Western Riverside Council of Governments
Public Works Committee

AGENDA

Thursday, July 14, 2016
2:00 p.m.

Transportation's 14th Street Annex
3525 14th Street
2nd Floor, Conference Room 3
Riverside, CA 92501

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the WRCOG Public Works Committee meeting, please contact WRCOG at (951) 955-8933. 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 the 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 items, will be available for inspection by members of the public prior to the meeting at 4080 Lemon Street, 3rd Floor, Riverside, CA, 92501.

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

1. CALL TO ORDER (Ati Eskandari, Chair)

2. SELF INTRODUCTIONS

3. PUBLIC COMMENTS

At this time members of the public can address the WRCOG Public Works Committee regarding any items with the subject matter jurisdiction of the Committee that are not separately listed on this agenda. Members of the public will have an opportunity to speak on agendized 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 Committee in writing and only pertinent points presented orally.

4. 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 Committee, any public comments on any of the Consent Items will be heard. There will be no separate action unless members of the Committee request specific items be removed from the Consent Calendar.

A. **Summary Minutes from the June 9, 2016, WRCOG Public Works Committee meeting are available for consideration.** **P. 1**

Requested Action: *1. Approve the Summary Minutes from the June 9, 2016, WRCOG Public Works Committee.*

B. **TUMF Revenue and Expenditures Update** ***Ernie Reyna*** **P. 7**

Requested Action: *1. Receive and file.*

C. **WRCOG Financial Report Summary through May 2016** ***Ernie Reyna*** **P. 21**

Requested Action: *1. Receive and file.*

5. **REPORTS/DISCUSSION**

A. **Regional Streetlight Program Activities Update** ***Tyler Masters, WRCOG*** **P. 27**

Requested Action: *1. Receive and file.*

B. **Selection of WRCOG Public Works Committee Chair, Vice-Chair, and 2nd Vice-Chair positions for Fiscal Year 2016/2017** ***Christopher Gray, WRCOG*** **P. 31**

Requested Action: *1. Select WRCOG Public Works Committee Chair, Vice-Chair, and 2nd Vice-Chair positions for Fiscal Year 2016/2017.*

C. **Riverside County Traffic Analysis Model (RIVTAM) Update** ***Christopher Gray, WRCOG*** **P. 33**

Requested Action: *1. Receive and file.*

D. **2015 TUMF Nexus Study Response to Comment** ***Christopher Gray, WRCOG*** **P. 49**

Requested Action: *1. Receive and file.*

E. **TUMF Fee Calculation Handbook Update** ***Christopher Gray, WRCOG*** **P. 147**

Requested Action: *1. Discuss and provide input.*

F. **Update on Analysis of Fees and Their Potential Impact on Economic Development in Western Riverside County** ***Christopher Gray, WRCOG*** **P. 149**

Requested Action: *1. Receive and file.*

G. **WRCOG TUMF Zone Representatives** ***Christopher Gray, WRCOG*** **P. 153**

Requested Action: *1. Review and provide input.*

H. **Riverside Transit Agency First-Mile / Last-Mile Study Update** ***Christopher Gray, WRCOG*** **P. 161**

Requested Action: *1. Review and file.*

6. **REPORT FROM THE DIRECTOR OF TRANSPORTATION** ***Christopher Gray***

7. ITEMS FOR FUTURE AGENDAS ***Members***

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

8. GENERAL ANNOUCEMENTS ***Members***

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

9. NEXT MEETING: **The next WRCOG Public Works Committee meeting is scheduled for Thursday, August 11, 2016, at 2:00 p.m., in the Transportation 14th Street Annex, 2nd Floor, Conference Room 3.**

10. ADJOURNMENT

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Public Works Committee **Item 4.A**
June 9, 2016
Summary Minutes

1. CALL TO ORDER

The meeting of the WRCOG Public Works Committee (PWC) was called to order at 2:06 p.m. by Vice-Chair Dan York at Transportation's 14th Street Annex, 2nd Floor in Conference Room 3.

2. ROLL CALL

Members present:

Art Vela, City of Banning
Michael Thornton, City of Calimesa
Nelson Nelson, City of Corona
Steve Latino, City of Hemet
Jonathan Smith, City of Menifee
Ahmad Ansari, City of Moreno Valley
Bob Moehling, City of Murrieta
Sam Nelson, City of Norco
Brad Brophy, Cities of Perris, San Jacinto and March Joint Powers Authority
Jeff Hart, City of Riverside
Thomas Garcia, City of Temecula (2:43 p.m. arrival)
Dan York, City of Wildomar (Vice-Chair)
Glen Higa, County of Riverside Transportation & Land Management (TLMA)

Staff present:

Christopher Gray, Director of Transportation
Donna Dean, Program Manager
Andrew Ruiz, Program Manager
Christopher Tzeng, Program Manager
Daniel Ramirez-Cornejo, Staff Analyst
Lupe Lotman, Executive Assistant

Guests present:

Steve Glynn, City of Menifee
Sherry Nour, City of Moreno Valley
Amer Attar, City of Temecula
Mo Salama, TLMA
Paul Rodriguez, Rodriguez Consulting Group, TUMF Consultant
Darren Henderson, WSP Parsons Brinckerhoff, TUMF Consultant

3. PUBLIC COMMENTS

There were no public comments.

4. CONSENT CALENDAR - *M/S/A (Moehling/Ansari) 14-0-0; Items 4.A through 4.C were approved by a unanimous vote of those members present. The Cities of Canyon Lake, Eastvale, Jurupa Valley, Lake Elsinore, and Temecula were not present.*

A. Summary Minutes from the May 12, 2016, WRCOG Public Works Committee meeting.

Action: *1. Approved the Summary Minutes from the May 12, 2016, WRCOG Public Works Committee meeting.*

B. TUMF Revenue and Expenditures Update

Action: *1. Received and filed.*

C. WRCOG Financial Report Summary through April 2016

Action: *1. Received and filed.*

5. REPORTS/DISCUSSION

A. WRCOG Transportation Work Plan

Christopher Gray introduced and welcomed WRCOG's newest employee Christopher Tzeng. Mr. Tzeng was formerly employed by SCAG for six years. Mr. Tzeng's background is in Transportation and Planning. Mr. Tzeng is the Transportation Program Manager to any projects not related to TUMF, i.e. Active Transportation, Clean Cities, Water Quality, and Regional Transportation Plan workshops. Daniel Ramirez-Cornejo, Staff Analyst will remain the primary contact for TUMF. Ms. Donna Dean will be with WRCOG through September 2016.

Christopher Gray reported that the Committee took action at its last meeting to approve the revisions to the TUMF Administrative Plan. The WRCOG Technical Advisory Committee approved the revisions the WRCOG Executive Committee will review the item on June 24, 2016, for approval.

WRCOG is required to complete a Five–Year Expenditure Report, which indicates how TUMF that is remitted to WRCOG is expended. Rodriguez Consulting Group has been hired to complete the study, which is expected to be completed in August 2016.

WRCOG released a Request for Proposal (RFP) for on-call engineering services, primarily to assist in processing invoices for the TUMF Program. The selected firm will also be tasked with developing a reimbursement manual for the Program.

Economic & Planning Systems is in the process of performing a Fee Comparison Study and will provide an update on the Study to the Committee at its July meeting. The report will be finalized in August or September 2016.

The annual TUMF Zone Transportation Improvement Program (TIP) updates will occur this fall. Staff expects to distribute project worksheets to member jurisdictions in September.

WRCOG continues to work on the 2016 TUMF Nexus Study with the TUMF consultant, Parsons Brinckerhoff. The Executive Committee is expected to take action on the Nexus Study in December 2016, with the fee effective July 1, 2017.

WRCOG is taking an active role in updating the Riverside County Transportation Analysis Model (RivTAM). WRCOG, SCAG, Riverside County Transportation Commission (RCTC), County of Riverside, Caltrans, and CVAG held a meeting to discuss a work plan for updating the model. Staff will be conducting a comprehensive review of the model and will develop a work plan. An RFP for this item is anticipated to be released in the fall 2016 or early 2017.

WRCOG identified the need to expand GIS capabilities and provide member jurisdictions a potential online resource/database for all TUMF related items.

WRCOG will be developing an RFP for transportation planning/modeling services related to the TUMF Program.

WRCOG has also identified a need for grant writing capabilities to work with member jurisdictions directly. The funding source for this grant writing services will be provided through carryover HERO Program funds.

Committee member Art Vela asked how much funding will be available for the grant writing program.

Mr. Gray replied that it depends on the amount of carryover that is available at the end of the fiscal year. The item will be discussed at the Committee's September meeting to review further details. WRCOG anticipates kicking-off the program January 2017.

Action: *1. Received and filed.*

B. TUMF Program Update

Christopher Gray provided a brief recap that the TUMF Network is being finalized. The cost assumptions were previously approved by the Committee. Parsons Brinckerhoff is incorporating the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) growth forecast into the TUMF Nexus Study. There are three variables to updating the TUMF Nexus Study; cost data, roadway network, and socio-economic data. The Executive Committee will review and take action on the TUMF Nexus Study in winter 2016. The updated TUMF fee schedule will take effect in July 2017.

Action: *1. Received and filed.*

C. 2016 TUMF Transportation Improvement Program Update

Daniel Ramirez-Cornejo provided an update on the TIP process. This fall, staff will distribute project worksheets based on all the projects that are currently programmed on the TIPs for each Zone. Those worksheets will be distributed for review in September or October 2016. This TIP update will be the year to request new funding or add new projects. This year, approximately $20 million will be available for all the zones to allocate. Staff recommends collaborating with the member jurisdictions in their respective zones to prioritize certain projects. Member agencies should also submit letters requesting that a project be programmed on the Zone. Mr. Ramirez-Cornejo reminded the Committee that TUMF is a supplemental funding source, so securing other funding is a key to the delivery of projects. In November 2016, each Zone TAC will meet. By December 2016, the Zone Committee (Electeds) will provide the final recommendation to the Executive Committee for adoption. In February 2017, the Executive Committee will adopt the Five-Year Zone TIPs, which will then be forwarded to all jurisdictions.

Mr. Gray offered to meet with any jurisdiction regarding the TIP process. WRCOG is open to all suggestions the member jurisdictions may have regarding the TIP.

Action: *1. Received and filed.*

D. 2016 TUMF Revenue / Reimbursement Update

Daniel Ramirez-Cornejo provided an update on the TUMF revenue that WRCOG has received for Fiscal Year 2015/2016. WRCOG is anticipating collecting approximately $40 million for this fiscal year. $36 million has been received to date for the fiscal year. $20 million will be anticipated for programming on the Zone TIP's. Last year $37.5 was received for Fiscal Year 2014/2015. Staff also provided an update on the reimbursement of TUMF for the past two fiscal years. Staff requested that member jurisdictions submit any outstanding invoices to WRCOG for Fiscal Year 2015/2016.

Mr. Gray offered to provide the jurisdictions with a line-by-line analysis of the calculations.

Vice-Chair York asked if a specific Zone does not have the funding for projects, can the Zone borrow from another Zone in order to move projects forward.

Ms. Dean replied that funds cannot be borrowed Zone from Zone; only jurisdiction to jurisdiction.

Mr. Henderson indicated that from a Nexus perspective, there would be no issue. Revenues need to be spent in a timely manner so that the projects can move forward.

Mr. Gray encourages the Committee members to review projects that are programmed. WRCOG is not proposing any policy changes. Mr. Gray indicated that WRCOG would like to hear any suggestions from member jurisdictions to enhance the reimbursement process. WRCOG will review the Zone to Zone loaning option.

Action: *1. Receive and filed.*

E. Five-Year Expenditure Report

Paul Rodriguez provided an update on the WRCOG TUMF Five-Year Expenditure Report (Report), which covers Fiscal Years (FY) 2008/2009 – 2014/2015. The first Report was prepared in 2009 covering FY 2002-2007/2008. The data being used for revenue information include receipts from member jurisdictions; interest earned, refunds, expenditures, and programmed funding. The Report is being prepared for review and the findings will be presented to the Executive Committee.

