road) – City of Moreno Valley reviewed the Nexus Study Traffic Model and asked WRCOG staff to evaluate adjacent segments which were determined to be overcapacity. Staff determined that the roadway should be included in the Nexus Study Project List.

Though the cost of the identified facilities without justification were removed for this update, member jurisdictions will have the opportunity to request that a facility be reviewed in subsequent Nexus Studies for potential inclusion with cost. Staff will also be developing a process in 2017 to formally designate those roadways included in the TUMF Network, including those roadways which were previously completed, those currently eligible for funding in the Nexus Study, and roadways currently ineligible for funding but will be evaluated in future Nexus Studies.

At its December 8, 2016, meeting, the PWC approved the revised TUMF Network for inclusion in the 2017 draft TUMF Nexus Study. Attachment 1 to this Staff Report provides the facilities listed in the revised TUMF Network.

Staff, in coordination with TUMF consultant Parsons Brinckerhoff, is preparing the draft 2017 TUMF Nexus Study, which is expected to be released for review and comment at the beginning of February. In concurrence with the preparation of the draft 2017 TUMF Nexus Study, WRCOG has formed an Ad Hoc Committee with the goal of recommending a preferred option to finalize the Nexus Study. Staff expects that the Ad Hoc Committee will meet later this month to make a formal recommendation for the WRCOG Committee structure to begin reviewing in February.

Prior WRCOG Actions:

December 8, 2016: The Public Works Committee approved the revised TUMF Network for inclusion in the TUMF Nexus Study.

December 5, 2016: The Executive Committee 1) authorized the Executive Director to execute a TUMF Reimbursement Agreement Amendment with the City of Moreno Valley for the Nason Street / SR-60 Interchange Project in an amount not to exceed \$11,261,500; 2) approved the TUMF Administrative Plan revision to include an additional process in which developers receive credit against TUMF obligations; and 3) approved the Memorandum of Understanding between WRCOG and Riverside Transit Agency (RTA) to set forth a process for WRCOG to allocate RTA's TUMF Share to RTA.

WRCOG Fiscal Impact:

TUMF activities are included in the Agency's adopted Fiscal Year 2016/2017 Budget under the Transportation Department.

Attachment:

1. Revised TUMF Network.

Page Intentionally Left Blank

Item 7.B

Transportation Uniform Mitigation
Fee (TUMF) Program Activities
Update

Attachment 1

Revised TUMF Network

Page Intentionally Left Blank

EXHIBIT H-1 TUMF Network Detailed Cost Estimate (RCTC Priority Corridors in Bold)

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	INCREASELN	% COMPLETE	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING
Central			Menifee	Ethanac	Goetz	Murrieta	Backbone	0.99	2	2	0	0%	1	2	0	0	0
Central			Menifee	Ethanac	Murrieta	I-215	Backbone	0.90	2	2	0	0%	1	2	0	0	0
Central			Menifee	Ethanac	I-215	interchange	Backbone	0.00	0	0	0	0%	1	2	3	0	0
Central			Menifee	Ethanac	Sherman	Matthews	Backbone	0.61	2	4	2	0%	1	3	0	0	0
Central			Menifee	Ethanac	BNSF San Jacinto Branch	railroad crossing	Backbone	0.00	2	4	2	0%	1	3	0	0	1
Central			Menifee	Menifee	SR-74 (Pinacate)	Simpson	Backbone	2.49	2	2	0	0%	1	3	0	0	0
Central			Menifee	Menifee	Salt Creek	bridge	Backbone	0.00	2	2	0	0%	1	3	0	200	0
Central			Menifee	Menifee	Simpson	Aldergate	Backbone	0.64	4	4	0	0%	1	3	0	0	0
Central			Menifee	Menifee	Aldergate	Newport	Backbone	0.98	4	4	0	0%	1	3	0	0	0
Central			Menifee	Menifee	Newport	Holland	Backbone	1.07	4	4	0	0%	1	3	0	0	0
Central			Menifee	Menifee	Holland	Garbani	Backbone	1.03	4	4	0	0%	1	3	0	0	0
Central			Menifee	Menifee	Garbani	Scott	Backbone	1.00	2	4	2	0%	1	3	0	0	0
Central			Menifee	Menifee/Whitewood	Scott	Murrieta City Limit	Backbone	0.53	4	4	0	0%	1	3	0	0	0
Central			Menifee	Newport	Goetz	Murrieta	Backbone	1.81	6	6	0	0%	1	3	0	0	0
Central			Menifee	Newport	Murrieta	I-215	Backbone	2.05	4	6	2	0%	1	3	0	0	0
Central			Menifee	Newport	I-215	Menifee	Backbone	0.95	6	6	0	0%	1	3	0	0	0
Central			Menifee	Newport	Menifee	Lindenberger	Backbone	0.77	6	6	0	0%	1	3	0	0	0
Central			Menifee	Newport	Lindenberger	SR-79 (Winchester)	Backbone	3.58	6	6	0	0%	1	3	0	0	0
Central			Menifee	Scott	I-215	Briggs	Backbone	2.04	4	4	0	0%	1	3	0	0	0
Central			Menifee	Scott	I-215	interchange	Backbone	0.00	0	0	0	0%	1	3	2	0	0
Central			Menifee	Scott	Murrieta	I-215	Backbone	1.94	2	6	4	0%	1	3	0	0	0
Central			Menifee	SR-74	Matthews	Briggs	Backbone	1.89	4	6	2	0%	1	3	0	0	0
Central			Moreno Valley	Alessandro	I-215	Perris	Backbone	3.52	4	6	2	74%	1	2	0	0	0
Central			Moreno Valley	Alessandro	Perris	Nason	Backbone	2.00	2	6	4	19%	1	2	0	0	0
Central			Moreno Valley	Alessandro	Nason	Moreno Beach	Backbone	0.99	2	4	2	0%	1	2	0	0	0
Central			Moreno Valley	Alessandro	Moreno Beach	Gilman Springs	Backbone	4.13	2	4	2	0%	1	3	0	0	0
Central			Moreno Valley	Gilman Springs	SR-60	Alessandro	Backbone	1.67	2	4	2	0%	1	3	0	0	0
Central			Moreno Valley	Gilman Springs	SR-60	interchange	Backbone	0.00	0	0	0	0%	1	3	3	0	0
Central			Moreno Valley	Perris	Reche Vista	Ironwood	Backbone	2.09	2	2	0	90%	1	2	0	0	0
Central			Moreno Valley	Perris	Ironwood	Sunnymead	Backbone	0.52	4	4	0	80%	1	2	0	0	0
Central			Moreno Valley	Perris	SR-60	interchange	Backbone	0.00	0	0	0	0%	1	2	3	0	0
Central			Moreno Valley	Perris	Sunnymead	Cactus	Backbone	2.00	4	4	0	25%	1	2	0	0	0
Central			Moreno Valley	Perris	Cactus	Harley Knox	Backbone	3.50	6	6	0	0%	1	2	0	0	0
Central			Moreno Valley	Reche Vista	Moreno Valley City Limit	Heacock	Backbone	0.44	2	4	2	0%	2	2	0	0	0
Central			Perris	11th/Case	Perris	Goetz	Backbone	0.30	2	4	2	0%	1	2	0	0	0
Central			Perris	Case	Goetz	I-215	Backbone	2.36	2	4	2	0%	1	2	0	0	0
Central			Perris	Case	San Jacinto River	bridge	Backbone	0.00	2	4	2	0%	1	2	0	122	0
Central			Perris	Ethanac	Keystone	Goetz	Backbone	2.24	0	4	4	38%	1	3	0	0	0
Central			Perris	Ethanac	San Jacinto River	bridge	Backbone	0.00	0	4	4	0%	1	3	0	400	0
Central			Perris	Ethanac	I-215	Sherman	Backbone	0.35	2	4	2	0%	1	2	0	0	0
Central			Perris	Goetz	Case	Ethanac	Backbone	2.00	2	4	2	0%	1	3	0	0	0
Central			Perris	Goetz	San Jacinto River	bridge	Backbone	0.00	2	4	2	0%	1	3	0	400	0
Central			Perris	Mid-County (Placentia)	I-215	Perris	Backbone	0.87	0	6	6	28%	1	2	0	0	0
Central			Perris	Mid-County (Placentia)	I-215	interchange	Backbone	0.00	0	0	0	0%	1	2	2	0	0
Central			Perris	Mid-County	Perris	Evans	Backbone	1.57	0	6	6	0%	1	2	0	0	0
Central			Perris	Mid-County	Perris Valley Storm Channel	bridge	Backbone	0.00	0	6	6	0%	1	2	0	300	0
Central			Perris	Perris	Harley Knox	Ramona	Backbone	1.00	6	6	0	0%	1	3	0	0	0
Central			Perris	Perris	Ramona	Citrus	Backbone	2.49	4	6	2	0%	1	3	0	0	0
Central			Perris	Perris	Citrus	Nuevo	Backbone	0.50	6	6	0	0%	1	3	0	0	0
Central			Perris	Perris	Nuevo	11th	Backbone	1.75	2	4	2	0%	1	2	0	0	0
Central			Perris	Perris	I-215 overcrossing	bridge	Backbone	0.00	2	4	2	0%	1	2	0	300	0
Central			Perris	Ramona	I-215	Perris	Backbone	1.47	4	6	2	73%	1	2	0	0	0
Central			Perris	Ramona	I-215	interchange	Backbone	0.00	0	0	0	0%	1	2	3	0	0
Central			Perris	Ramona	Perris	Evans	Backbone	1.00	6	6	0	0%	1	2	0	0	0
Central			Perris	Ramona	Evans	Mid-County (2,800 ft E of Rider)	Backbone	2.62	4	4	0	0%	1	2	0	0	0
Central			Perris	SR-74 (4th)	Ellis	I-215	Backbone	2.29	4	4	0	0%	1	2	0	0	0
Central			Unincorporated	Reche Vista	Reche Canyon	Moreno Valley City Limit	Backbone	1.22	2	4	2	0%	2	2	0	0	0
Central			Unincorporated	Ethanac	SR-74	Keystone	Backbone	1.07	0	4	4	0%	1	3	0	0	0
Central			Unincorporated	Gilman Springs	Alessandro	Bridge	Backbone	4.98	2	4	2	0%	2	3	0	0	0
Central			Unincorporated	Menifee	SR-74 (Pinacate)	Nuevo	Backbone	4.07	2	4	2	0%	1	3	0	0	0
Central			Unincorporated	Mid-County	Evans	Ramona (2,800 ft E of Rider)	Backbone	0.77	0	6	6	0%	3	3	0	0	0
Central			Unincorporated	Mid-County (Ramona)	Ramona (2,800 ft E of Rider)	Pico Avenue	Backbone	0.44	4	6	2	0%	1	3	0	0	0

EXHIBIT H-1

TUMF Network Detailed Cost Estimate

(RCTC Priority Corridors in Bold)