Committee member Glenn Higa asked if the 50% reduction is being taken into account.

Mr. Rodriguez replied that the report is based solely on the dollar amount that was remitted to WRCOG.

Mr. Gray was asked if a (jurisdiction?) project could prepay TUMF. Mr. Gray replied that TUMF is paid only at issuance of building permit or certificate of occupancy. One of the revisions in the TUMF Administrative Plan is that a request for TUMF refund must be made within two years of initial payment.

Action: *1. Received and filed.*

F. Active Transportation Plan Update

Christopher Gray reported WRCOG completed a Non-Motorized Transportation Plan in 2010. WRCOG received funding from the California Department of Transportation to conduct an Active Transportation Plan (ATP). The consultant, Fehr & Peers, is currently reviewing collision analysis and performing an existing conditions report. Initial analysis shows that there is a significant amount of bicycle/pedestrian and vehicle collisions around intersections. WRCOG will distribute specific summaries by jurisdictions for member to review.

Vice-Chairman York indicated that the work being conducted on the ATP is helpful to the City of Wildomar.

Action: *1. Received and filed.*

G. Construction Cost Index (CCI) Calculation Methodology

Christopher Gray reported at the last Committee meeting, the PWC approved the revisions to the TUMF Administrative Plan. One of the revisions is the addition of language that would implement an automatic CCI that will take effect on a yearly basis. A CCI adjustment has not been implemented since 2009.

Mr. Henderson indicated that in the past the PWC has recommended a CCI adjustment.

Mr. Gray indicated that the two primary data sources are the Engineering News Record and the National Association of Realtors, which WRCOG is recommending for inclusion in the TUMF Ordinance. If a CCI had been implemented every year since 2009, the result would be a 1 to 6% increase per year.

It is not uncommon for fee programs to contain automatic CCI adjustments. Staff drafted the language for the Ordinance based on existing language from Multi-Species Habitat Conservation Plan and the City of Fresno.

Action: *1. Approved the proposed Automatic Annual CCI Adjustment language for the TUMF Ordinance.*

M/S/A (Smith/Nelson) 15/0/0; Item 5.G was approved by a unanimous vote of those members present. The Cities of Canyon Lake, Eastvale, Jurupa Valley, and Lake Elsinore were not present.

6. REPORT FROM THE DIRECTOR OF TRANSPORTATION

Christopher Gray reiterated for those who came in late, to welcome WRCOG's newest employee Christopher Tzeng. Mr. Gray mentioned that WRCOG is available to meet with any jurisdictions to discuss the TUMF Program.

7. ITEMS FOR FUTURE AGENDAS

Vice-Chairman York indicated to be mindful of the future agenda items for positive results.

8. GENERAL ANNOUNCEMENTS

Committee member Ahmad Ansari introduced and welcomed Sherry Nour, Interim City Engineer for the City of Moreno Valley.

9. NEXT MEETING: The next WRCOG Public Works Committee meeting is scheduled for Thursday, July 14, 2016, at 2:00 p.m., in the Transportation 14th Street Annex, 2nd Floor, in Conference Room 3.

10. ADJOURNMENT: The meeting was adjourned at 3:13 p.m.

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Item 4.B

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **TUMF Revenue and Expenditures Update**

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

Date: **July 14, 2016**

Requested Action:

1. Receive and file.

To date, revenues received into the TUMF Program total $670,015,118. Interest amounts to $32,509,028, for a total collection of $702,524,147.

WRCOG has dispersed a total of $293,705,450 primarily through project reimbursements and refunds, and $19,468,288 in administrative expenses.

The Riverside County Transportation Commission share payments have totaled $304,492,641 through May 31, 2016.

Prior WRCOG Action:

June 9, 2016: The WRCOG Public Works Committee received report.

WRCOG Fiscal Impact:

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

Attachment:

1. Summary TUMF Program Revenues.

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Item 4.B

TUMF Revenue and Expenditures Update

Attachment 1

Summary TUMF Program Revenues

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ZONE SUMMARY

Transportation Uniform Mitigation Fee Revenues and Expenditures
For the Month Ending May 31, 2016

REVENUES	Month-to-Date Total	Fiscal Year-to-Date Total	Life-to-Date Total
Commercial/Services	95,699	1,524,893	28,378,466
Retail	170,380	3,583,094	62,818,518
Industrial	346,204	2,330,432	45,241,188
Single Family/Residential	1,635,412	20,170,662	481,351,246
Multi-Family Dwellings	224,316	3,626,504	52,225,701
Revenue Sub Total	2,472,011	31,235,583.87	670,015,118
Interest Earned	-	259,637.93	32,509,028.85
Revenue Total	2,472,011	31,495,222	702,524,147
EXPENDITURES			
Refunds	-	-	17,094,884
Developer/Credit Reimbursements	-	-	10,466,553
Local Jurisdiction Reimbursements	2,417,503	14,537,596	266,144,013
RCTC Share Payments	1,504,233	13,363,459	304,492,641
WRCOG Expenditures	146,531	1,730,380	19,468,288
Expenditure Total	4,068,266	29,631,435	617,666,380
Transfer-In from Zones to WRCOG	***47,650***	***480,956***	***1,579,858***
REVENUES OVER<UNDER> EXPENDITURES	**(1,548,605)**	**2,344,743**	**86,437,625**
ZONE NET REVENUE TOTALS SINCE INCEPTION			
Northwest Zone	(1,278,539)	1,803,319	10,395,826
Southwest Zone	452,972	1,813,043	27,157,020
Central Zone	(482,677)	(2,925,823)	17,161,914
Pass Zone	4,577	33,128	238,798
Hemet/SJ Zone	32,929	456,127	4,345,336
RTA	40,541	(63,571)	13,268,665
RCTC	(357,467)	1,126,728	1,146,766
MSHCP	(110,942)	101,791	560,471
WRCOG	-	-	-
WRCOG Reserves	-	-	12,162,828
Zone Totals	**(1,698,605)**	**2,344,743**	**86,437,625**

NORTHWEST ZONE

Transportation Uniform Mitigation Fee Revenues and Expenditures
For the Month Ending May 31, 2016

REVENUES	**Month-to-Date** <u>***Total***</u>	**Fiscal Year-to-Date** <u>***Total***</u>	**Life-to-Date** <u>***Total***</u>
Commercial/Services	-	187,952	5,419,087
Retail	-	378,656	5,601,519
Industrial	155,107	968,585	10,796,873
Single Family/Residential	235,635	4,555,330	83,535,531
Multi-Family Dwellings	-	1,266,095	9,332,383
Revenue Sub Total	390,742	7,356,619	114,685,394
Interest Earned	-	138,069.31	8,691,010
Revenue Total	390,742	7,494,688	123,376,404
EXPENDITURES			
Refunds	-	-	3,719,228
Developer/Credit Reimbursements	-	-	4,921,064
Local Jurisdiction Reimbursements	1,669,281	5,691,369	102,398,594
Expenditure Total	1,669,281	5,691,369	111,038,886
REVENUES OVER<UNDER> EXPENDITURES	***(1,278,539)***	***1,803,319***	***12,337,518***

Fiscal Year 2015/2016 Estimated Revenue	***5,000,000***
Actual Revenue YTD	**7,356,619**
Over/<Under> Budget for FY 2015/2016	***2,356,619***

SOUTHWEST ZONE

Transportation Uniform Mitigation Fee Revenues and Expenditures
For the Month Ending May 31, 2016

	Month-to-Date Total	Fiscal Year-to-Date Total	Life-to-Date Total
REVENUES			
Commercial/Services	34,054	379,730	5,227,465
Retail	35,574	705,218	12,985,159
Industrial	5,497	69,659	1,818,507
Single Family/Residential	273,786	1,325,505	64,933,367
Multi-Family Dwellings	104,060	416,241	10,365,384
Revenue Sub Total	452,972	2,896,352.26	95,329,881
Interest Earned	-	41,281	10,572,717
Revenue Total	452,972	2,937,633	105,902,598
EXPENDITURES			
Refunds	-	-	3,017,054
Developer/Credit Reimbursements	-	-	4,751,305
Local Jurisdiction Reimbursements	-	1,124,590	66,584,446
Expenditure Total	-	1,124,590	74,352,805
REVENUES OVER<UNDER> EXPENDITURES	***452,972***	***1,813,043***	***31,549,792***

Fiscal Year 2015/2016 Estimated Revenue	***4,000,000***
Actual Revenue YTD	**2,896,352**
Over/<Under> Budget for FY 2015/2016	***(1,103,648)***

CENTRAL ZONE

Transportation Uniform Mitigation Fee Revenues and Expenditures
For the Month Ending May 31, 2016

REVENUES	**Month-to-Date** ***Total***	**Fiscal Year-to-Date** ***Total***	**Life-to-Date** ***Total***
Commercial/Services	-	129,375	1,014,003
Retail	43,004	254,002	6,270,349
Industrial	-	42,610	7,559,129
Single Family/Residential	222,541	2,544,069	53,985,796
Multi-Family Dwellings	-	-	3,878,985
Revenue Sub Total	265,545	2,970,056	72,708,261
Interest Earned	-	42,501	7,268,362
Revenue Total	265,545	3,012,556.97	79,976,622
EXPENDITURES			
Refunds	-	-	1,011,889
Developer/Credit Reimbursements	-	-	712,455
Local Jurisdiction Reimbursements	748,222	5,938,380	58,258,430
Expenditure Total	748,222	5,938,380	59,982,774
REVENUES OVER<UNDER> EXPENDITURES	***(482,677)***	***(2,925,823)***	***19,993,848***

Fiscal Year 2015/2016 Estimated Revenue	***3,000,000***
Actual Revenue YTD	**2,970,056**
Over/<Under> Budget for FY 2015/2016	***(29,944)***

PASS ZONE

Transportation Uniform Mitigation Fee Revenues and Expenditures
For the Month Ending May 31, 2016

	Month-to-Date Total	Fiscal Year-to-Date Total	Life-to-Date Total
REVENUES			
Commercial/Services	-	-	621,989
Retail	461	16,225	989,352
Industrial	-	-	641,009
Single Family/Residential	4,116	16,465	4,243,809
Multi-Family Dwellings	-	-	162,895
Revenue Sub Total	4,577	32,689	6,659,054
Interest Earned	-	439	884,514
Revenue Total	4,577	33,128	7,543,568
EXPENDITURES			
Refunds	-	-	119,248
Developer/Credit Reimbursements	-	-	-
Local Jurisdiction Reimbursements	-	-	5,109,260
Expenditure Total	-	-	5,228,508
REVENUES OVER<UNDER> EXPENDITURES	***4,577***	***33,128***	***315,060***

Fiscal Year 2015/2016 Estimated Revenue	***200,000***
Actual Revenue YTD	**32,689**
Over/<Under> Budget for FY 2015/2016	***(167,311)***

HEMET/SAN JACINTO ZONE

Transportation Uniform Mitigation Fee Revenues and Expenditures
For the Month Ending May 31, 2016

	Month-to-Date Total	Fiscal Year-to-Date Total	Life-to-Date Total
REVENUES			
Commercial/Services	-	-	839,595
Retail	-	308,329	3,542,110
Industrial	-	-	284,755
Single Family/Residential	32,929	926,142	19,138,832
Multi-Family Dwellings	-	-	553,442
Revenue Sub Total	32,929	1,234,471	24,358,734
Interest Earned	-	20,496	2,431,957
Revenue Total	*32,929*	*1,254,967*	*26,790,691*
EXPENDITURES			
Refunds	-	-	322,647
Developer/Credit Reimbursements	-	-	81,729
Local Jurisdiction Reimbursements	-	798,840	23,311,030
Expenditure Total	-	798,840	23,715,406
REVENUES OVER<UNDER> EXPENDITURES	***32,929***	***456,127***	***5,075,285***

Fiscal Year 2015/2016 Estimated Revenue	***800,000***
Actual Revenue YTD	**1,234,471**
Over/<Under> Budget for FY 2015/2016	***434,471***

RIVERSIDE TRANSIT AUTHORITY

Transportation Uniform Mitigation Fee Revenues and Expenditures
For the Month Ending May 31, 2016