AREA	PLAN	DIST	CITY	STREET	NAME	SEGMENT	FROM	TO	NETWORK	MILES	EXISTING	GLN	FUTURE	RELN	INCREASE	SELN	% COMPLETE	TOPO	LAND	USE	INTERCHG	BRIDGE	RRXING
Central	Unincorporated	Mid-County (Ramona)	Pico Avenue	Bridge	Backbone	5.95	2	6	4	0%	1	3	0	0	0	0	0	0	0	0	0	0	0
Central	Unincorporated	Mid-County (Ramona)	San Jacinto River	bridge	Backbone	0.00	2	6	4	0%	1	3	0	1,300	0	0	0	0	0	0	0	0	0
Central	Unincorporated	Reche Canyon	San Bernardino County	Reche Vista	Backbone	3.35	0	4	4	0%	3	3	0	0	0	0	0	0	0	0	0	0	0
Central	Unincorporated	Scott	Briggs	SR-79 (Winchester)	Backbone	3.04	2	6	4	0%	1	3	0	0	0	0	0	0	0	0	0	0	0
Central	Unincorporated	SR-74	Ethanac	Ellis	Backbone	2.68	4	4	0	0%	2	3	0	0	0	0	0	0	0	0	0	0	0
Northwest	Corona	Cajalco	I-15	Temescal Canyon	Backbone	0.66	4	6	2	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Corona	Cajalco	I-15	interchange	Backbone	0.00	0	0	0	0%	1	2	1	0	0	0	0	0	0	0	0	0	0
Northwest	Corona	Foothill	Paseo Grande	Lincoln	Backbone	2.60	0	4	4	0%	3	3	0	0	0	0	0	0	0	0	0	0	0
Northwest	Corona	Foothill	Wardlow Wash	bridge	Backbone	0.00	0	4	4	0%	3	3	0	300	0	0	0	0	0	0	0	0	0
Northwest	Corona	Foothill	Lincoln	California	Backbone	2.81	4	4	0	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Corona	Foothill	California	I-15	Backbone	0.89	2	4	2	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Corona	Green River	SR-91	Dominguez Ranch	Backbone	0.52	4	6	2	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Corona	Green River	Dominguez Ranch	Palisades	Backbone	0.56	4	6	2	0%	2	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Corona	Green River	Palisades	Paseo Grande	Backbone	2.01	4	4	0	0%	2	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Eastvale	Schleisman	San Bernardino County	600' e/o Cucamonga Creek	Backbone	0.65	5	6	1	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Eastvale	Schleisman	Cucamonga Creek	bridge	Backbone	0.00	5	6	1	0%	1	2	0	200	0	0	0	0	0	0	0	0	0
Northwest	Eastvale	Schleisman	600' e/o Cucamonga Creek	Harrison	Backbone	0.87	6	6	0	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Eastvale	Schleisman	Harrison	Sumner	Backbone	0.50	4	4	0	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Eastvale	Schleisman	Sumner	Scholar	Backbone	0.50	2	4	2	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Eastvale	Schleisman	Scholar	A Street	Backbone	0.31	6	6	0	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Eastvale	Schleisman	A Street	Hamner	Backbone	0.27	6	6	0	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Jurupa Valley	Van Buren	SR-60	Bellegrave	Backbone	1.43	4	6	2	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Jurupa Valley	Van Buren	Bellegrave	Santa Ana River	Backbone	3.60	4	6	2	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Riverside	Alessandro	Arlington	Trautwein	Backbone	2.21	6	6	0	0%	2	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Riverside	Arlington	North	Magnolia	Backbone	5.92	2	4	2	83%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Riverside	Arlington	Magnolia	Alessandro	Backbone	2.02	4	6	2	8%	2	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Riverside	Van Buren	Santa Ana River	SR-91	Backbone	3.44	4	6	2	69%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Riverside	Van Buren	SR-91	Mockingbird Canyon	Backbone	3.10	4	6	2	4%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Riverside	Van Buren	Wood	Trautwein	Backbone	0.43	6	6	0	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Riverside	Van Buren	Trautwein	Orange Terrace	Backbone	1.27	5	6	1	22%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Unincorporated	Alessandro	Trautwein	Vista Grande	Backbone	1.22	6	6	0	0%	2	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Unincorporated	Alessandro	Vista Grande	I-215	Backbone	1.26	6	6	0	0%	2	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Unincorporated	Cajalco	El Sobrante	Harley John	Backbone	0.76	2	6	4	0%	2	3	0	0	0	0	0	0	0	0	0	0	0
Northwest	Unincorporated	Cajalco	Harley John	Harvil	Backbone	5.79	2	6	4	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Unincorporated	Cajalco	Harvil	I-215	Backbone	0.28	4	6	2	0%	1	3	0	0	0	0	0	0	0	0	0	0	0
Northwest	Unincorporated	Cajalco	Temescal Canyon	La Sierra	Backbone	3.21	2	6	4	0%	3	3	0	0	0	0	0	0	0	0	0	0	0
Northwest	Unincorporated	Cajalco	Temescal Wash	bridge	Backbone	0.00	2	6	4	0%	3	3	0	175	0	0	0	0	0	0	0	0	0
Northwest	Unincorporated	Cajalco	La Sierra	El Sobrante	Backbone	6.11	2	6	4	0%	3	3	0	0	0	0	0	0	0	0	0	0	0
Northwest	Unincorporated	Van Buren	Mockingbird Canyon	Wood	Backbone	4.41	4	6	2	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Northwest	Unincorporated	Van Buren	Orange Terrace	I-215	Backbone	1.89	4	6	2	34%	1	2	0	0	0	0	0	0	0	0	0	0	0
Pass	Beaumont	Beaumont	Oak Valley (14th)	I-10	Backbone	1.37	4	4	0	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Pass	Beaumont	Potrero	Oak Valley (San Timoteo Cany	SR-60	Backbone	0.72	2	2	0	0%	1	3	0	0	0	0	0	0	0	0	0	0	0
Pass	Beaumont	Potrero	SR-60	4th	Backbone	0.45	0	0	0	0%	1	3	0	0	0	0	0	0	0	0	0	0	0
Pass	Beaumont	SR-79 (Beaumont)	I-10	Mellow	Backbone	0.80	4	4	0	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Pass	Unincorporated	SR-79 (Beaumont)	Mellow	California	Backbone	0.38	4	4	0	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
Pass	Unincorporated	SR-79 (Lamb Canyon)	California	Gilman Springs	Backbone	4.87	4	4	0	0%	2	3	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	Hemet	Domenigoni	Warren	Sanderson	Backbone	1.77	4	6	2	0%	1	3	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	Hemet	Domenigoni	Sanderson	State	Backbone	2.14	4	4	0	0%	1	3	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	Hemet	SR-74	Winchester	Warren	Backbone	2.59	4	6	2	11%	1	2	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	San Jacinto	Mid-County (Ramona)	Warren	Sanderson	Backbone	1.73	4	6	2	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	San Jacinto	Mid-County (Ramona)	Sanderson/SR-79 (Hemet Bypc	interchange	Backbone	0.00	0	0	0	0%	1	2	2	0	0	0	0	0	0	0	0	0	0
San Jacinto	San Jacinto	Ramona	Sanderson	State	Backbone	2.39	6	6	0	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	San Jacinto	Ramona	State	Main	Backbone	2.66	4	4	0	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	San Jacinto	Ramona	Main	Cedar	Backbone	2.08	0	4	4	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	San Jacinto	Ramona	Cedar	SR-74	Backbone	1.10	4	4	0	0%	1	2	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	Unincorporated	Domenigoni	SR-79 (Winchester)	Warren	Backbone	3.10	4	6	2	0%	1	3	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	Unincorporated	Domenigoni	San Diego Aqueduct	bridge	Backbone	0.00	4	6	2	0%	1	3	0	300	0	0	0	0	0	0	0	0	0
San Jacinto	Unincorporated	Gilman Springs	Bridge	Sanderson	Backbone	2.95	2	4	2	0%	1	3	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	Unincorporated	Mid-County (Ramona)	Bridge	Warren	Backbone	2.35	2	6	4	0%	1	3	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	Unincorporated	SR-74	Briggs	SR-79 (Winchester)	Backbone	3.53	4	6	2	0%	1	3	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	Unincorporated	SR-79 (Hemet Bypass)	SR-74 (Florida)	Domenigoni	Backbone	3.22	0	4	4	0%	1	3	0	0	0	0	0	0	0	0	0	0	0
San Jacinto	Unincorporated	SR-79 (Hemet Bypass)	San Diego Aqueduct	bridge	Backbone	0.00	0	4	4	0%	1	3	0	300	0	0	0	0	0	0	0	0	0

EXHIBIT H-1

TUMF Network Detailed Cost Estimate

(RCTC Priority Corridors in Bold)

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENT	FROM	TO	NETWORK	MILES	EXISTING	LN	FUTURE	LN	INCREASE	LN	% COMPLETE	TOPO	LAND	USE	INTERCHG	BRIDGE	RR	XING
San Jacinto	Unincorporated			SR-79 (Hemet Bypass)		Domenigoni	Winchester	Backbone	1.50	0	4	4	4	4	0%	1	3	0	0	0	0	0	
San Jacinto	Unincorporated			SR-79 (San Jacinto Bypass)		Mid-County (Ramona)	SR-74 (Florida)	Backbone	6.50	0	4	4	4	4	0%	1	3	0	0	0	0	0	
San Jacinto	Unincorporated			SR-79 (Sanderson)		Gilman Springs	Ramona	Backbone	1.92	4	6	2	2	2	0%	1	3	0	0	0	0	0	
San Jacinto	Unincorporated			SR-79 (Sanderson)		San Jacinto River	bridge	Backbone	0.00	4	6	2	2	2	0%	1	3	0	1,400	0	0	0	
San Jacinto	Unincorporated			SR-79 (Winchester)		Domenigoni	Keller	Backbone	4.90	6	6	0	0	0	0%	1	2	0	0	0	0	0	
Southwest	Canyon Lake			Goetz		Railroad Canyon	Newport	Backbone	0.50	4	4	0	0	0	0%	2	2	0	0	0	0	0	
Southwest	Canyon Lake			Railroad Canyon		Canyon Hills	Goetz	Backbone	1.95	6	6	0	0	0	0%	2	2	0	0	0	0	0	
Southwest	Lake Elsinore			Railroad Canyon		I-15	Canyon Hills	Backbone	2.29	4	6	2	2	2	50%	1	3	0	0	0	0	0	
Southwest	Lake Elsinore			Railroad Canyon		I-15	interchange	Backbone	0.00	0	0	0	0	0	0%	1	3	1	0	0	0	0	
Southwest	Lake Elsinore			SR-74		I-15	interchange	Backbone	0.00	0	0	0	0	0	0%	1	3	2	0	0	0	0	
Southwest	Menifee			Scott		Sunset	Murrieta	Backbone	1.01	2	4	2	2	2	0%	1	3	0	0	0	0	0	
Southwest	Murrieta			Clinton Keith		Copper Craft	Toulon	Backbone	0.83	6	6	0	0	0	0%	1	3	0	0	0	0	0	
Southwest	Murrieta			Clinton Keith		Toulon	I-215	Backbone	0.83	4	6	2	2	2	0%	1	3	0	0	0	0	0	
Southwest	Murrieta			Clinton Keith		I-215	Whitewood	Backbone	0.75	6	6	0	0	0	0%	1	3	0	0	0	0	0	
Southwest	Murrieta			French Valley (Date)		Murrieta Hot Springs	Winchester Creek	Backbone	0.24	0	4	4	4	4	0%	1	2	0	0	0	0	0	
Southwest	Murrieta			French Valley (Date)		Winchester Creek	Margarita	Backbone	0.61	4	4	0	0	0	0%	1	2	0	0	0	0	0	
Southwest	Murrieta			Whitewood		Menifee City Limit	Keller	Backbone	0.55	4	4	0	0	0	0%	1	3	0	0	0	0	0	
Southwest	Murrieta			Whitewood		Keller	Clinton Keith	Backbone	2.00	0	4	4	4	4	80%	1	3	0	0	0	0	0	
Southwest	Temecula			French Valley (Date)		Margarita	Ynez	Backbone	0.91	4	4	0	0	0	0%	1	2	0	0	0	0	0	
Southwest	Temecula			French Valley (Date)		Ynez	Jefferson	Backbone	0.73	0	4	4	4	4	0%	1	2	0	0	0	0	0	
Southwest	Temecula			French Valley (Date)		I-15	interchange	Backbone	0.00	0	0	0	0	0	0%	1	2	1	0	0	0	0	
Southwest	Temecula			French Valley (Cherry)		Jefferson	Diaz	Backbone	0.56	0	4	4	4	4	27%	1	2	0	0	0	0	0	
Southwest	Temecula			French Valley (Cherry)		Murrieta Creek	bridge	Backbone	0.00	0	4	4	4	4	0%	1	2	0	420	0	0	0	
Southwest	Temecula			Western Bypass (Diaz)		Cherry	Rancho California	Backbone	2.14	0	4	4	4	4	82%	1	2	0	0	0	0	0	
Southwest	Temecula			Western Bypass (Vincent Morc		Rancho California	SR-79 (Front)	Backbone	1.48	0	4	4	4	4	8%	3	2	0	0	0	0	0	
Southwest	Temecula			Western Bypass (Vincent Morc		I-15	interchange	Backbone	0.00	0	0	0	0	0	0%	3	2	2	0	0	0	0	
Southwest	Temecula			Western Bypass (Vincent Morc		Murrieta Creek	bridge	Backbone	0.00	0	4	4	4	4	0%	3	2	0	300	0	0	0	
Southwest	Temecula			SR-79 (Winchester)		Murrieta Hot Springs	Jefferson	Backbone	2.70	6	6	0	0	0	0%	1	1	0	0	0	0	0	
Southwest	Temecula			SR-79 (Winchester)		I-15	interchange	Backbone	0.00	0	0	0	0	0	0%	1	1	3	0	0	0	0	
Southwest	Unincorporated			Benton		SR-79	Eastern Bypass	Backbone	2.40	2	2	0	0	0	0%	1	3	0	0	0	0	0	
Southwest	Unincorporated			Clinton Keith		Whitewood	SR-79	Backbone	2.54	0	6	6	6	6	0%	1	3	0	0	0	0	0	
Southwest	Unincorporated			Clinton Keith		Warm Springs Creek	bridge	Backbone	0.00	0	6	6	6	6	0%	1	3	0	1,200	0	0	0	
Southwest	Unincorporated			SR-74		I-15	Ethanac	Backbone	4.89	4	6	2	2	2	16%	2	3	0	0	0	0	0	
Southwest	Unincorporated			SR-79 (Winchester)		Keller	Thompson	Backbone	2.47	4	6	2	2	2	0%	1	2	0	0	0	0	0	
Southwest	Unincorporated			SR-79 (Winchester)		Thompson	La Alba	Backbone	1.81	4	6	2	2	2	0%	1	2	0	0	0	0	0	
Southwest	Unincorporated			SR-79 (Winchester)		La Alba	Hunter	Backbone	0.50	4	6	2	2	2	0%	1	2	0	0	0	0	0	
Southwest	Unincorporated			SR-79 (Winchester)		Hunter	Murrieta Hot Springs	Backbone	1.14	4	6	2	2	2	83%	1	3	0	0	0	0	0	
Southwest	Wildomar			Bundy Canyon		I-15	Monte Vista	Backbone	0.32	2	6	4	4	4	61%	2	3	0	0	0	0	0	
Southwest	Wildomar			Bundy Canyon		Monte Vista	Sunset	Backbone	3.10	2	4	2	2	2	0%	2	3	0	0	0	0	0	
Southwest	Wildomar			Bundy Canyon		I-15	interchange	Backbone	0.00	0	0	0	0	0	0%	2	3	3	0	0	0	0	
Southwest	Wildomar			Clinton Keith		Palomar	I-15	Backbone	0.55	4	4	0	0	0	0%	1	2	0	0	0	0	0	
Southwest	Wildomar			Clinton Keith		I-15	Copper Craft	Backbone	2.48	2	6	4	4	4	57%	1	3	0	0	0	0	0	
Subtotal									Backbone	255.28										14	7,617	1	

EXHIBIT H-1 TUMF Network Detailed Cost Estimate (RCTC Priority Corridors in Bold)