	Month-to-Date	Fiscal Year-to-Date	Life-to-Date
REVENUES	***Total***	***Total***	***Total***
Commercial/Services	1,886	25,325	756,941
Retail	2,794	58,756	1,606,521
Industrial	5,678	38,226	1,167,901
Single Family/Residential	26,504	330,483	15,276,542
Multi-Family Dwellings	3,679	59,475	1,263,180
Revenue Sub Total	40,541	512,264	20,071,085
Interest Earned	-	8,583	2,511,715
Revenue Total	40,541	520,847	22,582,799
EXPENDITURES			
Refunds	-	-	541,895
Developer/Credit Reimbursements	-	-	-
Local Jurisdiction Reimbursements		584,417	6,582,020
Expenditure Total	-	584,417	7,123,915
REVENUES OVER<UNDER> EXPENDITURES	***40,541***	***(63,571)***	***15,458,884***
Fiscal Year 2015/2016 Estimated Revenue	***350,000***		
Actual Revenue YTD	**512,264**		
Over/<Under> Budget for FY 2015/2016	***162,264***		

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Transportation Uniform Mitigation Fee Revenues and Expenditures
For the Month Ending May 31, 2016

	Month-to-Date	Fiscal Year-to-Date	Life-to-Date
REVENUES	***Total***	***Total***	***Total***
Commercial/Services	53,342	716,345	13,355,884
Retail	79,039	1,661,995	29,324,476
Industrial	160,604	1,081,290	21,134,564
Single Family/Residential	749,720	9,348,222	225,569,862
Multi-Family Dwellings	104,060	1,682,335	24,356,666
Revenue Sub Total	1,146,766	14,490,187	313,741,451
Interest Earned	-	-	32,918
Revenue Total	1,146,766	14,490,187	313,774,369
EXPENDITURES			
Refunds	-	-	8,134,962
RCTC Share Payments	1,504,233	13,363,459	304,492,641
Local Jursidiction Reimbursement	-	-	-
Expenditure Total	1,504,233	13,363,459	312,627,603
REVENUES OVER<UNDER> EXPENDITURES	***(357,467)***	***1,126,728***	***1,146,766***

MULTI-SPECIES HABITAT CONSERVATION PROGRAM

Transportation Uniform Mitigation Fee Revenues and Expenditures
For the Month Ending May 31, 2016

	Month-to-Date Total	Fiscal Year-to-Date Total	Life-to-Date Total
REVENUES			
Commercial/Services	1,817	24,398	304,342
Retail	2,692	56,606	703,834
Industrial	5,470	36,828	472,190
Single Family/Residential	25,535	318,392	2,363,720
Multi-Family Dwellings	3,544	57,299	603,753
Revenue Sub Total	39,058	493,522	4,447,838
Interest Earned	-	8,269	114,181
Revenue Total	39,058	501,791	4,562,019
EXPENDITURES			
Refunds	-	-	101,316
RCA Reimbursements	150,000	400,000	3,900,232
Expenditure Total	150,000	400,000	4,001,548
REVENUES OVER<UNDER> EXPENDITURES	***(110,942)***	***101,791***	***560,471***

WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS

Transportation Uniform Mitigation Fee Revenues and Expenditures
For the Month Ending May 31, 2016

	Month-to-Date Total	Fiscal Year-to-Date Total	Life-to-Date Total
REVENUES			
Commercial/Services	4,599	61,767	839,161
Retail	6,815	143,306	1,795,198
Industrial	13,848	93,235	1,366,261
Single Family/Residential	64,645	806,055	12,303,788
Multi-Family Dwellings	8,973	145,060	1,709,014
Revenue Sub Total	98,880	1,249,423	18,013,422
Interest Earned	-	-	1,655
Revenue Total	98,880	1,249,423	18,015,076
EXPENDITURES			
Refunds	-	-	126,646
Expenditures	146,531	1,730,380	19,468,288
Expenditure Total	146,531	1,730,380	19,594,934
Transfer-In from Zones	*47,650*	*480,956*	*1,579,858*
REVENUES OVER<UNDER> EXPENDITURES	-	-	-

Item 4.C

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **WRCOG Financial Report Summary through May 2016**

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

Date: **July 14, 2016**

Requested Action:

1. Receive and file.

Attached is WRCOG's financial statement through May 2016.

Prior WRCOG Action:

June 9, 2016: The WRCOG Public Works Committee received report.

WRCOG Fiscal Impact:

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

Attachment:

1. WRCOG Financial Report Summary – May 2016.

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Item 4.C
WRCOG Financial Report Summary through May 2016

Attachment 1
WRCOG Financial Report Summary through - May 2016

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

Revenues	Approved FY 15/16 Budget	5/31/2016 Actual	Remaining Budget
Member Dues	$ 309,410	$ 298,910	$ 10,500
Government Relations	-	330	(330)
WRCOG HERO	1,906,381	1,396,799	509,582
WRCOG HERO Recording	636,785	408,025	228,760
WRCOG HERO Commercial	10,042	22,873	(12,831)
CA HERO	4,368,079	5,565,699	(1,197,620)
CA HERO Recording	1,393,935	1,462,240	(68,305)
Gas Company Partneship	67,750	50,661	17,089
SCE WRELP	70,000	74,152	(4,152)
SCE Phase II & III	69,215	83,855	(14,640)
Active Transportation	220,000	-	220,000
Regional Streetlights	200,000	-	200,000
Solid Waste	92,826	91,370	1,456
Used Oil	258,015	233,015	25,000
Air Quality	158,000	140,500	17,500
SCAQMD	38,750	26,351	12,399
LTF	633,500	684,750	(51,250)
Other Miscellaneous	13,000	9,671	3,329
General Assembly	300,000	181,900	118,100
TUMF - 4% Administration	1,022,358	1,249,171	(226,813)
TUMF - Total Program less Admin	30,000,000	30,246,987	(246,987)
Fund Balance Carryover	2,234,871	-	2,234,871
Total Revenues	$ 44,002,917	$ 42,227,259	$ 1,775,658
Expenditures			
Salaries and Wages	$ 1,983,901	$ 1,609,247	$ 374,654
Fringe Benefits	1,056,135	624,231	431,904
Overhead Allocation	1,500,089	1,375,082	125,007
General Legal Services	596,088	490,517	105,571
OPEB Expense	71,053	-	71,053
Audit Services	25,057	26,357	(1,300)
Bank Fees	16,426	81,357	(64,931)
Commissioners Per Diem	45,500	50,850	(5,350)
Interest Expense	-	57	(57)
Office Lease	140,000	133,898	6,102
Auto Fees Expense	70	158	(88)
Auto Maintenance Expense	48	48	0
Special Mail Services	1,500	2,131	(631)
Parking Validations	3,435	2,226	1,209
Staff Recognition	3,489	3,489	-
Event Support	159,009	74,409	84,600
General Supplies	29,567	17,380	12,187
Computer Supplies	7,157	2,165	4,992
Computer Software	23,369	20,352	3,017
Rent/Lease Equipment	25,000	25,897	(897)
Security System	-	194	(194)
Membership Dues	33,070	28,876	4,194
Subscriptions/Publications	5,984	6,562	(578)
Meeting Support Services	11,913	7,235	4,678
Postage	5,270	4,674	596
Other Household	1,603	2,197	(594)
COG Partnership Agreement	38,000	43,901	(5,901)
Storage	20,000	15,537	4,463
Printing Services	29,994	13,063	16,931
Computer/Hardware	4,113	5,112	(999)
Communications - Phone	2,000	2,052	(52)
Communications - Long Dist	1,200	892	308
Communications - Cellular	11,006	7,838	3,168
Communications - Comp Serv	17,000	12,426	4,574
Communications - Web Site	10,500	3,723	6,778
Equipment Maint - General	16,100	5,066	11,034
Equipmnet Maint-comp/Software	1,214	1,214	0
Insurance - Errors & Ommissions	255	-	255
Insurance - Gen/Business Liasion	66,490	66,865	(375)
WRCOG Auto Insurance Expenses	1,883	1,883	-
County RIFMIS Charges	2,700	1,941	759
Data Processing Support	-	15,630	(15,630)
HERO Recording Fee	1,410,552	1,214,271	196,281
Seminars/Conference	15,576	11,945	3,631
General Assembly	300,000	55,470	244,530
Travel - Mileage Reimbursements	24,424	12,132	12,292
Travel - Ground Transportation	7,845	6,036	1,809
Travel - Airfare	23,340	26,743	(3,403)
Lodging	22,006	16,184	5,822
Meals	7,629	5,878	1,751
Other Incidentals	36,466	18,724	17,742
Training	4,609	647	3,962
Supplies/Materials	45,172	5,175	39,997
Newspaper Ads	8,730	4,500	4,230
Billboard Ads	5,000	-	5,000
Radio & TV Ads	64,724	74,302	(9,578)
Consulting Labor	2,346,562	1,608,604	737,958
Consulting Expenses	36,937	4,654	32,283
Gov Relations Reimbursement	-	38,488	(38,488)
Other Miscellaneous Expenses	2,849	-	2,849
Computer Eqiupment Purchase	58,644	53,368	5,276
Office Imporvement	5,000	-	5,000
Water Task Force Program	-	899	(899)
Motor Vehicles Purchased	33,037	33,037	(0)
TUMF Program less Admin Expenditures	28,800,000	28,348,352	451,648
Overhead transfer in	(1,500,000)	(1,375,082)	(124,918)
Transfer out to Reserve	$ 5,140,260	$ 4,711,905	$ 428,355
Total Expenditures	$ 42,866,550	$ 39,662,964	$ 3,203,586

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Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: Regional Streetlight Program Activities Update

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

Date: July 14, 2016

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.

Program Update

At the direction of the WRCOG 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 Regional Program is to provide a cost effective way for local jurisdictions to purchase, retrofit, and maintain the streetlights within jurisdictional boundaries, without the need of additional jurisdictional resources. As a regional Program, WRCOG is working with each of the 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.

Acquisition Process Update: The keystone piece of the Program is the acquisition - or the purchasing - of streetlights by each jurisdiction. After acquisition, each jurisdiction will have the ability to unlock additional cost savings through LED retrofits while also paving the way for a potential "Smart-City" future. The process for an interested jurisdiction to acquire the SCE-owned streetlights within its boundaries is as follows:

A. Payment of $10,000 Initial Valuation fee (funded by WRCOG) to initiate the streetlight valuation process. (*Completed*)

B. SCE evaluation of streetlight systems in each of the 16 interested member jurisdictions' boundaries. (*Completed*)

C. SCE presentation of Streetlight Valuation Reports, an estimated streetlight sales price given the type, quantity, and material of streetlight poles and lamp fixtures in jurisdictional boundaries. (*Completed*)

D. Jurisdictions confirm desire to move forward with the acquisition. The following provides a summary of the interest levels conveyed by the member jurisdictions.

   After preliminary survey of all interested jurisdictions, jurisdictional staff has expressed strong interest in moving forward with acquisition and LED retrofit. Some jurisdictions have shared common comments / questions they would like WRCOG staff to continue to address as each jurisdiction moves forward. All of these items are proactively being worked on and will continue to be addressed on a regional and city-by-city basis. These are summarized below:

   1. "When will my jurisdiction be cash-flow positive; after acquisition and retrofit?"

      Response: The specifics will be identified in each jurisdiction's cash-flow meetings; however, the intent of financing is that each City will see no initial out-of-pocket expense, and the ongoing utilities bill savings realized after acquisition and LED retrofit will offset the financing repayment (debt service). In many cash flow scenarios, jurisdictions will be cash flow positive right away.

   2. "Will the Program provide a higher level of service to my communities regarding streetlight maintenance needs (lamp burn-outs and pole knockdowns)?"

      Response: With a centralized call center specific to the region, operations and maintenance will be dispatched in an expeditious manner. Service will be tracked and regularly reported on a jurisdictional basis through WRCOG.

   3. "Will the Program address if / how special districts, landscape and lighting maintenance districts, and/or community finance districts will be impacted per acquisition and LED retrofit of the jurisdiction's streetlights?"