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	INCREASELN	% COMPLETE	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING
Central			Menifee	Briggs	Newport	Scott	Secondary	3.05	2	2	0	0%		1	3	0	0
Central			Menifee	Goetz	Juanita	Lesser Lane	Secondary	2.61	2	4	2	0%		1	3	0	0
Central			Menifee	Goetz	Newport	Juanita	Secondary	1.36	2	2	0	0%		1	3	0	0
Central			Menifee	Holland	Antelope	Haun	Secondary	1.00	0	4	4	0%		1	2	0	0
Central			Menifee	Holland	I-215 overcrossing	bridge	Secondary	0.00	0	4	4	0%		1	2	0	350
Central			Menifee	Keller	I-215	Whitewood	Backbone	0.75	2	4	2	70%		1	2	0	0
Central			Menifee	Keller	I-215	interchange	Backbone	0.00	0	0	0	0%		1	2	3	0
Central			Menifee	McCall	I-215	Aspel	Secondary	1.23	4	4	0	0%		1	3	0	0
Central			Menifee	McCall	I-215	interchange	Secondary	0.00	0	0	0	0%		1	3	3	0
Central			Menifee	McCall	Aspel	Menifee	Secondary	0.95	2	4	2	0%		1	3	0	0
Central			Menifee	Murrieta	Ethanac	McCall	Secondary	1.95	2	2	0	37%		1	3	0	0
Central			Menifee	Murrieta	McCall	Newport	Secondary	2.03	4	4	0	0%		1	3	0	0
Central			Menifee	Murrieta	Newport	Bundy Canyon	Secondary	3.00	2	2	0	0%		1	3	0	0
Central			Moreno Valley	Cactus	I-215	Heacock	Secondary	1.81	4	6	2	84%		1	2	0	0
Central			Moreno Valley	Cactus	I-215	interchange	Secondary	0.00	0	0	0	0%		1	2	2	0
Central			Moreno Valley	Day	Ironwood	SR-60	Secondary	0.28	4	4	0	0%		1	2	0	0
Central			Moreno Valley	Day	SR-60	interchange	Secondary	0.00	0	0	0	0%		1	2	3	0
Central			Moreno Valley	Day	SR-60	Eucalyptus	Secondary	0.77	6	6	0	0%		1	2	0	0
Central			Moreno Valley	Eucalyptus	I-215	Towngate	Secondary	1.00	4	6	2	42%		1	2	0	0
Central			Moreno Valley	Eucalyptus	Towngate	Frederick	Secondary	0.67	4	4	0	0%		1	2	0	0
Central			Moreno Valley	Eucalyptus	Frederick	Heacock	Secondary	1.01	4	4	0	0%		1	2	0	0
Central			Moreno Valley	Eucalyptus	Heacock	Kitching	Secondary	1.01	2	2	0	0%		1	2	0	0
Central			Moreno Valley	Eucalyptus	Kitching	Moreno Beach	Secondary	2.42	2	4	2	98%		1	2	0	0
Central			Moreno Valley	Eucalyptus	Moreno Beach	Theodore	Secondary	2.28	0	4	4	47%		1	2	0	0
Central			Moreno Valley	Frederick	SR-60	Alessandro	Secondary	1.55	4	4	0	0%		1	2	0	0
Central			Moreno Valley	Heacock	Cactus	San Michele	Secondary	2.79	2	4	2	77%		1	2	0	0
Central			Moreno Valley	Heacock	Reche Vista	Cactus	Secondary	4.73	4	4	0	90%		1	2	0	0
Central			Moreno Valley	Heacock	San Michele	Harley Knox	Secondary	0.74	2	4	2	0%		1	3	0	0
Central			Moreno Valley	Ironwood	SR-60	Day	Secondary	1.33	2	4	2	71%		1	2	0	0
Central			Moreno Valley	Ironwood	Day	Heacock	Secondary	2.01	4	4	0	0%		1	2	0	0
Central			Moreno Valley	Lasselle	Alessandro	John F Kennedy	Secondary	1.00	4	4	0	0%		1	2	0	0
Central			Moreno Valley	Lasselle	John F Kennedy	Oleander	Secondary	3.14	4	4	0	0%		1	2	0	0
Central			Moreno Valley	Moreno Beach	Reche Canyon	SR-60	Secondary	1.37	2	4	2	0%		1	2	0	0
Central			Moreno Valley	Moreno Beach	SR-60 overcrossing	bridge	Secondary	0.00	2	4	2	0%		1	2	0	250
Central			Moreno Valley	Nason	SR-60	Alessandro	Secondary	1.51	4	4	0	0%		1	2	0	0
Central			Moreno Valley	Pigeon Pass	Ironwood	SR-60	Secondary	0.43	4	4	0	0%		1	2	0	0
Central			Moreno Valley	Pigeon Pass/CETAP Corridor	Cantarini	Ironwood	Secondary	3.23	2	2	0	80%		1	2	0	0
Central			Moreno Valley	Reche Canyon	Moreno Valley City Limit	Locust	Secondary	0.35	2	2	0	0%		2	3	0	0
Central			Moreno Valley	Redlands	Locust	Alessandro	Secondary	2.68	2	4	2	0%		1	2	0	0
Central			Moreno Valley	Redlands	SR-60	interchange	Secondary	0.00	0	0	0	0%		1	2	2	0
Central			Moreno Valley	Theodore	SR-60	Eucalyptus	Secondary	0.26	2	4	2	0%		1	2	0	0
Central			Moreno Valley	Theodore	SR-60	interchange	Secondary	0.00	0	0	0	0%		1	2	2	0
Central			Perris	Evans	Harley Knox	Ramona	Secondary	0.99	4	4	0	0%		1	3	0	0
Central			Perris	Evans	Ramona	Morgan	Secondary	0.59	4	6	2	0%		1	3	0	0
Central			Perris	Evans	Morgan	Rider	Secondary	0.49	4	4	0	0%		1	3	0	0
Central			Perris	Evans	Rider	Placentia	Secondary	0.58	2	2	0	79%		1	3	0	0
Central			Perris	Evans	Placentia	Nuevo	Secondary	1.50	0	4	4	83%		1	3	0	0
Central			Perris	Evans	Nuevo	I-215	Secondary	1.99	0	4	4	0%		1	3	0	0
Central			Perris	Evans	San Jacinto River	bridge	Secondary	0.00	0	4	4	0%		1	3	0	400
Central			Perris	Goetz	Lesser	Ethanac	Secondary	1.04	2	4	2	0%		1	3	0	0
Central			Perris	Harley Knox	I-215	Indian	Secondary	1.53	4	4	0	0%		1	2	0	0
Central			Perris	Harley Knox	I-215	interchange	Secondary	0.00	0	0	0	0%		1	2	3	0
Central			Perris	Harley Knox	Indian	Perris	Secondary	0.50	4	4	0	0%		1	2	0	0
Central			Perris	Harley Knox	Perris	Evans	Secondary	1.03	0	4	4	0%		1	2	0	0
Central			Perris	Nuevo	I-215	Murrieta	Secondary	1.36	4	6	2	0%		1	2	0	0
Central			Perris	Nuevo	I-215	interchange	Secondary	0.00	0	0	0	0%		1	2	3	0
Central			Perris	Nuevo	Murrieta	Dunlap	Secondary	1.00	2	4	2	23%		1	3	0	0
Central			Perris	Nuevo	Perris Valley Storm Channel	bridge	Secondary	0.00	2	4	2	0%		1	3	0	300
Central			Perris	SR-74 (Matthews)	I-215	Ethanac	Secondary	1.25	4	4	0	0%		1	2	0	0
Central			Perris	SR-74 (Matthews)	I-215	interchange	Secondary	0.00	0	0	0	0%		1	2	3	0
Central			Unincorporated	Briggs	SR-74 (Pinacate)	Simpson	Secondary	2.50	0	4	4	0%		1	3	0	0
Central			Unincorporated	Briggs	Simpson	Newport	Secondary	1.53	2	2	0	0%		1	3	0	0

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

(RCTC Priority Corridors in Bold)

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	INCREASELN	% COMPLETE	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING
Central	Unincorporated		Briggs		Salt Creek	Bridge	Secondary	0.00	2	2	0	0%		1	3	0	600
Central	Unincorporated		Center (Main)		I-215	Mt Vernon	Secondary	1.50	2	2	0	0%		1	2	0	0
Central	Unincorporated		Center (Main)		I-215	interchange	Secondary	0.00	0	0	0	0%		1	2	3	0
Central	Unincorporated		Center (Main)		BNSF	railroad crossing	Secondary	0.00	2	2	0	0%		1	2	0	0
Central	Unincorporated		Ellis		Post	SR-74	Secondary	2.65	2	4	2	0%		1	3	0	0
Central	Unincorporated		Mount Vernon/CETAP Corrido		Center	Pigeon Pass	Secondary	0.61	2	4	2	0%		3	3	0	0
Central	Unincorporated		Nuevo		Dunlap	Menifee	Secondary	2.00	2	4	2	0%		1	3	0	0
Central	Unincorporated		Nuevo		San Jacinto River	bridge	Secondary	0.00	2	4	2	0%		1	3	0	400
Central	Unincorporated		Pigeon Pass/CETAP Corridor		Cantarini	Mount Vernon	Secondary	3.38	0	4	4	0%		3	3	0	0
Central	Unincorporated		Post		Santa Rosa Mine	Ellis	Secondary	0.44	2	2	0	0%		2	3	0	0
Central	Unincorporated		Reche Canyon		Reche Vista	Moreno Valley City Limit	Secondary	3.20	2	2	0	0%		2	3	0	0
Central	Unincorporated		Redlands		San Timoteo Canyon	Locust	Secondary	2.60	2	2	0	0%		2	3	0	0
Northwest	Corona		6th		SR-91	Magnolia	Secondary	4.50	4	4	0	0%		1	1	0	0
Northwest	Corona		Auto Center		Railroad	SR-91	Secondary	0.48	4	4	0	0%		1	2	0	0
Northwest	Corona		Cajalco		Bedford Canyon	I-15	Secondary	0.15	2	4	2	0%		1	2	0	0
Northwest	Corona		Hidden Valley		Norco Hills	McKinley	Secondary	0.59	4	4	0	0%		2	2	0	0
Northwest	Corona		Lincoln		Parkridge	Ontario	Secondary	3.20	4	4	0	0%		1	2	0	0
Northwest	Corona		Magnolia		6th	Sherborn Bridge	Secondary	0.47	4	6	2	0%		1	2	0	0
Northwest	Corona		Magnolia		Temescal Creek	bridge	Secondary	0.00	4	6	2	0%		1	2	0	300
Northwest	Corona		Magnolia		Sherborn Bridge	Rimpau	Secondary	0.52	6	6	0	0%		1	2	0	0
Northwest	Corona		Magnolia		Rimpau	Ontario	Secondary	1.17	6	6	0	0%		1	2	0	0
Northwest	Corona		Main		Grand	Ontario	Secondary	0.88	2	4	2	0%		1	3	0	0
Northwest	Corona		Main		Ontario	Foothill	Secondary	0.89	4	4	0	0%		1	2	0	0
Northwest	Corona		Main		Hidden Valley	Parkridge	Secondary	0.35	4	6	2	0%		1	2	0	0
Northwest	Corona		Main		Parkridge	SR-91	Secondary	0.86	6	6	0	0%		1	1	0	0
Northwest	Corona		Main		SR-91	S. Grand	Secondary	0.86	4	4	0	0%		1	1	0	0
Northwest	Corona		McKinley		Hidden Valley	Promenade	Secondary	0.40	4	4	0	0%		1	2	0	0
Northwest	Corona		McKinley		Promenade	SR-91	Secondary	0.33	6	6	0	0%		1	1	0	0
Northwest	Corona		McKinley		SR-91	Magnolia	Secondary	0.31	4	6	2	0%		1	1	0	0
Northwest	Corona		McKinley		Arlington Channel	bridge	Secondary	0.00	4	6	2	0%		1	1	0	100
Northwest	Corona		McKinley		BNSF	railroad crossing	Secondary	0.00	4	6	2	0%		1	1	0	0
Northwest	Corona		Ontario		I-15	El Cerrito	Secondary	0.89	4	6	2	0%		1	2	0	0
Northwest	Corona		Ontario		Lincoln	Buena Vista	Secondary	0.32	4	6	2	0%		1	2	0	0
Northwest	Corona		Ontario		Buena Vista	Main	Secondary	0.65	6	6	0	0%		1	2	0	0
Northwest	Corona		Ontario		Main	Kellogg	Secondary	0.78	6	6	0	0%		1	1	0	0
Northwest	Corona		Ontario		Kellogg	Fullerton	Secondary	0.32	4	6	2	0%		1	1	0	0
Northwest	Corona		Ontario		Fullerton	Rimpau	Secondary	0.42	6	6	0	0%		1	1	0	0
Northwest	Corona		Ontario		Rimpau	I-15	Secondary	0.60	6	6	0	0%		1	1	0	0
Northwest	Corona		Railroad		Auto Club	Buena Vista	Secondary	2.45	4	4	0	0%		1	2	0	0
Northwest	Corona		Railroad		BNSF	railroad crossing	Secondary	0.00	4	4	0	0%		1	2	0	0
Northwest	Corona		Railroad		Buena Vista	Main (at Grand)	Secondary	0.58	2	4	2	0%		1	2	0	0
Northwest	Corona		River		Corydon	Main	Secondary	2.27	4	4	0	0%		1	2	0	0
Northwest	Corona		Serfas Club		SR-91	Green River	Secondary	0.96	4	4	0	0%		1	2	0	0
Northwest	Eastvale		Archibald		San Bernardino County	River	Secondary	3.63	2	4	2	82%		1	3	0	0
Northwest	Eastvale		Hamner		Mission	Bellegrave	Secondary	3.03	2	6	2	73%		1	3	0	0
Northwest	Eastvale		Hamner		Bellegrave	Amberhill	Secondary	0.20	4	6	2	0%		1	3	0	0
Northwest	Eastvale		Hamner		Amberhill	Limonite	Secondary	0.71	2	6	4	14%		1	3	0	0
Northwest	Eastvale		Hamner		Limonite	Schleisman	Secondary	1.00	6	6	0	0%		1	3	0	0
Northwest	Eastvale		Hamner		Schleisman	Santa Ana River	Secondary	1.00	2	6	4	50%		1	3	0	0
Northwest	Eastvale		Limonite		I-15	East Center	Secondary	0.35	6	6	0	0%		1	3	0	0
Northwest	Eastvale		Limonite		I-15	interchange	Secondary	0.00	0	0	0	0%		1	3	3	0
Northwest	Eastvale		Limonite		East Center	Hamner	Secondary	0.27	5	6	1	0%		1	3	0	0
Northwest	Eastvale		Limonite		Hamner	Sumner	Secondary	1.00	4	6	2	50%		1	3	0	0
Northwest	Eastvale		Limonite		Sumner	Harrison	Secondary	0.50	6	6	0	0%		1	3	0	0
Northwest	Eastvale		Limonite		Harrison	Archibald	Secondary	0.49	4	6	2	0%		1	3	0	0
Northwest	Eastvale		Limonite		Archibald	Hellman (Keller SBD Co.)	Secondary	1.12	0	4	4	0%		1	3	0	0
Northwest	Eastvale		Limonite		Cucamonga Creek	bridge	Secondary	0.00	0	4	4	0%		1	3	0	200
Northwest	Jurupa Valley		Armstrong		San Bernardino County	Valley	Secondary	1.53	2	4	2	67%		2	3	0	0
Northwest	Jurupa Valley		Bellegrave		Cantu-Galleano Ranch	Van Buren	Secondary	0.29	2	4	2	0%		1	3	0	0
Northwest	Jurupa Valley		Cantu-Galleano Ranch		Wineville	Bellegrave	Secondary	1.82	0	4	4	75%		1	3	0	0
Northwest	Jurupa Valley		Etiwanda		San Bernardino County	SR-60	Secondary	1.00	6	6	0	0%		1	3	0	0
Northwest	Jurupa Valley		Etiwanda		SR-60	Limonite	Secondary	3.00	4	4	0	0%		1	3	0	0

EXHIBIT H-1 TUMF Network Detailed Cost Estimate (RCTC Priority Corridors in Bold)

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	INCREASELN	% COMPLETE	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING
Northwest	Jurupa Valley			Limonite	I-15	Wineville	Secondary	0.40	4	4	0	0%		1	3	0	0
Northwest	Jurupa Valley			Limonite	Wineville	Etiwanda	Secondary	0.99	3	4	1	0%		1	3	0	0
Northwest	Jurupa Valley			Limonite	Etiwanda	Van Buren	Secondary	2.72	2	6	4	0%		1	3	0	0
Northwest	Jurupa Valley			Limonite	Van Buren	Clay	Secondary	0.79	4	6	2	0%		1	3	0	0
Northwest	Jurupa Valley			Limonite	Clay	Riverview	Secondary	2.45	4	4	0	0%		1	3	0	0
Northwest	Jurupa Valley			Market	Rubidoux	Santa Ana River	Secondary	1.74	2	4	2	0%		1	3	0	0
Northwest	Jurupa Valley			Market	Santa Ana River	bridge	Secondary	0.00	2	4	2	0%		1	3	0	1,000
Northwest	Jurupa Valley			Mission	Milliken	SR-60	Secondary	1.61	4	4	0	0%		1	3	0	0
Northwest	Jurupa Valley			Mission	SR-60	Santa Ana River	Secondary	7.39	4	4	0	0%		1	3	0	0
Northwest	Jurupa Valley			Riverview	Limonite	Mission	Secondary	0.95	4	4	0	0%		1	3	0	0
Northwest	Jurupa Valley			Rubidoux	San Bernardino County	Mission	Secondary	2.65	4	4	0	0%		2	3	0	0
Northwest	Jurupa Valley			Rubidoux	SR-60	interchange	Secondary	0.00	0	0	0	0%		2	3	3	0
Northwest	Jurupa Valley			Valley	Armstrong	Mission	Secondary	0.48	4	4	0	0%		1	3	0	0
Northwest	Norco			1st	Parkridge	Mountain	Secondary	0.26	2	4	2	0%		1	3	0	0
Northwest	Norco			1st	Mountain	Hamner	Secondary	0.26	4	4	0	0%		1	3	0	0
Northwest	Norco			2nd	River	I-15	Secondary	1.44	2	4	2	0%		1	3	0	0
Northwest	Norco			6th	Hamner	California	Secondary	1.71	4	4	0	0%		1	2	0	0
Northwest	Norco			6th	I-15	interchange	Secondary	0.00	0	0	0	0%		1	2	3	0
Northwest	Norco			Arlington	North	Arlington	Secondary	0.97	2	4	2	0%		1	3	0	0
Northwest	Norco			California	Arlington	6th	Secondary	0.98	2	4	2	0%		1	2	0	0
Northwest	Norco			Corydon	River	5th	Secondary	1.46	4	4	0	0%		1	2	0	0
Northwest	Norco			Hamner	Santa Ana River	bridge	Secondary	0.00	2	6	4	0%		1	3	0	1,200
Northwest	Norco			Hamner	Santa Ana River	Hidden Valley	Secondary	3.05	4	6	2	0%		1	2	0	0
Northwest	Norco			Hidden Valley	I-15	Norco Hills	Secondary	1.52	4	4	0	0%		2	2	0	0
Northwest	Norco			Hidden Valley	Hamner	I-15	Secondary	0.13	4	4	0	0%		1	2	0	0
Northwest	Norco			Norco	Corydon	Hamner	Secondary	1.20	2	2	0	0%		1	2	0	0
Northwest	Norco			North	California	Arlington	Secondary	0.81	4	4	0	0%		1	3	0	0
Northwest	Norco			River	Archibald	Corydon	Secondary	1.14	2	4	2	86%		1	2	0	0
Northwest	Riverside			14th	Market	Martin Luther King	Secondary	0.89	4	4	0	0%		1	2	0	0
Northwest	Riverside			1st	Market	Main	Secondary	0.08	2	2	0	0%		1	1	0	0
Northwest	Riverside			3rd	SR-91	I-215	Secondary	1.34	4	4	0	0%		1	2	0	0
Northwest	Riverside			3rd	BNSF	railroad crossing	Secondary	0.00	4	4	0	0%		1	2	0	1
Northwest	Riverside			Adams	Arlington	SR-91	Secondary	1.56	4	4	0	0%		1	2	0	0
Northwest	Riverside			Adams	SR-91	Lincoln	Secondary	0.54	4	4	0	0%		1	2	0	0
Northwest	Riverside			Adams	SR-91	interchange	Secondary	0.00	0	0	0	0%		1	2	3	0
Northwest	Riverside			Buena Vista	Santa Ana River	Redwood	Secondary	0.30	4	4	0	0%		1	2	0	0
Northwest	Riverside			Canyon Crest	Martin Luther King	Central	Secondary	0.95	4	4	0	0%		2	2	0	0
Northwest	Riverside			Canyon Crest	Central	Country Club	Secondary	0.59	4	4	0	0%		2	3	0	0
Northwest	Riverside			Canyon Crest	Country Club	Via Vista	Secondary	0.94	2	4	2	0%		2	3	0	0
Northwest	Riverside			Canyon Crest	Via Vista	Alessandro	Secondary	0.68	4	4	0	0%		2	3	0	0
Northwest	Riverside			Central	Chicago	I-215/SR-60	Secondary	2.15	4	4	0	0%		1	2	0	0
Northwest	Riverside			Central	SR-91	Magnolia	Secondary	0.76	4	4	0	30%		1	2	0	0
Northwest	Riverside			Central	Alessandro	SR-91	Secondary	2.05	4	4	0	0%		1	2	0	0
Northwest	Riverside			Central	Van Buren	Magnolia	Secondary	3.53	4	4	0	0%		1	2	0	0
Northwest	Riverside			Chicago	Alessandro	Spruce	Secondary	3.42	4	4	0	0%		1	2	0	0
Northwest	Riverside			Chicago	Spruce	Columbia	Secondary	0.75	4	4	0	0%		1	2	0	0
Northwest	Riverside			Columbia	Main	Iowa	Secondary	1.09	4	4	0	0%		1	2	0	0
Northwest	Riverside			Columbia	I-215	interchange	Secondary	0.00	0	0	0	0%		1	2	3	0
Northwest	Riverside			Iowa	Center	3rd	Secondary	2.25	4	6	2	12%		1	2	0	0
Northwest	Riverside			Iowa	3rd	University	Secondary	0.51	4	4	0	0%		1	2	0	0
Northwest	Riverside			Iowa	University	Martin Luther King	Secondary	0.51	2	4	2	0%		1	2	0	0
Northwest	Riverside			JFK	Trautwein	Wood	Secondary	0.48	4	4	0	0%		1	3	0	0
Northwest	Riverside			La Sierra	Arlington	SR-91	Secondary	3.56	4	4	0	0%		1	2	0	0
Northwest	Riverside			La Sierra	SR-91	Indiana	Secondary	0.19	6	6	0	0%		1	2	0	0
Northwest	Riverside			La Sierra	Indiana	Victoria	Secondary	0.78	6	6	0	0%		1	2	0	0
Northwest	Riverside			Lemon (NB One way)	Mission Inn	University	Secondary	0.08	3	3	0	0%		1	3	0	0
Northwest	Riverside			Lincoln	Van Buren	Jefferson	Secondary	2.00	4	4	0	0%		1	2	0	0
Northwest	Riverside			Lincoln	Jefferson	Washington	Secondary	1.00	2	4	2	33%		1	2	0	0
Northwest	Riverside			Lincoln	Washington	Victoria	Secondary	1.43	2	4	2	18%		1	2	0	0
Northwest	Riverside			Madison	SR-91	Victoria	Secondary	0.86	4	4	0	0%		1	2	0	0
Northwest	Riverside			Madison	BNSF	railroad crossing	Secondary	0.00	4	4	0	0%		1	2	0	2
Northwest	Riverside			Magnolia	BNSF Railroad	Tyler	Secondary	2.70	4	4	0	0%		1	2	0	0

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

(RCTC Priority Corridors in Bold)