      Response: WRCOG is currently assessing the inventory of special districts in the WRCOG subregion, and working with legal counsel to identify if / how financing acquisition and retrofit of these streetlights will impact these districts / special assessments.

   4. "What level of impact will this Program have on current City resources?"

      Response: The purpose of the regional approach is to achieve multiple administrative, operational, and maintenance cost efficiencies that will mitigate or avoid any impact to a jurisdiction's current resources.

E. SCE and each interested jurisdiction submit their Agreement, for approval, to the California Public Utilities Commission (CPUC). The following provides an update on the purchase and sales agreement and it is anticipated that member jurisdictions will begin this process in late-2016.

   <u>Purchase and sales agreement update</u>: Currently, the City of Lancaster is the only City in the SCE territory to complete the acquisition process from start to finish. On March 18, 2016, the CPUC approved Lancaster's final Purchase and Sales Agreement. SCE intends to use this Agreement as the template for future acquisition efforts. This Agreement defines the exact number and costs of the streetlights and the timeline of the acquisition process. In order finalize the acquisition process, each interested WRCOG member jurisdiction will need to enter into an Agreement with SCE that will then be approved by the CPUC. To assist its members with the Agreement piece of the transaction, WRCOG, its consultants, and Best Best & Krieger (BB&K) have reviewed and submitted questions, concerns, and issues regarding the template agreement to SCE. WRCOG is currently awaiting SCE's response to the comments. Once the Agreement is revised for the subregion, WRCOG will provide a copy to the jurisdictions for their additional review and comment. It is anticipated that this process will be completed within the next two months.

F. Upon completion of the sale, SCE and the local jurisdiction will begin the transition of the streetlight from SCE to jurisdiction-owned streetlight. It is anticipated that this will begin in early 2017. The following provides an update on the financing mechanism that will be used to complete this task.

Cash-flow meeting update: WRCOG staff has conducted streetlight cash flow meetings with the Cities of Eastvale, Hemet, Lake Elsinore, Menifee, Murrieta, Perris, San Jacinto, Wildomar, and with the Rubidoux and Jurupa Community Services Districts. Meetings with remaining jurisdictions are scheduled for July.

The purpose of the cash-flow meetings is to provide the jurisdictional staff (i.e., finance director, city manager, senior staff, etc.) with the financial information needed for staff to make a recommendation on whether to move forward with the Program. WRCOG has developed a feasibility model that includes a variety of financial sensitivities, including utility cost reduction, energy cost reductions, operations and maintenance costs (including pole knockdown replacement costs), debt service of ownership, and LED retrofit for each jurisdiction's streetlight system, and also includes a re-lamp reserve. The re-lamp reserve is a reserve that each jurisdiction can configure to set aside funds to ensure that in 15 years (when the LED streetlights begin to wear out) each jurisdiction will have funds to retrofit to the next generation of energy efficient street lighting, without negatively impacting the jurisdiction's general fund.

Regional testbed update: WRCOG is developing a Regional Streetlight Testbed demonstration area, scheduled to be ready for viewing in August 2016. Hosted by the City of Hemet, the Testbed will allow community stakeholders to experience and comment on a variety of LED technologies in a "real-life" context. Community stakeholders targeted include interested jurisdictional elected officials and staff, engineers, public safety personnel, community and environmental groups, and residents. The Testbed will include several LED lamp technologies and will be installed in the City of Hemet, which has a large number of City-owned streetlights that can be used as the site for a Testbed incorporating multiple land use types (residential, commercial, industrial, etc.).

Staff will coordinate tours for elected officials and staff in summer 2016. WRCOG will also release electronic surveys for those community stakeholders that participate in the Testbed to allow visitors to provide their input on the LED technologies. These community opinions will be used to assess preferences of the LED varieties and rank the selection of viable LED technologies for use of the Program. Additionally, the Testbed lamps will be marked with a designated pole tag to help the community stakeholders identify the 100+ LED lamps.

WRCOG is also developing a Testbed media kit that will include sample press releases, brochures and informational items, a "frequently asked questions" sheet, signage, social media language, and a map of the Testbed site. The Testbed media kit will be available for all jurisdictions to distribute to their community stakeholders in July 2016.

Prior WRCOG Action:

June 6, 2016: The WRCOG Executive Committee received report.

WRCOG Fiscal Impact:

Activities for the Regional Streetlight Program are included in the Agency's adopted Fiscal Year 2015/2016 and 2016/2017 year Budgets.

Attachment:

None.

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Item 5.B

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Selection of WRCOG Public Works Committee Chair, Vice-Chair, and 2nd Vice-Chair positions for Fiscal Year 2016/2017**

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

Date: **July 14, 2016**

Requested Action:

1. Select WRCOG Public Works Committee Chair, Vice-Chair, and 2nd Vice-Chair positions for Fiscal Year 2016/2017.

Last year the WRCOG Public Works Committee (PWC) took an action to have its Chair, Vice-Chair, and 2nd Vice-Chair positions match the WRCOG leadership for the year. The WRCOG Executive Committee approves its leadership nominations in June for adoption at the WRCOG General Assembly. For Fiscal Year 2016/2017, Council Member Ben Benoit, City of Wildomar, was selected to be the WRCOG Chair, Council Member Debbie Franklin, City of Banning, was selected as Vice-Chair, and Chuck Washington, County Supervisor, was selected as 2nd Vice-Chair. If the PWC follows suit with its appointments, the positions of PWC Chair, Vice-Chair, and 2nd Vice-Chair for Fiscal Year 2015/2016 would be as follows:

Chair:	Dan York, City of Wildomar
Vice-Chair:	Art Vela, City of Banning
2nd Vice-Chair:	Patricia Romo, County of Riverside

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

None.

Attachment:

None.

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Item 5.C

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Riverside County Traffic Analysis Model (RIVTAM) Update**

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

Date: **July 14, 2016**

Requested Action:

1. Receive and file.

WRCOG's Transportation Department is comprised of the Transportation Uniform Mitigation Fee (TUMF) Program, the Active Transportation Plan, and the Western Riverside County Clean Cities Coalition. The 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. As administrator of the TUMF Program, WRCOG 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 Riverside County Traffic Analysis Model (RIVTAM) was developed in 2009 to provide Riverside County jurisdictions a more detailed tool to develop long-term forecasts of future travel behavior. Since 2009, RIVTAM has not undergone a comprehensive update, so the land use and transportation data the RIVTAM utilizes is significantly outdated.

Riverside County Traffic Analysis Model (RIVTAM) Update

WRCOG is proposing to lead an effort to prepare a work plan to update RIVTAM in 2017, and met with the original MOU signatories on June 2, 2016, to discuss the update process. This report is to provide an introduction of the RIVTAM and summarize WRCOG's proposed work plan for a RIVTAM update.

Introduction: One significant challenge facing agencies at all levels of government is the need to develop long-term forecasts of future travel behavior. One tool commonly employed for these forecasts are regional travel demand models, which produce forecasts using socio-economic and transportation data as inputs. These forecasts are then used in a wide range of studies including but not limited to General Plans, Specific Plans, corridor studies, interchange studies, and environmental documents, such as Environmental Impact Reports (EIR's).

Additionally, the transportation infrastructure in Riverside County continues to be developed. Both CVAG and WRCOG continue the Transportation Uniform Mitigation Fee (TUMF) Program in their respective areas, and some local cities have implemented local Development Impact Fees (DIF). RCTC and CVAG continue to build projects that expand the transportation network. It is critical to ensure transportation projects are designed and constructed based on the best forecasts available.

Travel models require regular updates to remain relevant. This report provides additional background data regarding a regional travel model developed for Riverside County (RIVTAM) and proposes an approach to update this model through a phased and collaborative approach.

Background: Prior to the development of RIVTAM, a variety of travel demand models were available for use in Riverside County. For example, there was a previous model known as RIVSAN (Riverside/San Bernardino) used for land use and transportation project analysis. Various cities also maintained models, such as Corona, along with separate models for the Coachella Valley. These models used data from multiple sources and often produced widely disparate forecasts.

In 2008 and 2009, the following agencies met to discuss the development of a single countywide model for Riverside County:

- Riverside County Transportation and Land Management Agency (TLMA)
- Western Riverside Council of Governments (WRCOG)
- Coachella Valley Council of Governments (CVAG)
- Riverside County Transportation Commission (RCTC)
- Southern California Association of Governments (SCAG)
- California Department of Transportation (Caltrans)

Development of this countywide model (RIVTAM) was completed in May 2009. At the time the model was finalized, it used data from the SCAG Regional Transportation Model available at that time, which was Existing Year Data for 2008 and Forecast Year Data for 2035. Since 2008 was the beginning of the Great Recession, many assumptions incorporated into the model may be considered aggressive related to land use assumptions.

SCAG's Regional Transportation Model (RTM) encompasses a large geographic area that consists of the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. The primary goal of developing the RIVTAM was to provide a greater level of detail in Riverside County, while maintaining consistency with the SCAG RTM.

Following development of RIVTAM, a MOU was executed between the six agencies identified above. The MOU can be found as an attachment. Key elements of this MOU included:

- RIVTAM maintenance
- How RIVTAM would be utilized by the MOU signatories
- Updates to RIVTAM
- Use of RIVTAM by other governmental jurisdictions and by private entities
- Technical guidelines

RIVTAM Implementation: After implementation of the MOU, agencies used RIVTAM for a variety of projects. TLMA also developed an on-call list of consultants allowed to use RIVTAM, which was one of the provisions of the MOU. Based on a cursory review of RIVTAM users, it appears a majority of the RIVTAM applications were done through consultants for projects such as the WRCOG Nexus Study Update, Citywide Traffic Models for, among others, Coachella, Corona and Palm Desert, a detailed model for the Wine Country in Riverside County, and other efforts.

While many agencies have benefitted directly from the development of RIVTAM, there are certain challenges with its continued use. The primary issue is that RIVTAM has not undergone a comprehensive update since the initial development work, meaning the land use and transportation data is significantly outdated. The SCAG RTM has also undergone updates since the initial development of RIVTAM, meaning the RIVTAM and SCAG RTM may no longer be consistent.

Other unique challenges that should be considered in the future of RIVTAM are the recent legislation, grants, and innovations created that will affect the future of transportation. Senate Bill (SB) 375 and SB 743 were passed with the goal to reduce Vehicle Miles Traveled (VMT) and may have effect on travel behavior. The State of California also passed SB 99 which created the Active Transportation Program and made funds available to, among other goals, increase the proportion of trips accomplished by bicycling and walking. The future of vehicles may also change travel behavior with the continued development of autonomous vehicles – this will have a great effect on the transportation network in Riverside County.

RIVTAM Update Work Plan: Given the time that has elapsed since its initial development, an update to RIVTAM is both timely and beneficial. Benefits of this update would include:

- Updates to socio-economic forecasts to reflect SCAG's recently adopted growth forecasts
- Updates to the roadway network to ensure the model reflects recent improvements
- Ability to use data from the most recent SCAG RTM update to ensure consistency with the SCAG RTM
- The opportunity to correct any significant structural issues related to RIVTAM

Rather than proceeding directly to an update, we are proposing that WRCOG, in coordination with the other MOU signatories, conduct a review of RIVTAM users and other agencies by conducting a survey. Key items addressed during this survey could include:

- Who is currently using RIVTAM?
- How is RIVTAM currently applied?
- How do agencies plan to use RIVTAM?
- Are there other agencies that would like to use RIVTAM for specific projects which they are unable to do so?
- Are there specific issues or concerns related to RIVTAM that should be addressed during an update?
- How do other peer agencies (SANBAG, other CTC's/COG's of similar size) address their modeling needs?
- What organizational structure do other agencies use to maintain their travel models?

WRCOG staff is proposing to utilize this data collection effort as a Needs Assessment, which would then be shared with the other MOU signatories. This Needs Assessment is likely to require two-to-three months to complete. As an intermediate step, WRCOG will send out a finalized list of questions and persons/organizations to be interviewed two weeks after receiving confirmation that the other MOU signatories concur with this approach. Once the Needs Assessment is complete, WRCOG would then ask to reconvene the group of MOU signatories to review the conclusions.