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	INCREASELN	% COMPLETE	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING	
Northwest	Riverside			Magnolia	BNSF	railroad crossing	Secondary	0.00	4	4	0	0%		1	2	0	0	2
Northwest	Riverside			Magnolia	Tyler	Harrison	Secondary	0.65	6	6	0	0%		1	2	0	0	0
Northwest	Riverside			Magnolia	Harrison	14th	Secondary	5.98	4	4	0	0%		1	2	0	0	0
Northwest	Riverside			Main	1st	San Bernardino County	Secondary	2.19	4	4	0	0%		1	2	0	0	0
Northwest	Riverside			Market	14th	Santa Ana River	Secondary	2.03	4	4	0	0%		1	2	0	0	0
Northwest	Riverside			Martin Luther King	14th	I-215/SR-60	Secondary	2.11	4	6	2	0%		1	2	0	0	0
Northwest	Riverside			Mission Inn	Redwood	Lemon	Secondary	0.79	4	4	0	0%		1	3	0	0	0
Northwest	Riverside			Redwood (SB One way)	Mission Inn	University	Secondary	0.08	4	4	0	0%		1	3	0	0	0
Northwest	Riverside			Trautwein	Alessandro	Van Buren	Secondary	2.19	4	4	0	0%		2	2	0	0	0
Northwest	Riverside			Tyler	SR-91	Magnolia	Secondary	0.43	6	6	0	0%		1	2	0	0	0
Northwest	Riverside			Tyler	SR-91	interchange	Secondary	0.00	0	0	0	0%		1	2	2	0	0
Northwest	Riverside			Tyler	Magnolia	Hole	Secondary	0.27	6	6	0	0%		1	2	0	0	0
Northwest	Riverside			Tyler	Hole	Wells	Secondary	1.06	4	4	0	0%		1	2	0	0	0
Northwest	Riverside			Tyler	Wells	Arlington	Secondary	1.35	2	4	2	0%		1	2	0	0	0
Northwest	Riverside			University	Redwood	SR-91	Secondary	0.86	4	4	0	0%		1	3	0	0	0
Northwest	Riverside			University	SR-91	I-215/SR-60	Secondary	2.01	4	4	0	0%		1	2	0	0	0
Northwest	Riverside			Victoria	Lincoln	Arlington	Secondary	0.16	2	2	0	0%		1	2	0	0	0
Northwest	Riverside			Victoria	Madison	Washington	Secondary	0.52	2	2	0	0%		1	2	0	0	0
Northwest	Riverside			Washington	Victoria	Hermosa	Secondary	2.05	2	4	2	0%		1	2	0	0	0
Northwest	Riverside			Wood	JFK	Van Buren	Secondary	0.70	2	4	2	50%		1	3	0	0	0
Northwest	Riverside			Wood	Van Buren	Bergamont	Secondary	0.11	4	4	0	0%		1	3	0	0	0
Northwest	Riverside			Wood	Bergamont	Krameria	Secondary	0.39	4	4	0	0%		1	3	0	0	0
Northwest	Unincorporated			Cantu-Galleano Ranch	Hamner	Wineville	Secondary	0.94	4	4	0	0%		1	3	0	0	0
Northwest	Unincorporated			Dos Lagos (Weirick)	Temescal Canyon	I-15	Secondary	0.21	4	4	0	0%		1	3	0	0	0
Northwest	Unincorporated			El Cerrito	I-15	Ontario	Secondary	0.56	2	4	2	0%		1	3	0	0	0
Northwest	Unincorporated			El Sobrante	Mockingbird Canyon	Cajalco	Secondary	1.05	2	4	2	0%		2	3	0	0	0
Northwest	Unincorporated			Harley John	Washington	Scottsdale	Secondary	0.12	4	4	0	0%		1	3	0	0	0
Northwest	Unincorporated			Harley John	Scottsdale	Cajalco	Secondary	1.19	2	4	2	0%		1	3	0	0	0
Northwest	Unincorporated			La Sierra	Victoria	El Sobrante	Secondary	2.22	4	4	0	0%		2	3	0	0	0
Northwest	Unincorporated			La Sierra	El Sobrante	Cajalco	Secondary	2.36	2	2	0	0%		2	3	0	0	0
Northwest	Unincorporated			Mockingbird Canyon	Van Buren	El Sobrante	Secondary	3.29	2	4	2	0%		2	3	0	0	0
Northwest	Unincorporated			Temescal Canyon	Ontario	Tuscany	Secondary	0.65	2	4	2	20%		2	3	0	0	0
Northwest	Unincorporated			Temescal Canyon	Tuscany	Dos Lagos	Secondary	0.91	4	4	0	0%		2	3	0	0	0
Northwest	Unincorporated			Temescal Canyon	Dos Lagos	Leroy	Secondary	1.10	2	4	2	0%		2	3	0	0	0
Northwest	Unincorporated			Temescal Canyon	Leroy	Dawson Canyon	Secondary	1.89	2	4	2	0%		2	3	0	0	0
Northwest	Unincorporated			Temescal Canyon	Dawson Canyon	I-15	Secondary	0.28	4	4	0	0%		2	3	0	0	0
Northwest	Unincorporated			Temescal Canyon	I-15	interchange	Secondary	0.00	0	0	0	0%		2	3	3	0	0
Northwest	Unincorporated			Temescal Canyon	I-15	Park Canyon	Secondary	3.41	2	4	2	0%		3	3	0	0	0
Northwest	Unincorporated			Temescal Canyon	Park Canyon	Indian Truck Trail	Secondary	2.55	2	4	2	0%		2	3	0	0	0
Northwest	Unincorporated			Washington	Hermosa	Harley John	Secondary	3.96	2	4	2	0%		1	3	0	0	0
Northwest	Unincorporated			Wood	Krameria	Cajalco	Secondary	2.99	2	4	2	0%		1	3	0	0	0
Pass	Banning			8th	Wilson	I-10	Secondary	0.54	2	2	0	0%		1	2	0	0	0
Pass	Banning			Highland Springs	Wilson (8th)	Sun Lakes	Secondary	0.76	4	6	2	50%		1	2	0	0	0
Pass	Banning			Highland Springs	I-10	interchange	Secondary	0.00	0	0	0	0%		1	2	3	0	0
Pass	Banning			Highland Springs	Oak Valley (14th)	Wilson (8th)	Secondary	0.73	2	3	1	0%		1	2	0	0	0
Pass	Banning			Highland Springs	Cherry Valley	Oak Valley (14th)	Secondary	1.53	2	2	0	0%		1	2	0	0	0
Pass	Banning			I-10 Bypass South	I-10	Morongo Trail (Apache Trail)	Secondary	3.29	0	2	2	0%		1	2	0	0	0
Pass	Banning			I-10 Bypass South	I-10	interchange	Secondary	0.00	0	0	0	0%		1	2	3	0	0
Pass	Banning			I-10 Bypass South	San Gorgonio	bridge	Secondary	0.00	0	2	2	0%		1	2	0	300	0
Pass	Banning			I-10 Bypass South	UP	railroad crossing	Secondary	0.00	0	2	2	0%		1	2	0	0	1
Pass	Banning			Lincoln	Sunset	SR-243	Secondary	2.01	2	2	0	0%		1	2	0	0	0
Pass	Banning			Ramsey	I-10	8th	Secondary	1.70	2	2	0	0%		1	2	0	0	0
Pass	Banning			Ramsey	8th	Highland Springs	Secondary	3.55	4	4	0	0%		1	2	0	0	0
Pass	Banning			SR-243	I-10	Wesley	Secondary	0.62	2	2	0	0%		1	2	0	0	0
Pass	Banning			Sun Lakes	Highland Home	Sunset	Secondary	1.00	0	4	4	0%		1	2	0	0	0
Pass	Banning			Sun Lakes	Smith Creek	bridge	Secondary	0.00	0	4	4	0%		1	2	0	200	0
Pass	Banning			Sun Lakes	Highland Springs	Highland Home	Secondary	1.33	4	4	0	0%		1	2	0	0	0
Pass	Banning			Sunset	Ramsey	Lincoln	Secondary	0.28	2	2	0	0%		1	2	0	0	0
Pass	Banning			Sunset	I-10	interchange	Secondary	0.00	0	0	0	0%		1	2	3	0	0
Pass	Banning			Wilson	Highland Home	8th	Secondary	2.51	4	4	0	0%		1	2	0	0	0
Pass	Banning			Wilson	Highland Springs	Highland Home	Secondary	1.01	2	4	2	0%		1	2	0	0	0
Pass	Beaumont			1st	Viele	Pennsylvania	Secondary	1.28	2	2	0	0%		1	2	0	0	0

EXHIBIT H-1 TUMF Network Detailed Cost Estimate (RCTC Priority Corridors in Bold)

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	INCREASELN	% COMPLETE	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING
Pass			Beaumont	1st	Pennsylvania	Highland Springs	Secondary	1.10	2	2	0	0%		1	2	0	0
Pass			Beaumont	6th		Highland Springs	I-10	2.24	4	4	0	0%		1	2	0	0
Pass			Beaumont	Desert Lawn	Champions	Oak Valley (STC)	Secondary	0.99	2	2	0	0%		1	3	0	0
Pass			Beaumont	Oak Valley (14th)	Highland Springs	Pennsylvania	Secondary	1.13	4	4	0	0%		2	3	0	0
Pass			Beaumont	Oak Valley (14th)	Pennsylvania	Oak View	Secondary	1.40	4	4	0	0%		1	2	0	0
Pass			Beaumont	Oak Valley (14th)	Oak View	I-10	Secondary	0.65	3	3	0	0%		1	2	0	0
Pass			Beaumont	Oak Valley (STC)	Beaumont City Limits	Cherry Valley (J St / Central Overl	Secondary	3.46	2	2	0	0%		2	3	0	0
Pass			Beaumont	Oak Valley (STC)	Cherry Valley (J St / Central O	I-10	Secondary	1.67	2	2	0	0%		1	3	0	0
Pass			Beaumont	Pennsylvania	6th	1st	Secondary	0.53	2	2	0	0%		1	2	0	0
Pass			Beaumont	Viele	4th	1st	Secondary	0.31	2	2	0	0%		1	2	0	0
Pass			Beaumont	Viele	6th	4th	Secondary	0.50	2	2	0	0%		1	2	0	0
Pass			Calimesa	Bryant	County Line	Avenue L	Secondary	0.38	2	2	0	0%		1	2	0	0
Pass			Calimesa	Calimesa	County Line	I-10	Secondary	0.80	4	4	0	0%		1	2	0	0
Pass			Calimesa	Calimesa	I-10	interchange	Secondary	0.00	0	0	0	0%		1	2	2	0
Pass			Calimesa	Tukwet Canyon	Roberts	Palmer	Secondary	0.50	4	4	0	0%		1	3	0	0
Pass			Calimesa	County Line	Roberts	Bryant	Secondary	1.86	2	2	1	0%		1	2	0	0
Pass			Calimesa	County Line	I-10	interchange	Secondary	0.00	0	0	1	0%		1	2	3	0
Pass			Calimesa	Desert Lawn	Palmer	Champions	Secondary	1.42	2	2	0	0%		1	3	0	0
Pass			Calimesa	Singleton	Avenue L	Condit	Secondary	1.86	0	4	4	0%		2	3	0	0
Pass			Calimesa	Singleton	Condit	Roberts	Secondary	0.85	2	2	0	0%		1	2	0	0
Pass			Calimesa	Singleton	I-10	interchange	Secondary	0.00	0	0	0	0%		1	2	2	0
Pass			Unincorporated	Cherry Valley	Noble	Desert Lawn	Secondary	3.40	2	2	0	0%		1	3	0	0
Pass			Unincorporated	Cherry Valley	I-10	interchange	Secondary	0.00	0	0	0	0%		1	3	2	0
Pass			Unincorporated	Cherry Valley	San Timoteo Wash	bridge	Secondary	0.00	2	2	0	0%		1	3	0	300
Pass			Unincorporated	Live Oak Canyon	Oak Valley (STC)	San Bernardino County	Secondary	2.81	2	2	0	0%		2	3	0	0
Pass			Unincorporated	Oak Valley (STC)	San Bernardino County	Beaumont City Limits	Secondary	5.65	2	2	0	0%		2	3	0	0
Pass			Unincorporated	Oak Valley (STC)	UP	railroad crossing	Secondary	0.00	2	2	0	0%		2	3	0	1
Pass			Unincorporated	Cherry Valley	Bellflower	Noble	Secondary	1.47	0	4	4	0%		1	3	0	0
Pass			Unincorporated	Cherry Valley	Highland Springs	Bellflower	Secondary	0.44	2	2	0	0%		1	3	0	0
San Jacinto			Hemet	Sanderson	Acacia	Menlo	Secondary	0.98	4	4	0	0%		1	2	0	0
San Jacinto			Hemet	Sanderson	Domenigoni	Stetson	Secondary	1.08	4	4	0	0%		1	2	0	0
San Jacinto			Hemet	Sanderson	RR Crossing	Acacia	Secondary	0.42	4	4	0	0%		1	2	0	0
San Jacinto			Hemet	Sanderson	Stetson	RR Crossing	Secondary	0.58	4	4	0	0%		1	2	0	0
San Jacinto			Hemet	Sanderson	Menlo	Esplanade	Secondary	1.00	4	4	0	0%		1	2	0	0
San Jacinto			Hemet	SR-74 (Florida)	Warren	Cawston	Secondary	1.02	4	4	0	0%		1	2	0	0
San Jacinto			Hemet	SR-74 (Florida)	Columbia	Ramona	Secondary	2.58	4	4	0	0%		1	2	0	0
San Jacinto			Hemet	SR-74/SR-79 (Florida)	Cawston	Columbia	Secondary	4.03	4	4	0	0%		1	2	0	0
San Jacinto			Hemet	State	Domenigoni	Chambers	Secondary	1.31	4	4	0	0%		1	2	0	0
San Jacinto			Hemet	State	Chambers	Stetson	Secondary	0.51	4	4	0	0%		1	2	0	0
San Jacinto			Hemet	State	Florida	Esplanade	Secondary	1.74	4	4	0	0%		1	2	0	0
San Jacinto			Hemet	State	Stetson	Florida	Secondary	1.25	2	4	2	0%		1	1	0	0
San Jacinto			Hemet	Stetson	Cawston	State	Secondary	2.52	4	4	0	0%		1	2	0	0
San Jacinto			Hemet	Stetson	Warren	Cawston	Secondary	1.00	2	4	2	0%		1	3	0	0
San Jacinto			Hemet	Warren	Esplanade	Domenigoni	Secondary	4.99	2	4	2	0%		1	3	0	0
San Jacinto			Hemet	Warren	Salt Creek	bridge	Secondary	0.00	2	4	2	0%		1	3	0	300
San Jacinto			San Jacinto	Esplanade	Ramona	Mountain	Secondary	0.20	0	4	4	0%		1	2	0	0
San Jacinto			San Jacinto	Esplanade	Mountain	State	Secondary	2.55	4	4	0	0%		1	2	0	0
San Jacinto			San Jacinto	Esplanade	State	Warren	Secondary	3.53	2	4	2	0%		1	3	0	0
San Jacinto			San Jacinto	Sanderson	Ramona	Esplanade	Secondary	3.55	4	4	0	0%		1	3	0	0
San Jacinto			San Jacinto	SR-79 (North Ramona)	State	San Jacinto	Secondary	1.02	2	2	0	0%		1	2	0	0
San Jacinto			San Jacinto	SR-79 (San Jacinto)	North Ramona Blvd	7th	Secondary	0.25	2	4	2	0%		1	2	0	0
San Jacinto			San Jacinto	SR-79 (San Jacinto)	7th	SR-74	Secondary	2.25	4	4	0	0%		1	2	0	0
San Jacinto			San Jacinto	State	Ramona	Esplanade	Secondary	1.99	4	4	0	0%		1	2	0	0
San Jacinto			San Jacinto	State	Gilman Springs	Quandt Ranch	Secondary	0.76	2	4	2	0%		1	3	0	0
San Jacinto			San Jacinto	State	San Jacinto River	bridge	Secondary	0.00	2	4	2	0%		1	3	0	500
San Jacinto			San Jacinto	State	Quandt Ranch	Ramona	Secondary	0.70	4	4	0	0%		1	3	0	0
San Jacinto			San Jacinto	Warren	Ramona	Esplanade	Secondary	3.47	2	4	2	0%		1	3	0	0
San Jacinto			Unincorporated	Gilman Springs	Sanderson	State	Secondary	2.54	2	4	2	0%		1	3	0	0
San Jacinto			Unincorporated	Gilman Springs	Massacre Canyon Wash	bridge	Secondary	0.00	2	4	2	0%		1	3	0	100
San Jacinto			Unincorporated	SR-79 (Winchester)	SR-74 (Florida)	Domenigoni	Secondary	3.23	2	2	0	0%		1	3	0	0
Southwest			Lake Elsinore		Corydon	Mission	Secondary	1.53	2	4	2	50%		1	3	0	0
Southwest			Lake Elsinore	Diamond	Mission	I-15	Secondary	0.24	4	6	2	0%		1	3	0	0

EXHIBIT H-1 TUMF Network Detailed Cost Estimate (RCTC Priority Corridors in Bold)

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	INCREASELN	% COMPLETE	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING
Southwest	Lake Elsinore	Franklin (integral to Railroad C	I-15	interchange	Secondary	0.00		0	0	0	0%		1	3		2	0
Southwest	Lake Elsinore	Grand	Lincoln	Toft	Secondary	1.29		4	4	0	0%		1	3		0	0
Southwest	Lake Elsinore	Grand	Toft	SR-74 (Riverside)	Secondary	0.86		2	4	2	40%		1	3		0	0
Southwest	Lake Elsinore	Lake	I-15	Lincoln	Secondary	3.10		2	6	4	25%		2	3		0	0
Southwest	Lake Elsinore	Lake	I-15	interchange	Secondary	0.00		0	0	0	0%		2	3		3	0
Southwest	Lake Elsinore	Lake	Temescal Wash	bridge	Secondary	0.00		2	6	4	0%		2	3		0	107
Southwest	Lake Elsinore	Mission	Railroad Canyon	Bundy Canyon	Secondary	2.39		4	4	0	0%		1	3		0	0
Southwest	Lake Elsinore	Nichols	I-15	Lake	Secondary	1.80		2	4	2	30%		1	3		0	0
Southwest	Lake Elsinore	Nichols	I-15	interchange	Secondary	0.00		0	0	0	0%		1	3		2	0
Southwest	Lake Elsinore	SR-74 (Collier/Riverside)	I-15	Lakeshore	Secondary	2.10		2	6	4	0%		1	2		0	0
Southwest	Lake Elsinore	SR-74 (Grand)	Riverside	SR-74 (Ortega)	Secondary	0.64		2	6	4	0%		1	2		0	0
Southwest	Lake Elsinore	SR-74 (Riverside)	Lakeshore	Grand	Secondary	1.74		2	6	4	10%		1	2		0	0
Southwest	Lake Elsinore	Temescal Canyon	I-15	Lake	Secondary	1.21		2	4	2	0%		2	3		0	0
Southwest	Lake Elsinore	Temescal Canyon	Temescal Wash	bridge	Secondary	0.00		2	4	2	0%		2	3		0	246
Southwest	Murrieta	California Oaks	Jefferson	I-15	Secondary	0.32		4	6	2	0%		1	2		0	0
Southwest	Murrieta	California Oaks	I-15	Jackson	Secondary	0.50		6	6	0	0%		1	2		0	0
Southwest	Murrieta	California Oaks	Jackson	Clinton Keith	Secondary	1.76		4	4	0	0%		1	2		0	0
Southwest	Murrieta	Jackson	Whitewood	Ynez	Secondary	0.53		4	4	0	0%		1	2		0	0
Southwest	Murrieta	Jefferson	Palomar	Nutmeg	Secondary	1.02		0	4	4	0%		1	3		0	0
Southwest	Murrieta	Jefferson	Nutmeg	Murrieta Hot Springs	Secondary	2.37		2	6	4	0%		1	2		0	0
Southwest	Murrieta	Jefferson	Murrieta Hot Springs	Cherry	Secondary	2.26		6	6	0	0%		1	2		0	0
Southwest	Murrieta	Los Alamos	Jefferson	I-215	Secondary	1.77		4	4	0	0%		1	2		0	0
Southwest	Murrieta	Murrieta Hot Springs	Jefferson	I-215	Secondary	1.11		6	6	0	0%		1	2		0	0
Southwest	Murrieta	Murrieta Hot Springs	I-215	Margarita	Secondary	1.48		6	6	0	0%		1	2		0	0
Southwest	Murrieta	Murrieta Hot Springs	Margarita	SR-79 (Winchester)	Secondary	1.01		4	6	2	0%		1	3		0	0
Southwest	Murrieta	Nutmeg	Jefferson	Clinton Keith	Secondary	1.97		4	4	0	0%		1	3		0	0
Southwest	Murrieta	Whitewood	Clinton Keith	Los Alamos	Secondary	2.01		4	4	0	0%		2	3		0	0
Southwest	Murrieta	Whitewood	Los Alamos	Murrieta Hot Springs	Secondary	1.93		2	2	0	0%		1	2		0	0
Southwest	Murrieta	Whitewood	Murrieta Hot Springs	Jackson	Secondary	0.80		0	4	4	33%		2	2		0	0
Southwest	Murrieta	Ynez	Jackson	SR-79 (Winchester)	Secondary	1.22		4	4	0	0%		1	2		0	0
Southwest	Temecula	Jefferson	Cherry	Rancho California	Secondary	2.29		4	4	0	0%		1	1		0	0
Southwest	Temecula	Margarita	Murrieta Hot Springs	SR-79 (Temecula Pkwy)	Secondary	7.38		4	4	0	0%		1	3		0	0
Southwest	Temecula	Old Town Front	Rancho California	I-15/SR-79 (Temecula Pkwy)	Secondary	1.45		4	4	0	0%		1	1		0	0
Southwest	Temecula	Pechanga Pkwy	SR-79 (Temecula Pkwy)	Via Gilberto	Secondary	1.32		6	6	0	0%		1	1		0	0
Southwest	Temecula	Pechanga Pkwy	Via Gilberto	Pechanga Pkwy	Secondary	1.44		4	4	0	0%		1	1		0	0
Southwest	Temecula	Rancho California	Jefferson	Margarita	Secondary	1.89		4	6	2	52%		1	1		0	0
Southwest	Temecula	Rancho California	I-15	interchange	Secondary	0.00		0	0	0	0%		1	1		3	0
Southwest	Temecula	Rancho California	Margarita	Butterfield Stage	Secondary	1.96		4	4	0	0%		1	1		0	0
Southwest	Temecula	Rancho California	Butterfield Stage	Glen Oaks	Secondary	4.26		2	4	2	0%		1	1		0	0
Southwest	Temecula	SR-79 (Temecula Pkwy)	I-15	Pechanga Pkwy	Secondary	0.64		6	8	2	0%		1	3		0	0
Southwest	Temecula	SR-79 (Temecula Pkwy)	Pechanga Pkwy	Butterfield Stage	Secondary	3.08		6	6	0	0%		1	3		0	0
Southwest	Unincorporated	Briggs	Scott	SR-79 (Winchester)	Secondary	3.39		2	4	2	0%		1	3		0	0
Southwest	Unincorporated	Butterfield Stage	Murrieta Hot Springs	Calle Chapos	Secondary	0.82		4	4	0	0%		2	3		0	0
Southwest	Unincorporated	Butterfield Stage	Calle Chapos	La Serena	Secondary	0.70		4	4	0	0%		2	3		0	0
Southwest	Unincorporated	Butterfield Stage	La Serena	Rancho California	Secondary	0.90		2	4	2	0%		2	3		0	0
Southwest	Unincorporated	Butterfield Stage	Rancho California	Pauba	Secondary	0.85		4	4	0	0%		2	3		0	0
Southwest	Unincorporated	Butterfield Stage	Pauba	SR-79 (Temecula Pkwy)	Secondary	1.69		2	4	2	66%		2	3		0	0
Southwest	Unincorporated	Butterfield Stage	SR-79 (Winchester)	Auld	Secondary	2.28		2	4	2	0%		2	3		0	0
Southwest	Unincorporated	Butterfield Stage	Auld	Murrieta Hot Springs	Secondary	2.23		0	4	4	0%		2	3		0	0
Southwest	Unincorporated	Butterfield Stage	Tucalota Creek	bridge	Secondary	0.00		0	4	4	0%		2	3		0	200
Southwest	Unincorporated	Horsethief Canyon	Temescal Canyon	I-15	Secondary	0.17		2	2	0	0%		1	3		0	0
Southwest	Unincorporated	Indian Truck Trail	Temescal Canyon	I-15	Secondary	0.18		6	6	0	0%		1	3		0	0
Southwest	Unincorporated	Murrieta Hot Springs	SR-79 (Winchester)	Pourroy	Secondary	1.75		4	4	0	0%		1	3		0	0
Southwest	Unincorporated	Pala	Pechanga	San Diego County	Secondary	1.38		2	2	0	0%		2	3		0	0
Southwest	Unincorporated	Temescal Canyon	Horsethief Canyon Wash	bridge	Secondary	0.00		2	4	2	0%		2	3		0	240
Southwest	Unincorporated	Temescal Canyon	Indian Truck Trail	I-15	Secondary	2.57		2	4	2	0%		2	3		0	0
Southwest	Unincorporated	Temescal Canyon	Indian Wash	bridge	Secondary	0.00		2	4	2	0%		2	3		0	102
Southwest	Wildomar	Baxter	I-15	Palomar	Secondary	0.37		2	4	2	0%		1	3		0	0
Southwest	Wildomar	Baxter	I-15	interchange	Secondary	0.00		0	0	0	0%		1	3		3	0
Southwest	Wildomar	Bundy Canyon	Mission	I-15	Secondary	0.94		2	4	2	0%		1	2		0	0
Southwest	Wildomar	Central	Baxter	Palomar	Secondary	0.74		2	4	2	0%		1	2		0	0
Southwest	Wildomar	Central	Grand	Palomar	Secondary	0.51		2	4	2	0%		1	2		0	0



Western Riverside Council of Governments Executive Committee

Staff Report

Subject: Potential WRCOG Agency Office Relocation

Contacts: Jennifer Ward, Director of Government Relations, ward@wrcog.coq.ca.us, (951) 955-0186
Ernie Reyna, Chief Financial Officer, reyna@wrcog.coq.ca.us, (951) 955-8432

Date: January 9, 2017

The purpose of this item is to provide a presentation of options for the WRCOG office environment and to seek direction from the Executive Committee in strategically locating the Agency's future internal operations.

Requested Action:

1. Provide direction to staff to relocate the WRCOG offices to the option recommended by the Administration & Finance Committee.

WRCOG currently occupies 5,532 square feet at the County Administrative Center (CAC), and space is at a premium with up to 35 staff onsite at any given time. Options for Agency relocation have been discussed with the Administration & Finance and Executive Committees, and this report builds on those discussions.

Background

In January 2016, staff began exploring the potential to transition WRCOG's office space, either through a renovation of existing space, or relocation to a new space, to address challenges currently facing the Agency related to workplace needs. The Administration & Finance Committee and the Executive Committee discussed options for WRCOG's office environment and provided feedback to staff over the course of the past year. Staff believes that to achieve successful internal operations, the working environment must be conducive to the following priorities:

1. Productivity: Provide efficient workspaces that enable all types of job tasks to be accomplished.
2. Collaboration: Improve ability to work together internally with all team members, and have dedicated space to host meetings and visitors.
3. Transparency: Create secure reception area for front desk transactions, provide space for answering questions from visitors, organized filing system, ability to distribute / publicize agendas and required documents, ability to efficiently comply with public records act requests, etc.
4. Professionalism: Create a work environment that presents a positive image to member agencies and the public.
5. Location: Provide ease of access for member agencies and other regional partners.

Existing office space conditions

WRCOG's team of staff currently occupies 5,532 square feet at the CAC. With 26 full-time staff (WRCOG and RCHCA), four interns, and multiple consultants under contract, functional work space is at a premium, storage capacity is constrained, and availability of meeting rooms is limited, ultimately creating an overcrowded office environment that easily becomes disorganized. Staff have limited space for collaboration, with only one small conference room that seats up to six people and does not have teleconference capabilities. Larger conference

room space is in high demand and access is dependent on availability from the Riverside County Transportation Commission or various County Departments. WRCOG minimized its reception area to create work stations for interns, reducing space for receiving visitors and conducting front desk activities, and there are no vacant work spaces, providing little room for operational growth. Lastly, the office layout is inefficient, creating unusable space. For comparison, a list of other agencies' number of employees and occupied office space as of early 2016 is provided:

Agency	Employees	Square Feet Utilized	Average Sq. Ft. per Employee
Riverside Conservation Authority (RCA)	13	6,299	485
Coachella Valley Association of Governments (CVAG)	17	5,133	302
Riverside County Transportation Commission (RCTC)	49	14,386	294
Riverside Transit Agency (RTA)	118	28,853	245
Southern California Association of Governments (SCAG)	135	46,299	343
AVERAGE			334
Western Riverside Council of Governments (WRCOG)	30	5,532	184

While there are benefits associated with the current office space, staff believes it would be difficult to achieve the aforementioned priorities in the current CAC space. After analyzing the pros and cons of remaining in the CAC, and after multiple consultations with the Administration & Finance Committee, staff is not recommending that WRCOG remain in its current office space, and therefore multiple options for relocating the Agency are presented below.

Office Relocation Options

The geographic location of the CAC provides the greatest advantage to WRCOG's current office space, offering proximity and efficiency in services to visitors and increasing opportunities for interaction between WRCOG staff, member agencies, and external / regional partners. WRCOG is able to coordinate its meeting schedule with many other meetings or activities occurring in downtown Riverside, thereby maximizing time efficiency and cutting down on trips our member agency representatives have to make to this location. The building's location in downtown Riverside is also ideally situated in the greater Southern California region and is accessible for visitors from both within the subregion and outside the subregion, as WRCOG frequently interacts with regional agency representatives, staff, and consultants from Los Angeles, Orange, San Bernardino, and San Diego Counties. Finally, the location provides staff multiple options for meeting catering and other services located nearby. Because of these efficiencies, WRCOG staff recommends relocating the Agency's new office in close proximity to the CAC, in order to take the most advantage of the convenience of downtown Riverside; however, options outside of downtown Riverside are also presented.