Following the completion and review of the Needs Assessment, WRCOG would propose that the MOU signatories collaborate on three documents. WRCOG would be willing to facilitate these discussions and take the lead in preparing these documents, if amenable to the other MOU signatories.

The first document would be an updated MOU, which would outline various agency roles and responsibilities related to the updated version of RIVTAM. Specific items identified in the updated MOU would be identified in the Needs Assessment and also through a review of the existing MOU. The second document would be a proposed Model Update Work Plan, which would outline how RIVTAM would be updated, including potential funding sources from the various agencies and roles/responsibilities. The final document would be a model update Request for Proposal, which would extract from the updated MOU and Model Update Work Plan.

WRCOG anticipates these three items above could be accomplished using WRCOG internal resources and would not require any funding from outside agencies at this time. WRCOG is requesting the other MOU signatories to commit staff to participate in the Needs Assessment, the review of the MOU, and the development of the RFP process to the extent feasible. WRCOG is also suggesting regular monthly meetings be scheduled to discuss progress once WRCOG initiates the work on the Needs Assessment. Please contact WRCOG staff if any staff from local jurisdictions would like to participate in these monthly meetings.

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

The RIVTAM activities are included in the Agency's adopted Fiscal Year 2015/2016 Budget under the Transportation Department.

<u>Attachment</u>:

1. RIVTAM Signed MOU.

Item 5.C

Riverside County Traffic Analysis Model (RIVTAM) Update

Attachment 1

RIVTAM Signed MOU

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RIVERSIDE COUNTY TRAFFIC ANALYSIS MODEL (RivTAM)

EXECUTIVE SUMMARY

The County of Riverside Transportation Department (RCTD), with the cooperation of the Western Riverside Council of Governments (WRCOG), The Coachella Valley Council of Governments (CVAG), the Riverside County Transportation Commission (RCTC), The Southern California Association of Governments (SCAG), and the California Department of Transportation (Caltrans), completed the development of the Riverside County Traffic Analysis Model (RivTAM) in May 2009. RivTAM is a TransCAD model, based on SCAG's Regional Transportation Model that SCAG used in developing the 2035 Regional Transportation Plan (RTP). TransCAD is the name of a commercially-available software package used for transportation system modeling. TransCAD has very good graphic presentation and data retrieval capabilities due to its integration with Geographic Information Systems (GIS) and the associated capabilities.

SCAG's Regional Transportation Model encompasses a large geographic area that consists of the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Because of the size of the area, the SCAG model lacks the degree of detail, that is often necessary for transportation planning at the County and local jurisdiction levels. RivTAM incorporates a great deal of detail in Riverside County, while maintaining consistency with the SCAG Regional Model.

Listed below are the benefits the County and other entities will gain using RivTAM:

RivTAM has been validated to a finer level of detail than the SCAG Regional Model. The SCAG model has been validated for 2003 as the base year. Model validation is the process whereby traffic estimates for individual roadways are compared to actual ground counts on those roadways. For RivTAM, the validation base year was set at 2007. Traffic counts were made at over 300 locations late in 2007 and early 2008. These counts, supplemented by counts available from Caltrans and local jurisdictions, were used in the RivTAM validation process. The SCAG Regional Model validation within Riverside County addressed five traffic flow corridors and about 50 individual segments in these corridors. For RivTAM about 46 traffic flow corridors and about 350 individual roadway segments within these corridors were analyzed.

The Traffic Analysis Zone (TAZ) system in RivTAM is more detailed than the SCAG Regional Model. Within Riverside County, the SCAG model has 478 Traffic Analysis Zones (TAZ). These 478 TAZs were subdivided into 1,807 in RivTAM. This finer level of TAZ disaggregation, coupled with a finer roadway network, yields to better traffic forecasts on individual roadway segments.

RivTAM has a more detailed roadway network than the SCAG Regional Model. RivTAM added 570 centerline miles of roadways to the network in the SCAG Regional Model. RivTAM incorporates all facilities in the Riverside County General Plan, classified as Secondary and above. In addition some Collectors are included, as necessary, to insure that all TAZs are connected to the network of General Plan roadways.

RivTAM is fully consistent with the SCAG Regional Model in all technical and procedural aspects. RivTAM does not alter any of the SCAG Regional Model assumptions and parameters. Data inputs for areas outside of Riverside County are identical to the SCAG Regional Model. Within Riverside County more refined data is incorporated as described above.

RivTAM is the product of a truly cooperative multi-agency effort. Staff of the participating agencies met at the policy and technical levels on over 30 occasions to review work products, provide direction to the project consultant, and to discuss a variety of matters. The agencies also collaborated by providing applicable data, reports, and other information.

The RIVTAM MOU was presented to the RCTC TAC in September of 2009. The Committee concurred with the content of the document and the County of Riverside was to take the lead in getting the MOU executed by all agencies that participated in the development and acceptance of RIVTAM as the forecasting tool for Countywide transportation planning purposes.

MOU FOR RIVTAM MODEL MAINTENANCE, UPDATE, AND USAGE

WHEREAS the Riverside County Transportation Department (RCTD), the Riverside County Transportation Commission (RCTC), the Western Riverside Council of Governments (WRCOG), and the Coachella Valley Association of Governments (CVAG) jointly funded the development of the Riverside County Traffic Analysis Model (RIVTAM) using TransCAD software,

WHEREAS the Southern California Association of Governments (SCAG) and the California Department of Transportation (Caltrans) participated actively in the development of RIVTAM by providing data, guidance, and reviewing RIVTAM materials and results,

WHEREAS SCAG and Caltrans have determined that RIVTAM has been developed in conformance with accepted modeling practices and standards,

WHEREAS RCTD, RCTC, WRCOG, CVAG, SCAG, and Caltrans wish to ensure that sub-area models developed for use in Riverside County be consistent with RIVTAM,

WHEREAS RCTD, RCTC, WRCOG, CVAG, SCAG, and Caltrans agree that RIVTAM will provide a consistent tool for cities and the County to evaluate their plans, programs and projects,

WHEREAS RCTD, RCTC, WRCOG, CVAG, SCAG, and Caltrans agree that RIVTAM should be used as the forecasting tool for countywide transportation planning purposes,

WHEREAS RCTD, RCTC, WRCOG, CVAG, SCAG, and Caltrans encourage incorporated Cities in Riverside County to use RIVTAM as the basis for their own transportation planning purposes, where appropriate,

WHEREAS RCTD, RCTC, WRCOG, CVAG, SCAG, and Caltrans encourage private entities, such as developers and consultants to use RIVTAM as the basis for their own transportation planning purposes in Riverside County, where appropriate,

NOW THEREFORE, RCTD, RCTC, WRCOG, CVAG, SCAG, and Caltrans (collectively, the Agencies) agree as follows:

RIVTAM Maintenance

RCTD will maintain official versions of RIVTAM for base year and several horizon years.

RIVTAM routine maintenance activities include:

- Incorporating into RIVTAM any updates necessary due to changes in plans and programs of the AGENCIES or other governmental jurisdictions in Riverside County;
- Corrections, such as facility type or number of lanes, that may arise during the use of RIVTAM by the AGENCIES or other users of RivTAM;
- Documenting and keeping a record of all model revisions and corrections;
- Informing the AGENCIES and other users of RivTAM of revisions and corrections;
- Responding, at no cost, to minor data requests, such as daily traffic volume plots, by the AGENCIES, Cities, or other governmental jurisdictions;
- Other tasks that may be needed by agreement of the AGENCIES.

Use of RIVTAM by the AGENCIES

RCTD, CVAG, Caltrans and SCAG have licensing agreements with Caliper Corporation and have the capability to use RIVTAM in-house;

RCTC and WRCOG would need licensing agreements with Caliper should they desire to use RIVTAM in-house;

Since the AGENCIES anticipate the need to engage the services of consultants from time to time to run RIVTAM, the AGENCIES will establish a list of three to five consulting firms qualified to perform such services and will use no consultants other than those on the list of qualified consultants;

RCTD will lead the AGENCIES' joint effort to compile the list of qualified consultants, by issuing a Request for Qualifications and forming a selection committee;

AGENCIES that need a consultant to run RIVTAM, will select a consultant from the AGENCIES' list of qualified consultants;

Each AGENCY shall bear the cost for its own use and running of RIVTAM.

Updating RIVTAM

The AGENCIES agree that updates to RIVTAM may be necessary in response to changes in the plans and programs of the AGENCIES, or other reasons. Each AGENCY shall bear the cost of updating RIVTAM for its own purposes;

RCTC, WRCOG, CVAG, SCAG, and Caltrans will notify RCTD when they make changes in plans and programs that will necessitate updating the official version of RIVTAM;

RCTD will make updates, as appropriate, and inform RCTC, WRCOG, CVAG, SCAG, and Caltrans, and other users of RivTAM when updates are made to the official version of RIVTAM;

The AGENCIES, or their consultants, will not make any updates that are not consistent with RIVTAM modeling concepts and assumptions;

Periodic updates of RIVTAM will be considered at such time as SCAG adopts new Socio-Economic forecasts, and only be made when the updates affect the RIVTAM consistency with SCAG's Regional Modeling assumptions. RCTC, WRCOG, CVAG, and RCTD will negotiate the cost of such major updates and make a recommendation for funding.

Use of RIVTAM by governmental jurisdictions other than the AGENCIES and by private entities

RIVTAM was designed to address most city and county level modeling needs in Riverside County. The model inputs and zone system were designed with sufficient detail to support most city/county planning applications. The modeling methodology can support the evaluation of a range of highway, HOV and transit scenarios. The Agencies encourage the use of RIVTAM by Cities, other governmental jurisdictions, and private entities for their own transportation planning purposes. Universal use of RIVTAM by the Agencies, Cities, other governmental jurisdictions, and private entities, and their consultants will ensure that planning decisions in Riverside County are made based on accurate and consistent travel forecasts;

Cities and other governmental jurisdictions in Riverside County would need licensing agreements with Caliper, appropriate computer equipment, and staff capabilities should they desire to use RivTAM in-house;

Off-the-shelf modeling results and data, such as daily and peak hourly traffic volume forecasts from completed RIVTAM runs will be available to Cities and other governmental jurisdictions directly from RCTD at no cost. Private entities will be requested to pay a fee for such data retrieval and transmittal;

Requests by Cities, other governmental jurisdictions, or private entities, entailing extensive data retrieval, or additional modeling analysis, and/or model runs will require the payment of a negotiated fee to RCTD or a contract directly with the consultants on the AGENCIES' list of qualified consultants to make the necessary RIVTAM runs;

The full set of RIVTAM files (all files needed to run RIVTAM) will be released only to the AGENCIES, to Cities in Riverside County, to other governmental jurisdictions in Riverside County and to the consultants on the AGENCIES' list of qualified consultants;

Requests for the full set of RIVTAM files will be made directly to RCTD in a letter from the requesting City or other governmental jurisdiction. The request shall include a detailed list of the needed items, the model's scope of work, and intended uses of the model.

Technical Guidelines

The AGENCIES will require that any City or other governmental jurisdiction that develops a sub-area model based on RIVTAM for its own use must demonstrate, by submitting appropriate documentation, that the finished model is consistent with RIVTAM before the model can be used for any purpose that affects the AGENCIES;

Consistency documentation will be reviewed and a consistency determination will be made jointly by an appointed committee of the AGENCIES;

Consistency guidelines will be developed by a technical task force that may include representatives of the AGENCIES, Riverside County cities, and other governmental jurisdictions, as well as members of the consultant community, and others.

Agreed to:

Riverside County Transportation Department (RCTD)

By Juan C. Perez ____ 6/30/10

Print Name Signature Date

Riverside County Transportation Commission (RCTC)

By John Standiford ____ 6/30/2010

Print Name Signature Date

Western Riverside Council of Governments (WRCOG)

By Ruthanne Taylor Berger ____ 30 June 2010

Print Name Signature Date

Coachella Valley Association of Governments (CVAG)

By Tom Kirk ____ [signature] ____ 7/14/10

Print Name Signature Date

Southern California Association of Governments (SCAG)

By RICH MACIAS ____ [signature] ____ 3/20/10

Print Name Signature Date

California Department of Transportation (Caltrans)

By William A. Mosley ____ [signature] ____ 9/30/10

Print Name Signature Date

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Item 5.D

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **2015 TUMF Nexus Study Response to Comments**

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

Date: **July 14, 2016**

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.