Staff reviewed multiple office space options outside the CAC and sought feedback on these and/or other recommendations from the Administration & Finance Committee members. To our knowledge, there is no other space available in the CAC that could accommodate WRCOG and meet its goals. The estimated costs and timeframe, along with the known opportunities, constraints, and other factors to take into consideration, are presented below for each option.

Lease Options:

- Option 1:* 3390 University Ave., Riverside (Citrus Towers building)
- Option 2:* 3403 10th St., Riverside (Pacific Premiere Bank building)

Purchase Options:

- Option 3:* 450 E. Alessandro Blvd., Riverside (Western Municipal Water District building)
- Option 4:* Purchase a building (e.g., 6215 River Crest Dr., Riverside, a vacant commercial building)

All options provide significant increase in usable space, enabling WRCOG to address the four priorities listed above in a streamlined, efficient manner. All options offer space for WRCOG to grow staff and operations if necessary. All options require investment of time and financial resources. While purchase options can provide significant opportunities in functional office space and room for growth, staff does not recommend a purchase option given the significant liabilities, unforeseen risks, revenue uncertainties involved with owning and maintaining a building, and WRCOG's own long-term revenue uncertainties.

Option 1: 3390 University Ave., Riverside (Citrus Towers building) – Lease Option:

Opportunities: This downtown Riverside location is within a comfortable walking distance (about ¼ mile), and offers numerous opportunities in terms of functional office space to meet WRCOG's goals. As with Option 2, WRCOG would be able to efficiently house all internal operations, provide sufficient reception areas, meet storage needs, and provide conference room space large enough to host all of its standing Committee meetings, with the exception of Executive Committee and RCHCA Board meetings, which would still be held at the CAC. A significant benefit of Option 1 is that the building is relatively new – reducing the construction timeframe for occupancy and potential for unforeseen structural challenges – and the available suite can be outfitted to match WRCOG's needs with far less tenant improvements than Option 2 requires. Additionally, the building owner is willing to pay for nearly all of the tenant improvements (estimated value of \$900,000), effectively eliminating the upfront costs that the Executive Committee expressed concerns with previously, aside from furniture. The suite layout of Option 1 is very open would allow WRCOG to take full advantage of the space available, and customize the location of offices, conference rooms, and other uses to fit the Agency's needs.

Constraints: Option 1 presents a higher rent than WRCOG currently experiences in the CAC, and the 10-year lease term is less flexible than the Agency's current 5-year agreement in the CAC. Monthly parking costs for employees are higher, but hourly parking garage rates for visitors are the same as the CAC.

Option 1 – SF	Rent per SF (includes utilities)	Tenant Improvement Cost Estimates	Furniture Cost Estimates	SF per Employee	Estimated Timeframe
12,678	\$3.10	\$0.00	\$312,500	422	4 months
Total cost after 5 years =		\$2,515,854	Total cost after 10 years =		\$4,964,037

Option 2: 3403 10th St., Riverside (Pacific Premiere Bank building) – Lease Option:

Opportunities: This downtown Riverside location has similar advantages as the CAC, is within a comfortable walking distance to the CAC (less than ¼ mile), and also offers numerous opportunities in terms of functional office space to meet WRCOG's goals. WRCOG would be able to efficiently house all internal operations, provide sufficient reception areas, meet its storage needs, and provide conference room space large enough to host all of its standing Committee meetings, with the exception of Executive Committee and RCHCA Board meetings, which would still be held at the CAC. This option offers the same flexible 5-year lease terms as the CAC, as the building is managed by the County of Riverside. The total rent costs would increase because of the increased square footage, but utilities, rent per square foot, and lease length remain the same as current. Monthly parking costs for employees and hourly parking garage rates for visitors are the same as the CAC.

Constraints: The current space available in Option 2 requires significant renovations and tenant improvements to bring the space into functionality for WRCOG's needs. Three contiguous suites are available to provide the additional square footage WRCOG requires; however, major structural, electric, and aesthetic modifications would be necessary, creating high upfront costs (which were a concern to the Executive Committee when this option was previously discussed) and making this option more time-intensive than other options. The layout of these suites is also less flexible to modify for ideal office needs as compared to Option 1. Making significant tenant improvements also poses a risk of running into unexpected construction obstacles that could potentially require further investment of time and money. The existing suites are not very flexible in terms of locating offices and conference rooms, which does not allow WRCOG to take the most advantage of the space available.

Option 2 – SF	Rent per SF (includes utilities)	Tenant Improvement Cost Estimates	Furniture Cost Estimates	SF per Employee	Estimated Timeframe
10,663	\$2.02	\$603,221	\$312,500	355	12 months
Total cost after 5 years =		\$2,274,393	Total cost after 10 years =		\$3,849,465

Option 3: 450 E. Alessandro Blvd., Riverside (Western Municipal Water District building) – Purchase Option:

Staff met frequently with Western Municipal Water District (WMWD) staff over the past year to discuss the potential of WRCOG moving to 450 E. Alessandro Blvd. WMWD's Board of Directors recently initiated the process of selling this building; however, there is a chance WRCOG could still lease the space from WMWD, so rent projections are provided below. The building itself offers significant space opportunities; however, major structural improvements are necessary to make the building code-compliant and functional for WRCOG's office use. Locating here brings risks and liabilities associated with owning a building (mortgage and interest burden, insurance, maintenance, etc.), significant modifications are required, and the location is distant from downtown Riverside making it somewhat inconvenient for visitors, especially member agency staff and elected officials who enjoy the ability to combine multiple meetings in the downtown area.

Option 3 – SF	Rent per SF (includes utilities)	Tenant Improvement Cost Estimates	Furniture Cost Estimates	SF per Employee	Estimated Timeframe
16,000	\$1.51	\$1,089,625	\$375,000	533	18 months
Total cost after 5 years =		\$2,677,542	Total cost after 10 years =		\$4,519,157

Option 4: 6215 River Crest Dr., Riverside (vacant commercial building) – Purchase Option:

Because of the risks and liabilities associated with owning a building, long-term revenue uncertainties, and the distant location from downtown Riverside, staff does not recommend moving forward with this option. The example given for Option 4 is a vacant commercial building that offers significant space opportunities, with moderate internal improvements required to meet the needs of WRCOG's office space. Staff prepared an analysis based on what the cost of the building would be to finance over 15 years at a 4.50% interest rate and concluded that the monthly mortgage before utilities, insurance, taxes, etc., would be \$22,959. According to Riverside Public Utilities, the average monthly cost for electricity would be \$4,000 a month, with the sewer fee costing another \$40 per month, and refuse at \$268 a month. WRCOG's insurance broker inquired what the average cost to insure a building this size would be for property, fire, liability, etc., and based on a quote received, that cost would be \$268 per month. Other costs to consider include janitorial, which staff estimates to be \$500 a month, and landscaping, at another \$500 per month. The total cost of the monthly mortgage plus all utilities and other costs would be \$28,529.

Prior WRCOG Actions:

December 14, 2016: The Administration & Finance Committee recommended that WRCOG relocate its offices to the Citrus Tower building located at 3390 University Ave., Riverside.

August 1, 2016: The Executive Committee directed staff to 1) request the County to hold the space for another 60 days; 2) circle back with WMWD for further discussions; 3) explore the purchase of a building in an expanded area beyond a half-block radius; and 4) revisit options for the 2nd floor within this building.

July 11, 2016: The Administration & Finance Committee recommended that the Executive Committee approve the relocation of the Agency to space within a County-owned building at 3404 10th Street, Riverside.

WRCOG Fiscal Impact:

The fiscal impact of a an office redesign and/or relocation will vary depending on the time taken to demolish, design, and construct the facility. It is estimated that the up-front costs to relocate to Citrus Towers would be minimal compared with other sites, with the majority of costs coming from the addition of new furniture at approximately \$312,500. Funding would be included in an upcoming Agency Budget Amendment for Fiscal Year 2016/2017.

Attachment:

None.

Page Intentionally Left Blank



Western Riverside Council of Governments Executive Committee

Staff Report

Subject: Distribution of Round II BEYOND Allocations to Member Jurisdictions

Contact: Andrea Howard, Staff Analyst, howard@wrcog.cog.ca.us, (951) 955-8515

Date: January 9, 2017

The purpose of this item is to introduce a proposed funding allocation formula for Committee approval to use for subsequent BEYOND funding rounds. Additionally, staff are requesting Committee approval to increase the total Round II funding to \$2.05 million.

Requested Actions:

1. Approve the tiered allocation formula to allocate BEYOND funding for Round II and subsequent funding rounds.
2. Increase the BEYOND Round II allocation by \$252,917.00 from \$1.8 million to \$2.05 million.

Background

The funding for BEYOND comes from WRCOG's Fiscal Year 2015/2016 Agency Carryover Funds, which are summarized below:

Agency Carryover Funds FY 16-17		
	Proposed on June 24, 2016	Proposed on January 9, 2017
Contribution to WRCOG Agency Reserves	\$ 400,000.00	\$ 1,047,083.00
BEYOND Framework Fund - Round II	\$ 1,800,000.00	\$ 2,052,917.00
BEYOND - Regional Collaboration Set Aside	\$ 200,000.00	\$ 175,000.00
BEYOND - Healthy Communities Set Aside	\$ 100,000.00	\$ 75,000.00
Funding for WRCOG Agency Activities	\$ 700,000.00	\$ 700,000.00
Funding for "regional project(s)"	\$ 1,100,000.00	-
Funding for Regional Economic Development Initiative	-	\$ 250,000.00
Total Funds Available	\$ 4,300,000.00	\$ 4,300,000.00

Challenges with BEYOND Framework Fund – Round I Allocation Formula

The Round I formula (approved in June 2015) was intended to provide a set amount of funding for each jurisdiction and recognize that while more populated jurisdictions have higher funding needs, the distribution of funds should not result in only a few jurisdictions receiving the majority of funding. While the formula achieved these goals, it has since been recognized that this method created significant inequities in how the funding was distributed across the WRCOG member agencies. As shown in Attachment 1, the Round I formula created clusters of jurisdictions within specific funding ranges, with large jumps in funding amounts as jurisdictions cross the established population tier thresholds.

For example, the City of Jurupa Valley has 8,394 fewer residents than the City of Murrieta, and was allocated \$51,183 less than the City of Murrieta. At the same time, the City of Jurupa Valley has 37,171 more residents than the City of Lake Elsinore, but was allocated only \$5,704 more than Lake Elsinore. Attachment 1 illustrates this issue as a visible discrepancy within and between each of the population tiers established by the Round I formula. Applying this same formula to Round II would result in similar inequities, in which the arbitrary population tier cut-offs result in significant impacts to jurisdictions' BEYOND allocations.

BEYOND Framework Fund – Proposed Round II Allocation

After receiving direction from the Administration & Finance Committee to revisit the BEYOND allocation formula, staff are bringing this item to the Executive Committee for final determination.

The proposed Round II formula applies a per-capita allocation that incrementally descends over six population tiers – meaning that the per capita allocation is greater for the first resident than for the last – resulting in a balanced distribution across jurisdictions. Under this option, as with the formula used in Round I, each member agency is guaranteed a specified amount of funding that can be used for a project, or multiple projects, which demonstrate consistency with any one (or more) of the WRCOG Sustainability Framework goal areas.

Under this option, the jurisdictions in the upper cusp of their Round I population tiers would experience a positive adjustment, while those jurisdictions in the lower range of a population tier would experience negative adjustments. Though the Executive Committee was explicit that the Round I allocation and BEYOND Program itself would not be guaranteed in the future, staff recognize that jurisdictions are anticipating a second round of comparable funding. In an effort to ease the transition from the Round I formula to Round II, the proposed option includes an increase of Round II BEYOND funding by \$252,917, bringing the total to \$2,052,917. The proposed increase would minimize the number of jurisdictions who receive less funding in Round II than they did in Round I. With the increased total, only three jurisdictions will receive a lesser amount, with the largest decrease being \$13,621 for the City of Temecula.

The allocation adjustments are not intended to disadvantage or reward any jurisdiction, and overall, the BEYOND funds remain a supplemental source of funding that enables jurisdictions to implement various projects that perhaps might not have otherwise progressed absent the BEYOND Program. Instead, the aim of this process is to identify an equitable and sustainable distribution formula for BEYOND – Round II, and subsequent funding rounds.

The proposed funding distribution also establishes a minimum allocation, equal to the amount received by each special district, so that no member agency receives less than \$35,000. Using the proposed formula, only one jurisdiction falls under this minimum threshold (the City of Calimesa's allocation would be increased by \$2,917.31 to bring their Round II allocation to \$35,000). The proposed option is shown in detail in attachment 2.

The increase of \$252,917 is proposed to come from three sources:

1. \$25,000 would be redirected from the regional collaboration set aside, previously totaled at \$200,000, resulting in \$175,000 available for BEYOND – Round II applicants;
2. \$25,000 would be redirected from the healthy communities set aside, previously totaled at \$100,000, resulting in \$75,000 available for BEYOND – Round II applicants; and
3. \$202,917 would be redirected from Fiscal Year 2015/2016 Agency carryover funds allocated toward reserves, which previously totaled \$1,250,000, resulting in \$1,047,083 of Fiscal Year 2015/2016 carryover funds that will be placed in reserves.

Attachment 3 visually compares the distribution of BEYOND funding between the Round I and proposed Round II formulas.

Summary

The proposed option is intended to ensure continued program success while allocating funds in a fair and equitable manner. Staff is requesting that the Executive Committee approve the proposed funding formula to be used for Round II and subsequent funding rounds of the BEYOND Program. If approved at the January 9, 2017, Executive Committee meeting, staff anticipates being able to open the call for applications for BEYOND Round II in late January 2017.