Response to Comments

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.

On June 18, 2015, the 2015 draft TUMF Nexus Study (Nexus Study) was distributed to the WRCOG Public Works Committee (PWC) and associated stakeholders. On August 20, 2015, the final draft Nexus Study was distributed. WRCOG received comments on the Nexus Study, which were reviewed by staff and Parsons Brinckerhoff.

There were a total of 16 comment letters received (ten from local jurisdictions and six from the private sector), totaling 101 individual comments. The comments are grouped generally into the following categories:

- The impact of the fee to the regional economy
- TUMF Network additions and/or deletions
- Technical data source clarification
- TUMF Program policies

In September 2015, the WRCOG Executive Committee took action to delay finalizing the Nexus Study and include the growth forecast from the 2016 Southern California Association of Governments Regional Transportation Plan / Sustainable Communities Strategy (RTP / SCS). The 2016 RTP / SCS was approved by

SCAG in spring 2016 and the growth forecast for the WRCOG subregion has been integrated into the TUMF Nexus Study.

The delay in the Nexus Study has provided WRCOG with the opportunity to address the comments received from stakeholders. The responses to comments are Attachment 1 to the Staff Report.

In March 2016, WRCOG retained Economic & Planning Systems to perform an analysis of fees / exactions required and collected by jurisdictions / agencies in and immediately adjacent to the WRCOG subregion. The Study will demonstrate the extent to which fees, among other factors, impact decisions to locate residential and non-residential uses in the region, and how transportation infrastructure (or the lack thereof) influences such decisions. The study is expected to be completed by August 2016, at which point WRCOG will distribute for review.

Staff is in the process of finalizing the TUMF Network for inclusion in the 2016 TUMF Nexus Study by reviewing facilities that can potentially be removed because they have been completed. WRCOG staff and consultant have reviewed all comments that identified projects as being completed and have updated the draft 2016 TUMF Network accordingly. WRCOG retained W. G. Zimmerman Engineering to review the comments received on the TUMF Network to determine if any facilities can be removed from the TUMF Network. The memo prepared is contained as Attachment 2 to the Staff Report. The TUMF Network is expected to be finalized in July 2016.

WRCOG received comments regarding the use of data sources that are more than twenty years old. These data sources have been determined as acceptable for use in the Program; however, staff is reviewing various other data sources that are more recent to determine whether they can be used in the TUMF Nexus Study. Staff and Parsons Brinkerhoff determined that newer data was available, particularly related to the topic of employment density, and is incorporating this information into the Nexus Study.

Prior WRCOG Action:

January 14, 2016: The WRCOG Public Works Committee received report.

WRCOG Fiscal Impact:

TUMF Nexus Study Update activities are included in the Agency's adopted Fiscal Year 2015/2016 Budget under the Transportation Department.

Attachments:

1. 2015 TUMF Nexus Study Response to Comments.
2. TUMF Field Review Memo.

Item 5.D
2015 TUMF Nexus Study Response to Comments

Attachment 1
2015 TUMF Nexus Study Response to Comments

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Master Responses

Response MR-1: A number of commenters have raised questions regarding the conclusions of the Nexus Study, particularly as it relates to the fee estimates for various land use types and data sources. Based on these comments and other concerns, the WRCOG Executive Committee took action to delay finalizing the Nexus Study and include the growth forecast from the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As the underlying demographic forecasts will be revised, it is expected that many of the conclusions of the Nexus Study will be revised as well. Staff anticipates that the update to the analysis will occur in Spring/Summer 2016, with an updated Nexus Study released in Fall/Winter 2016 and adoption by the WRCOG Executive Committee occurring subsequent to that. WRCOG staff and TUMF Consultant preparing the Nexus Study have responded to each comment but would note that many of the issues raised by commenters may be addressed through the upcoming revision to the Nexus Study. The use of SCAG data from the RTP/SCS may also address several questions regarding the transparency of the process and specific questions regarding socio-demographic inputs.

Response MR-2: Concurrent with action to delay finalizing the Nexus Study, the WRCOG Executive Committee also directed WRCOG Staff to initiate an evaluation of development fees in the WRCOG Region. The purpose of this study is to identify various types of fees (including but not limited to traffic) which are levied against development. Comparative data from adjacent locations such as San Bernardino, Orange, and San Diego counties will also be incorporated into this study, which will evaluate the extent to which TUMF fees might affect the economic feasibility of new development. An RFP was distributed and WRCOG Staff anticipates this study to begin in February 2016 and conclude in summer 2016. Data from the study will provide WRCOG and member agencies with additional quantitative data for use in their evaluation of the Nexus Study. This study will also allow WRCOG to respond definitively to several comments which relate to this specific topic.

Response MR-3: A number of commenters have questioned the implementation schedule for the fees identified in the Nexus Study, suggesting that any increase in fees could be phased or alternative approaches be taken. As the Nexus Study is being substantially revised, any definitive response to this comment would be premature.

Prior to the conclusion of the updated Nexus Study, WRCOG Staff and the TUMF consultant would welcome any suggestions regarding alternative implementation approaches, such as phasing in fee increases for one or more of the categories or other similar efforts. Any comments related to implementation have been noted and will be considered when the revised Nexus Study is presented to WRCOG Executive Committee, technical committees, and other parties as appropriate.

Response MR-4: Several commenters have questioned where government/public buildings are subject to TUMF since they are included in the 2015 Draft Nexus Study. It should be clarified that this land use is included for reporting purposes; however no fees are assessed on government/public buildings in the TUMF Program.

Response MR -5: A number of comments have raised questions regarding the inclusion of roadway projects which commenters thought had previously been completed and should therefore not be included in the TUMF Network. Prior to finalizing the Nexus Study, City Staff, WRCOG Staff, and the Nexus Consultants had engaged in an extensive process to verify that the TUMF Network had excluded existing roadways to ensure that the Nexus Study did not charge new development for roadways which had already been widened.

Several comments related to specific roadway projects which were noted to have been previously improved. WRCOG Staff reviewed these requests and identified that these comments could be classified as falling into three general categories.

The first category would include the following roadways based on comments received.

- Perris Boulevard (Sunnymead Boulevard to Cactus Avenue)
- Evans Road (Placentia Avenue to Nuevo Road)
- Rancho California Road (Jefferson Avenue to Margarita Road)

Staff determined that these roadways had been partially widened but not fully widened the entire length of the segment defined in TUMF. Therefore, it would be appropriate to include the remaining portion of the roadway which had not been widened. Therefore, the cost attributable to new development in the Nexus Study is a pro-rated portion of the improvement.

A second category of roadways would include those where construction had been recently completed or is under construction and the TUMF program is currently contributing funding to repay the City for the construction. These contributions are formalized in reimbursement agreements which are executed between WRCOG and the participating jurisdiction. Examples of these roadways are as follows:

- Nason Street/SR-60 Interchange

- Newport Road/I-215 Interchange
- Van Buren Boulevard (Barton Road to I-215)

Facilities that were completed by December 2015 will be removed from the TUMF Network. A final category of roadways would be those for which construction has occurred and there is no outstanding reimbursement agreement. In some instances, this final construction occurred after the TUMF Network was finalized. In other instances, the segment was included erroneously. Regardless of the reason, any roadway segments falling into this third category will be removed from the forthcoming Updated Nexus Study. An example of improvements falling into this category would include the Cactus Avenue (I-215 to Heacock Street).

Prior to concluding the Updated Nexus Study, WRCOG Staff will be working with local agencies to conduct a full review of the transportation facilities included in the TUMF Network. If any commenters have additional comments regarding roadways that they feel are improperly included, we would ask that you contact WRCOG Staff to ensure that you concerns are addressed.

Letter A1

STAGECOACH TOWN USA
ESTABLISHED 1913

City of Banning
Office of the City Manager

August 27, 2015

Ruthanne Taylor Berger
Deputy Executive Director
Western Riverside Council of Governments
4080 Lemon Street
3rd Floor, MS 1032
Riverside, CA 92501-3609

Re: Draft 2015 Transportation Uniform Mitigation Fee ("TUMF") Nexus Study

Dear Mrs. Taylor Berger,

The City of Banning is in receipt of the Draft 2015 TUMF Nexus Study ("Draft Nexus Study"). This letter has been prepared in response to the request for comments and we appreciate the opportunity to provide them to you and your staff for consideration.

Comment No. 1

Table 5.2 of the Draft Nexus Study identifies the 2035 Percent Peak Period Vehicle Trips by WRCOG zones. We interpret this table to show that 66.6% of trips within the Pass Zone are intra-zonal trips; 13.9% are inter-zonal trips and 19.5% are trips outside the WRCOG area. It seems that most, if not all, intra-zonal trips would occur on the non-backbone network. 1

Regional improvements and zone improvements are both allocated 46.39% of the remaining balance, after subtraction of administrative costs and MSHCP costs, of the revenues collected. Considering that 66.6% of trips stay within the Pass Zone, we would like for WRCOG to consider revising the allocation percentage between regional improvements and the improvements identified in the Pass Zone.

Comment No. 2

The concept of a "uniform" fee lends itself to the idea that all participating cities are equal, but this is not the case. A City with a strong economic base would be less likely to feel impacts from an increase in development fees such as TUMF. We would like for WRCOG to consider the 2

99 E. Ramsey St. • P.O. Box 998 • Banning, CA 92220-0998 • (951) 922-3101 • Fax (951) 922-3128

structure of the fee program in order to take account of the differences (such as median incomes, population, total cost of backbone infrastructure vs. distance to city, etc.) amongst the cities.

Comment No. 3

The Draft Nexus Study includes a Government/Public Category, but it is unclear if this category was included in the 2009 TUMF Nexus Study. Is the category applicable for inclusion in the revenue calculations, if not please delete? Please clarify. 3

Comment No. 4

The City of Banning is situated between the Morongo Band of Mission Indians and the City of Beaumont, both of which do not participate in the TUMF program. This fact, coupled with a proposed 54.8% increase in the retail TUMF fee, positions the City at a disadvantage when attracting retail businesses and increasing the City's sales tax base. 4

Comment No, 5

WRCOG has put together several implementation scenarios. The City would like to see an implementation schedule for the retail, service and industrial development categories only. 5

Comment No. 6

The recent Housing Element updates required by the California Department of Housing and Community Development ("HCD") to most cities' General Plans required that additional area be devoted to high density residential development in order to encourage and facilitate affordable housing. In practical terms this means that cities increased the area zoned for high density housing while decreasing the area zoned for low density housing. The data in the Draft Nexus Study calculations does not seem to reflect that change in policy. Please clarify that the recent HCD requirements were accounted for in the Draft Nexus Study. 6

Comment No. 7

It is understood that WRCOG has a judgement against the City of Beaumont for TUMF fees collected, but not submitted. If said fees are collected, how do those revenues come into play in this Draft Nexus Study and related budgets?

As a final note, the City of Banning has seen development within the City come to a complete halt during the economic downturn and more recently is recovering much slower as compared to other areas of the county. Within the last six years, six building permits have been issued for single family homes. The City is sensitive to any increases in development impact fees as we see them slowing down any progress that has been made in attracting future development. 7

Furthermore, given the our lack of development, need for retail business, and an inequitable fee structure we feel that any increase in TUMF fees at this time may prove to be problematic for the City of Banning.

Letter A1 Cont.

Again, we appreciate the opportunity to comment on the 2015 Draft TUMF Nexus Study and appreciate your consideration of these comments.

If you have any questions feel free to call me at (951) 922-4860 or via e-mail at dmartin@ci.banning.ca.us.