Prior WRCOG Actions:

<u>December 14, 2016:</u>	The Administration & Finance Committee 1) recommended Option 2, the tiered allocation formula, be used for BEYOND – Round II and subsequent funding rounds; and 2) recommended the total allocation for BEYOND – Round II be increased from \$1.8 million to \$2.05 million.
<u>October 12, 2016:</u>	The Administration & Finance Committee 1) directed staff to bring back options one and four for further discussion; 2) tabled the regional collaboration set aside topic for further discussion by this Committee until after the Ad Hoc Committee meets to discuss further; 3) tabled the healthy communities set aside topic for further discussion; and 4) tabled the regional economic development initiative topic for further discussion.

WRCOG Fiscal Impact:

Funding for Round II of the BEYOND Framework Fund, has been programmed accordingly under the Fiscal Year 2016/2017 Agency Budget, in the General Fund.

Attachments:

1. Visual Depiction of Round I Funding Formula.
2. Detailed Spreadsheet of Proposed Funding Formula.
3. Visual Comparison of Round I vs. Proposed Round II Funding Formulas.

Page Intentionally Left Blank

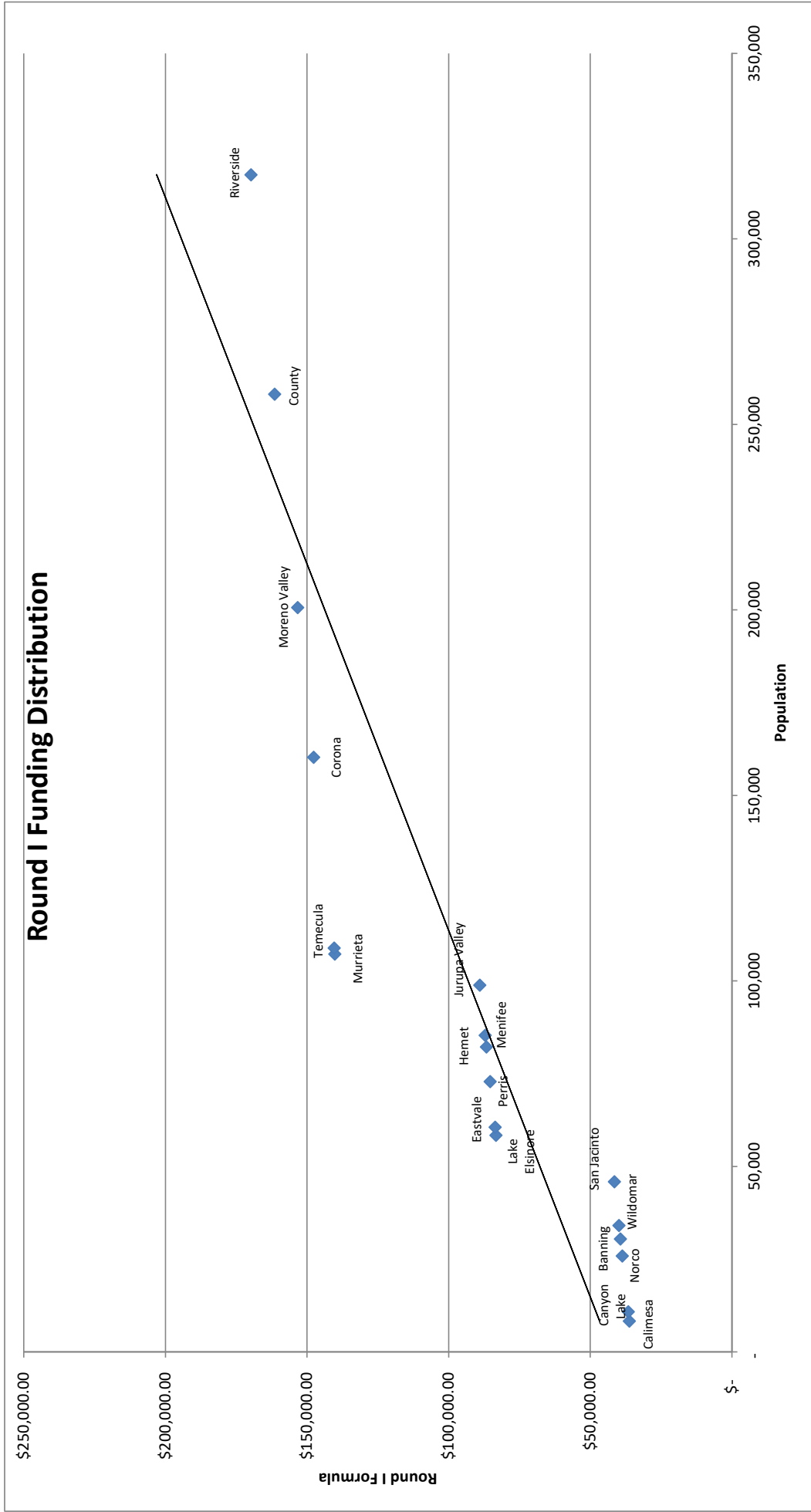
Item 7.D

Distribution of Round II BEYOND
Allocations to Member Jurisdictions

Attachment 1

Visual Depiction of Round I
Funding Formula

Page Intentionally Left Blank



Page Intentionally Left Blank

Item 7.D

Distribution of Round II BEYOND
Allocations to Member Jurisdictions

Attachment 2

Detailed Spreadsheet of Proposed
Funding Formula

Page Intentionally Left Blank

Proposed BEYOND Allocation - Round II and Subsequent Funding Rounds

Allocation Per Resident Population in Tier		Tier 1		Tier 2		Tier 3		Tier 4		Tier 5									
	-	\$	3.87	\$	0-9,999	\$	10,000-49,999	\$	50,000-99,999	\$	100,000-149,999	\$	150,000+						
	-																		
Riverside County	Population 1/1/16	Tier 1	Tier 2		Tier 3		Tier 4		Tier 5		Allocation - Min \$35K		Allocation	Round I Allocation	Net Difference				
Calimesa	8,289		8,289									\$	35,000.00	\$	32,082.69	\$	36,177.77		(\$1,177.77)
Canyon Lake	10,681		10,000		681							\$	39,488.29	\$	39,488.29	\$	36,537.04		\$2,951.24
Norco	26,896		10,000		16,896							\$	58,135.54	\$	128,273.33	\$	38,650.63		\$19,484.90
Banning	30,834		10,000		20,834							\$	62,664.24	\$	58,135.54	\$	39,299.23		\$23,365.00
Wildomar	35,168		10,000		25,168							\$	67,648.34	\$	67,648.34	\$	39,814.87		\$27,833.47
San Jacinto	47,656		10,000		37,656							\$	82,009.54	\$	82,009.54	\$	41,471.20		\$40,538.34
Lake Elsinore	61,006		10,000		39,999			11,007				\$	92,959.24	\$	92,959.24	\$	83,238.07		\$9,721.17
Eastvale	63,162		10,000		39,999			13,163				\$	94,576.24	\$	94,576.24	\$	83,549.25		\$11,026.98
Perris	73,722		10,000		39,999			23,723				\$	102,496.24	\$	102,496.24	\$	85,280.03		\$17,216.21
Hemet	80,070		10,000		39,999			30,071				\$	107,257.24	\$	107,257.24	\$	86,597.67		\$20,659.56
Menifee	89,004		10,000		39,999			39,005				\$	113,957.74	\$	113,957.74	\$	87,039.29		\$26,918.45
Jurupa Valley	98,177		10,000		39,999			48,178				\$	120,837.49	\$	120,837.49	\$	88,942.79		\$31,894.70
Temecula	109,064		10,000		39,999			49,999		9,066		\$	126,736.24	\$	126,736.24	\$	140,357.72		(\$13,621.48)
Murrieta	113,795		10,000		39,999			49,999		13,797		\$	129,101.74	\$	129,101.74	\$	140,126.34		(\$11,024.60)
Corona	164,659		10,000		39,999			49,999		49,999		\$	150,868.24	\$	150,868.24	\$	147,600.47		\$3,267.77
Moreno Valley	205,383		10,000		39,999			49,999		49,999		\$	161,049.24	\$	161,049.24	\$	153,294.47		\$7,754.77
*W. Unincorporated Ci	270,203		10,000		39,999			49,999		49,999		\$	177,254.30	\$	177,254.30	\$	161,402.82		\$15,851.48
Riverside	324,696		10,000		39,999			49,999		49,999		\$	190,877.49	\$	190,877.49	\$	169,740.29		\$21,137.20
Sum			178,289		581,223			465,141		222,859			1,912,917.31	\$		\$	1,659,119.93		\$253,797.39
Total Per Capita Allocation																			
EMWD																\$	35,000.00		\$0.00
WMWD																\$	35,000.00		\$0.00
Schools																\$	35,000.00		\$0.00
Morongo																\$	35,000.00		\$0.00
Subtotal																\$	140,000.00		\$0.00
Grand Total																\$	1,799,119.93		\$253,797.39

Page Intentionally Left Blank

Item 7.D

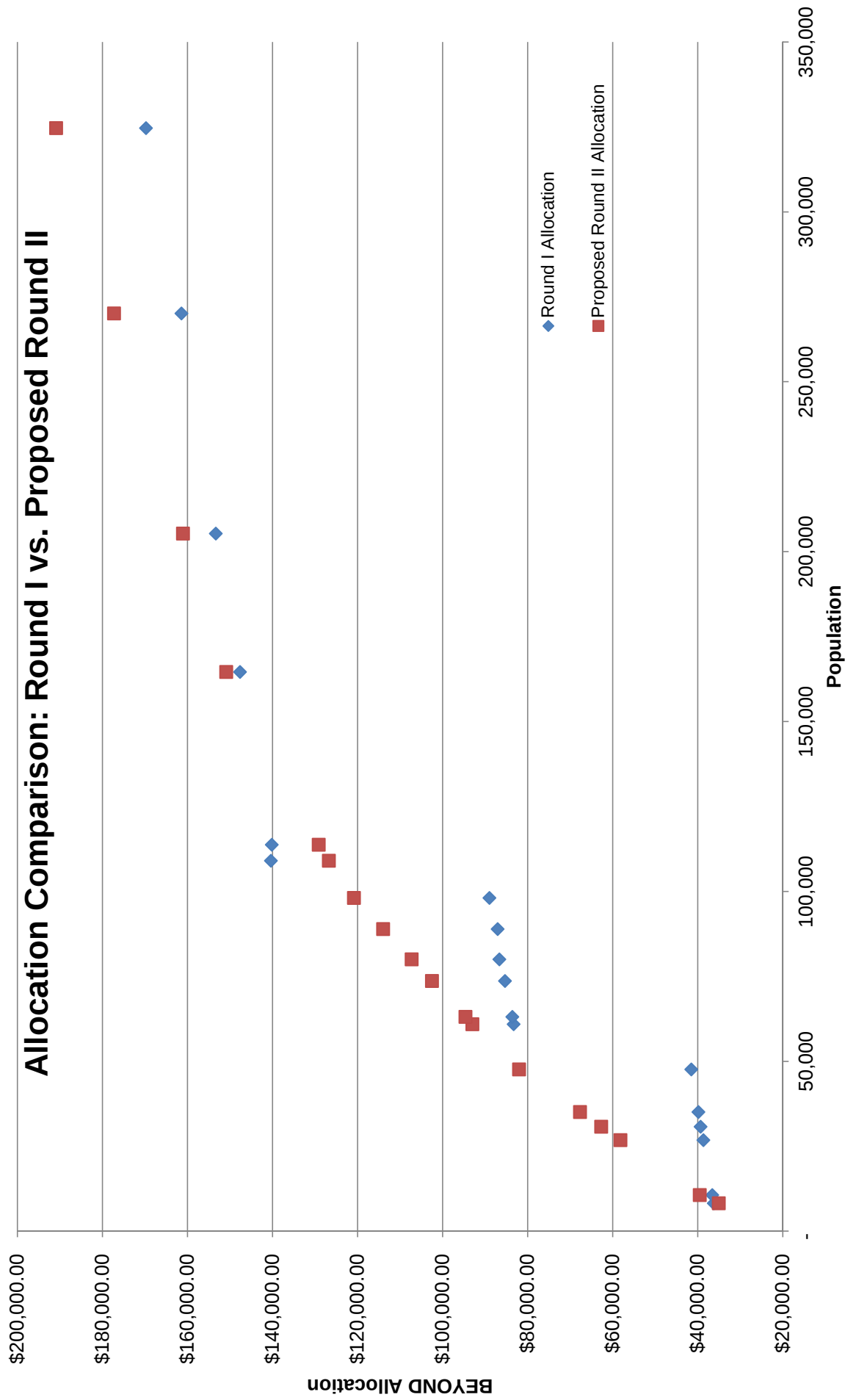
Distribution of Round II BEYOND
Allocations to Member Jurisdictions

Attachment 3

Visual Comparison of Round I vs.
Proposed Round II Funding
Formulas

Page Intentionally Left Blank

Allocation Comparison: Round I vs. Proposed Round II



Page Intentionally Left Blank



Western Riverside Council of Governments Executive Committee

Staff Report

Subject: Report from the League of California Cities

Contact: Erin Sasse, Regional Public Affairs Manager, League of California Cities,
esasse@cacities.org, (951) 321-0771

Date: January 9, 2017

The purpose of this item is to inform the Committee of activities undertaken by the League of California Cities.

Requested Action:

1. Receive and file.

This item is reserved for a presentation from the League of California Cities Regional Public Affairs Manager for Riverside County.

Prior WRCOG Action:

December 5, 2016: The Executive Committee received report.

WRCOG Fiscal Impact:

This item is informational only; therefore, there is no fiscal impact.

Attachment:

None.