Sincerely,

Dean Martin
Interim City Manager

cc: Brian Guillot, Acting Development Director
Art Vela, Acting Public Works Director
City of Banning City Council

LETTER A1
City of Banning
Dean Martin, Interim City Manager
August 27, 2015

Response A1-1: The values in Tables 5.1 and 5.2 are used as the basis for determining the relative share between backbone and secondary projects in Table 5.3. While it is true that the greatest proportion of trips are internal to the zone, Table 5.3 weights these values to account for the fact that, on average across the region, a substantial portion of the intra-zonal trips on the TUMF network will utilize backbone facilities within the respective zones. As indicated in Table 5.3, the resultant split for the 2015 Nexus Study is 52% Backbone and 48% Secondary. Previously by direction of the WRCOG Executive Committee, the split has been rounded to 50% Backbone and 50% Secondary of the fee collection amounts after Administrative, Transit and Multi Species Habitat Conservation Plan (MSHCP) shares have been accounted. It is anticipated that the same distribution policy will continue as a result of the 2015 Nexus Study Update.

Response A1-2: The August 2000 WRCOG Executive Committee took action to build upon work completed in the Southwest County area for the Southwest Area Transportation Infrastructure System Funding Year 2020 and develop a single consolidated mitigation fee program for all of western Riverside County.

Response A1-3: Please see MR-4.

Response A1-4: Please see MR-3.

Response A1-5: See Response to Comment A1-4.

Response A1-6: The TUMF Program contains an exemption for low-income housing meaning residential units in publicly subsidized projects constructed as housing for low-income households as such households are defined pursuant to section 50079.5 of the Health and Safety Code. “Publicly subsidized projects,” as the term is used herein, shall not include any project or project applicant receiving a tax credit provided by the State of California Franchise Tax Board.

Response A1-7: The fiscal Impact to the Network and Program is unknown at this time. We anticipate that the fee study identified in MR-2 will address some of the issues raised in this comment.

Letter
A2

City of Calimesa

August 28, 2015

Ruthanne Taylor Berger, Deputy Executive Director
Western Riverside Council of Governments
4080 Lemon Street
3rd Floor, MS 1032
Riverside, CA 92501-3609

Subject: Transportation Uniform Mitigation Fee (TUMF)
Nexus Study, 2015 Update

Dear Ms. Taylor Berger,

The City of Calimesa (City) has reviewed the 2015 TUMF Next Study Draft dated August 17, 2015 and other materials provided by WRCOG. The proposed TUMF Schedule is:

Land Use	Units	2009 Nexus Fee per Unit	2015 Nexus Fee per Unit	Change	% Change
Single-Family Residential	DU	$8,873.00	$9,826.00	$ 953.00	10.74%
Multi-Family Residential	DU	$6,231.00	$6,399.00	$ 168.00	2.70%
Industrial	SF GPA	$ 1.73	$ 2.79	$ 1.06	61.27%
Retail	SF GPA	$ 10.49	$ 16.24	$ 5.75	54.81%
Service	SF GPA	$ 4.19	$ 6.63	$ 2.44	58.23%
Class A & B Office	SF GPA	$ 2.19	$ 2.19	$ -	0.00%

Generally, the City finds the proposed changes create significant concerns, in particular, the retail and service increases of nearly 55% to 58%. The City is positioned to experience substantial growth over the next decade (doubling or tripling our population) that would include retail and service; however, the City is located between two cities along Interstate 10 that do not participate in the TUMF program: the cities of Yucaipa and Beaumont. In fact, Yucaipa advertises to potential retailers that developing in its City avoids being subject to TUMF. The City will continue to compete with these neighboring cities to attract retail. The result of the proposed increase will place Calimesa at an even greater disadvantage. Accordingly, we request that WRCOG lower the Retail Fee.

Letter A2 Cont.

1. Growth and Rate Schedule

More specifically, the draft study indicates that the anticipated residential growth is:

Land Use	2008 to 2015 Dwelling Unit Change – 2009 Nexus Study	2008 to 2015 Dwelling Unit Change – 2015 Nexus Study	% Change from 2009 Nexus Study to 2015 Nexus Study
Single-Family Residential	156,745	140,403	-10.4%
Multi-Family Residential	194,934	122,583	-37.1%

Anticipated non-residential growth is:

Land Use	2008 to 2015 Square Foot per Gross Floor Area Change – 2009 Nexus Study	2008 to 2015 Square Foot per Gross Floor Area Change – 2015 Nexus Study	% Change from 2009 Nexus Study to 2015 Nexus Study
Industrial	57,535,808	78,411,305	+36.3%
Retail	21,758,982	17,194,963	-21.0%
Service	105,461,087	75,117,008	-28.8%
Government/Public	39,061,333	7,847,556	-79.9%

The 2009 study also indicates that the unfunded TUMF system improvement needs is $3.77 billion while the 2015 update indicates the amount is $3.31 billion, a 12.2% reduction. It appears that the proposed projects and associated costs included in the study were not reduced consistent with the maximum value attributable to the mitigation of the cumulative regional transportation impacts of future development in the region. Moreover, the proposed fee increases are not relative to the maximum value attributable to the mitigation of the cumulative regional transportation impacts of future development in the region. Please provide clarification. 1

2. Proposed TUMF Schedule

Although City engineering staff has reviewed both the 2009 and 2015 Nexus studies, staff has not found sufficient justification for the large non-residential increases. We request that WRCOG staff provide a special study session with Calimesa staff to review details supporting the TUMF Schedule and changes from the 2009 Nexus Study prior to the next Public Works TAC meeting on September 10th. Accordingly, we would also request that the comment period on the draft study be extended to allow not only Calimesa, but other jurisdictions as well, more time to review the study and have their questions answered.

Providing services for residential, industrial, and office negatively impact our general fund whereas, retail and services contribute to the general fund. As such, the City desires to attract retail and service industries in order to provide needed revenue to sustain all City provided public services. The proposed TUMF schedule revisions in land use categories places a greater TUMF burden on non-residential, specifically, retail and service. The City requests that WRCOG reassess the TUMF Schedule so that it places a larger burden on residential, industrial, and office. 2

3. Government/Public

The 2015 Nexus Study shows that a Government/Public Land Use Category is included; we request that it be deleted. Also there appears to have been inconsistent information distributed by WRCOG as to the land use categories. Is this category intended to be Office Class A & B as shown on the first table of this letter? 3

4. Implementation Schedule

Once the TUMF Schedule amounts have been agreed upon, the City will support implementation of the residential and industrial fee increase upon its adoption; however, the City requests that a three-year implementation program be utilized for the retail and service land use categories. 4

At this time, the City staff cannot support adoption of the new fee schedule as presented in the 2015 Nexus Study. If you have any questions, please let me know.

Sincerely,

Bonnie Johnson
Assistant City Manager
City of Calimesa

cc. City Council
Kevin Ennis, City Attorney
Bob French, Public Works Director
Michael Thornton, City Engineer

LETTER A2
City of Calimesa
Bonnie Johnson, Assistant City Manager
August 28, 2015

Response A2-1: The TUMF Network was reviewed by the each Zone's Technical Advisory Committee, Public Works Committee, and approved by the WRCOG Executive Committee in March 2015.

Response A2-2: WRCOG held a Pass Zone Technical Workshop to review the data inputs and methodology used in preparation of the Nexus Study on November 16, 2015. WRCOG also attended the November 16, 2015 City Council meeting to provide general background on the TUMF Program and Nexus Study Update. The fee increase is due to changes in three key factors: 1) lower growth in population and employment; 2) increased trip generation rates; and 3) an increase in non-residential trip making. WRCOG held an additional technical workshop on January 27, 2016, in the Riverside County Administrative Center in the City of Riverside. We would note that the update to the Nexus Study (identified in MR-1) could change the findings of the Nexus Study and the responses to these comments.

Response A2-3: Please see MR-4.

Response A2-4: Please see MR-3.

Letter A3

City of Eastvale
12363 Limonite Avenue, Suite #910 • Eastvale, CA 91752
(951) 361-0900 • Fax: (951) 361-0888 • www.EastvaleCA.gov

August 4, 2015

Ruthanne Taylor-Berger
Deputy Executive Director
Western Riverside Council of Governments
4080 Lemon Street, 3rd Floor, MS 1032
Riverside, CA 92501-3609

SUBJECT: COMMENTS ON TUMF FEE NEXUS STUDY 2015 UPDATE

Dear Ms. Berger:

Thank you for giving the City of Eastvale the opportunity to review the Draft TUMF Nexus Study 2015 Update. The City of Eastvale understands the need to meet the regional demand for transportation infrastructure in anticipation of continued growth projected in Western Riverside County. The City supports the continued contribution of fair share costs that new development makes to mitigate the cumulative regional transportation impacts. The City has done a cost comparison of the current TUMF Fees with the recommended Fees as shown in Table 7.1 of the draft report.

In reviewing the Nexus Study, the City of Eastvale has concerns of the significant increase in TUMF Fees for non-residential land uses. For instance, industrial land use fees will increase 63% while retail land use will increase 77%. In addition, the City is concerned about the new recommended category for government/public land uses of $16.61 per square foot gross floor area.

The City has several questions relative to the non-residential fee increases as follows:

- Has an economic study been conducted to determine what impact these significant increases will have on new non-residential development? 1
- Has this study been coordinated with the development community or building industry or have you received any feedback on these proposed fee increases? 2
- Will WRCOG consider a phased fee increase to lessen the immediate economic burden for the fee increase? If so, we would like the terms and implementation plan disclosed and provided to the TUMF members for consideration prior to the finalization and adoption of a new fee schedule. 3

City of Eastvale
12363 Limonite Avenue, Suite #910 • Eastvale, CA 91752
(951) 361-0900 • Fax: (951) 361-0888 • www.EastvaleCA.gov

- The City does not support the inclusion of an additional fee category for government/public land use projects. 4

- These fee increases with the potential and future planned increases related to water capacity charges and/or water demand offset may have a tremendous negative impact on the regional economy. 5

The proposed $16.61 TUMF fee for government/public land uses will be detrimental to government agencies who are currently struggling to build new facilities to provide services for the expanded population in Riverside County.

Again, the City of Eastvale has major concerns for the non-residential fees increases and what impact they will have on entitled and future commercial, retail, industrial, and government/public development. We understand the need to increase transportation revenue; however, it must be implemented in a measured, long-term manner. We propose an alternative method of smaller increments over a longer period in an effort to not discourage non-residential development nor have a detrimental regional economic impact.

My staff and I would be pleased to meet with you and your consultant to discuss the proposed fee increase.

Sincerely,

Michele Nissen

Michele Nissen
City Manager

Mayor and City Council
City Engineer
Planning Director

LETTER A3
City of Eastvale
Michele Nissen, City Manager
August 4, 2015

Response A3-1: Please see MR-2.

Response A3-2: The Building Industry Association (BIA) has been involved throughout the process of the Nexus Study Update. WRCOG convened a TUMF Retail Ad-Hoc Committee to examine the data inputs and provide a recommendation for the Retail component to the WRCOG Committee structure for consideration. WRCOG held a Northwest Zone Technical Workshop to review the data inputs and methodology used in preparation of the Nexus Study on November 19, 2015. WRCOG held an additional technical workshop on January 27, 2016, in the Riverside County Administrative Center in the City of Riverside.

Response A3-3: Please see MR-3.

Response A3-4: Please see MR-4.

Response A3-5: Please see MR-2.

From:	Steve Latino
To:	Taylor-Berger, Ruthanne; Dean, Donna
Cc:	Gary Thornhill; Deanna Elliano
Subject:	Nexus Study Comments
Date:	Friday, September 04, 2015 7:33:14 AM

Letter A4

Good Morning Ruthanne,

I am sorry it took so long to get back to you on the Nexus study, but I would like to at least get comments over to you on the Draft Nexus Study. I have reviewed the document, and I have a couple of pretty major concerns. First off, the draft table 7.1 in the Nexus study does not address Class A & Class B Office like the original adopted Nexus study does. So what is their impact to our roadway system? And what exactly is the Governmental/Public charge apply to? Would this include items like community centers as well as City Hall? And is it fair to think that a facility built in an existing City is going to draw new trips to it? Or is a community center going to draw people from outside the community when its intent is to be for the local residents? I don't understand the relationship of regional trips to Government/Public. 1

The second concern is the 77% increase in retail. The concern for our valley here is that by raising this fee we will basically push retail out of the community. Being a City that does not have a freeway access, the numbers will never pencil and new development will not come in. The current fee is already crippling to many developments in the City, and we regularly are dealing with it. A perfect example is the 7,000 SF expansion on an existing retail building we have for Party City. The additional area is solely for storage, and should not increase regional trips (especially since they have locations all around the region, so I shouldn't have people driving in from Temecula where they have a Party City). This developer was required to pay $73,430 in TUMF fees, and with the increase would be required to pay $129,990. We feel as though there should be some considerations put in place on the types of developments (i.e. expansion of an already existing facility, type of retail coming in, etc). If not, our concern is we will never be able to get any new retail into our community, or even update or expand any of our existing retail. This will cripple our community further as we will not be able to generate any new sales revenue and will leave quite a bit of our land vacant for many many years to come. 2

I think some careful consideration needs to be put into place with retail, because as more and more retail centers pop up in our region, there will be a need for less and less regional trips. The logic behind that statement is quite simple. Almost every community in this area has a Target. I don't drive from Hemet to Corona to go to Target. I drive to Corona for entertainment or to visit friends who have moved there.

Thanks for your time and consideration, and I hope you have a wonderful Labor Day weekend.

Steven Latino
Engineering Director/City Engineer
City of Hemet
slatino@cityofhemet.org
P: 951-765-2362

LETTER A4
City of Hemet
Steven Latino, Engineering Director/City Engineer
September 4, 2015

Response A4-1: Prior to beginning work on the Nexus Study, WRCOG convened a Retail Ad-hoc Committee to review the various data and conclusions associated with non-residential uses in the TUMF Program. The Retail Ad-Hoc Committee recommended that WRCOG consider removing the Class A and Class B office category from the TUMF Program due the limited development of Class A and Class B office in the subregion. This recommendation will be reconsidered as further work on the Nexus Study occurs in 2016.

Please see MR-4 for information regarding the inclusion of government/public buildings in the Nexus Study.

Response A4-2: Please see MR-2 for information regarding the economic study WRCOG is preparing to evaluate and compare the potential impact of TUMF fees on new development.

City of Jurupa Valley

Letter A5

August 27, 2015

Mr. Daniel Ramirez-Cornejo
Staff Analyst
WRCOG
4080 Lemon Street
3rd Floor, MS 1032
Riverside, CA 92501

Subject: DRAFT 2015 TUMF NEXUS STUDY COMMENTS

Dear Mr. Ramirez-Cornejo,

The City of Jurupa Valley is in receipt of the Transportation Uniform Mitigation (TUMF) Nexus Study, 2015 Update. We appreciate the opportunity to provide comments to this regional document. The City of Jurupa Valley, along with the entire Inland Empire, continue to make positive progress in recovering from the economic downturn. We compliment WRCOG for recognizing the need to improve the regional system of roadways that serve inter-community trips.

The concern we have is the disruption of the delicate balance between improving the inter-community network while attracting new development in the form of residential and commercial (retail/service). The potential disruption occurs when the development, especially commercial, is stifled by a 55% increase in the fee per unit based upon gross floor area (from the 2009 Nexus Study Update). Additionally, single family residential is expected to absorb an 11% increase per unit. We ask WRCOG to consider performance measures that gage when increases are required to mitigate traffic impacts. 1

Further, the severe drought the State of California has been experiencing is real and permits for development may be in jeopardy. Everyone has been asked to conserve water. As a result of the conservation effort, water agencies are not able to collect as much in revenue in order to extend the water and sewer infrastructure. Therefore, local water agencies, including those within the City of Jurupa Valley, propose to increase the water and sewer capacity charge on new development by nearly 70%. This impact will affect new and existing development. 2

As these impact fees cumulatively affect the price of the development, the City of Jurupa Valley will be challenged in preparing a Development Impact Fee (DIF) of its own in order to fund local improvements. The improvements to the local system of roads continue to be a major issue for this City, especially since alternative funding sources (i.e. grants, etc.) are not available. Again, consideration should be given to how regional fee increases are imposed. 3

8930 Limonite Ave., Jurupa Valley, CA 92509-5183, (951) 332-6464
www.jurupavalley.org

The City of Jurupa Valley understands that regional projects are important and that consideration should be given to alternative routes, especially ones that cross the Santa Ana River. Currently, there are only three bridges within the City crossing the Santa Ana River, with two of those crossings (Mission Boulevard and Market Street) located in close proximity to each other in the far eastern portion of the City. The only access across the Santa Ana River within the City in the west is Van Buren Boulevard, which although is in the TUMF Network to increase from four to six lanes, acts like a "funnel" for traffic traveling from the north and south. Why not consider an alternative such as extending an underutilized Etiwanda Avenue from Limonite Avenue to Arlington Avenue? Will TUMF fund the replacement of the Market Street Bridge as Caltrans has deemed it to be structurally deficient? 4

The Rubidoux Boulevard/ State Route 60 interchange lacks capacity for truck turning movements. The City of Rialto was sued by the County of Riverside in order to make improvements resulting from the increase in truck activity. Some local development funds are available to study alternatives; however, no regional authority document identifies how trucks access the region in this area from State Route 60. We suggest regional funding be targeted to solve the geometrics problem at this location. 5

Thank you for the update and for giving the City of Jurupa Valley the opportunity to express a few concerns. We look forward to working with WRCOG in managing growth.

Sincerely,

Gary S. Thompson
City Manager

LETTER A5
City of Jurupa Valley
Gary Thompson, City Manager
August 27, 2015

Response A5-1: TUMF is a development impact fee and therefore 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 February 2009 Executive Committee approved a schedule that would provide for Program Updates to occur consistent with SCAG's revision of the Regional Transportation Plan/Sustainable Communities Strategy.

Response A5-2: Please see MR-2.

Response A5-3: Please see MR-2.

Response A5-4: The TUMF Network was reviewed by the each Zone's Technical Advisory Committee, Public Works Committee, and approved by the WRCOG Executive Committee in March 2015. The Market Street Bridge is designated on the TUMF Network as a four lane, 1000 ft. bridge, for which the City can request funding during the Biennial TIP review in fall 2016.

Response A5-5: The Rubidoux Boulevard/SR-60 is designated on the TUMF Network as a Type 3 Interchange, for which the City can request funding during the Biennial TIP review in fall 2016.

Letter A6

City of Jurupa Valley

August 28, 2015

Mr. Daniel Ramirez-Cornejo, Staff Analyst
Western Riverside Council of Governments
4080 Lemon Street
3rd Floor, MS1032
Riverside, CA 92501

Subject: Draft 2015 TUMF Nexus Study Update

Dear Mr. Ramirez-Cornejo;

Thank you for the opportunity to comment on the Draft of WRCOG's 2015 Nexus Study Update. Please consider these comments in addition to those from the City Manager, Gary Thompson, in correspondence to you dated August 27, 2015.

In the 2009 nexus study Rubidoux Boulevard from the San Bernardino/Riverside County line to Mission Boulevard was included with a maximum TUMF reimbursement amount of $15,791,000. In the current, 2015, draft nexus update this same segment is no longer identified as such. With only the exception of a traffic signal constructed recently at Rubidoux Boulevard and 28th Street the city is not aware of any other improvements made to this segment between 2009 and present which would be cause to eliminate this item entirely. It is recognized in the current draft update that the Rubidoux Boulevard/SR60 interchange is now identified separately when it was not in 2009. However, the city respectfully requests a detailed explanation for the elimination of this item. 1

The Rubidoux Boulevard/SR60 interchange is recognized as deficient today with the current traffic. With consideration of projected traffic for both the SR 60 and Rubidoux Boulevard in the horizon year (2035/40) it is dramatically deficient. The city requests that WRCOG verify that its traffic modeling considered the significant amount of truck and other traffic generated by very large warehouse developments, recently built and currently proposed, in San Bernardino County (particularly Rialto) which utilizes Rubidoux Boulevard to SR 60. 2

Recognizing this and the long lead time to actually construct a project of this type, the city, in coordination with Riverside County Transportation Department, has initiated geometric studies of possible interchange configurations before beginning the Planning Approval and Environmental Documentation (PA & ED) phase. These studies, although early, clearly suggest that this interchange modification is very extensive and complex. The modification may necessarily include, in addition to widening/reconstruction, the incorporation/modification of the existing Hall Avenue over crossing and perhaps splitting on/off ramps with Rubidoux Boulevard. With this enhanced knowledge the city requests that this interchange modification be estimated at least as a Type 2 interchange. 3

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www.jurupavalley.org

Letter A6 Cont.

Additionally right-of-way will be required for the improvement of the Rubidoux Boulevard/SR 60 interchange and the detailed breakdown costs in the current nexus does not include any amount for right-of-way. The city requests that the cost of right-of-way be included in the TUMF reimbursement estimates. 4

The current draft includes two line items listed under the County of Riverside which are within the city of Jurupa Valley. This includes Bellegrave Avenue, Cantu Galliano Ranch Road to Van Buren Boulevard and Cantu Galliano Ranch Road from Wineville Avenue to Bellegrave Avenue. 5

Thank you for the consideration of these comments. If you have questions please contact me at the city's number below.

Regards,

for Jim Smith, P.E.
City Engineer

8930 Limonite Ave., Jurupa Valley, CA 92509-5183, (951) 332-6464
www.jurupavalley.org

LETTER A6
City of Jurupa Valley
Jim Smith, City Engineer
August 28, 2015

Response A6-1: Rubidoux Boulevard, San Bernardino/Riverside County line to Mission Boulevard is a completed 4 to 4- lane facility in both the 2009 TUMF Network and 2015 TUMF Network and therefore has no associated TUMF. The Max TUMF Share of $15,791,000 identified in the 2009 TUMF Network is associated with the Rubidoux Boulevard/SR-60 Interchange. As part of the 2015 TUMF Nexus Study, spot improvements have been segregated from their associated arterial segments and the existing need component is calculated for each. The Max TUMF Share in the 2015 TUMF Network for the Rubidoux Boulevard/SR-60 Interchange is $8,951,000. WRCOG is in the process of conducting a final review of the TUMF Network for inclusion in the TUMF Nexus Study Update.

Response A6-2: The RivTAM model assigned 1,144 trucks to the various ramps of the Rubidoux Interchange in 2008 and 1,703 trucks in 2035 (49% growth in trucks or the period). The existing heavy usage of the interchange means that only part of the need for improvements can be attributed to future development.

The traffic forecasting for the Nexus Study Update (see page 6) used socio-economic forecasts prepared by Riverside County Information Technology – Geographic Information Services (RCIT-GIS). These forecasts were prepared for general use; i.e. were not prepared for the Nexus Study specifically but were intended for and used in several planning studies. Please note that finalizing Nexus Study has been delayed to allow for SCAG's growth forecast to be incorporated into the study. These new demographic will supersede the previous assumptions. Please see MR-1 for additional information regarding this item.

Response A6-3: The TUMF Network was reviewed by the each Zone's Technical Advisory Committee, Public Works Committee, and approved by the WRCOG Executive Committee in March 2015. The modeling results support Rubidoux Boulevard/SR-60 as designated as a Type 3 Interchange on the 2015 TUMF Network. WRCOG is in the process of conducting a final review of the TUMF Network for inclusion in the TUMF Nexus Study Update.

Response A6-4: Right-of-Way costs are included in the interchange cost column of the 2015 TUMF Network. The $8,951,000 Maximum TUMF Share identified on the 2015 TUMF Network is for all phases, including the Right-of-Way Phase. WRCOG is in the process of conducting a final review of the TUMF Network for inclusion in the TUMF Nexus Study Update.

Response A6-5: The actual line item placement on the TUMF Network has no bearing on the fiscal impact/eligibility and each segment is assessed when jurisdictions/developers wish to enter into Credit Agreements. WRCOG will revise the Network jurisdiction that the majority of the segment falls within.

CITY OF
LAKE ELSINORE
DREAM EXTREME

Letter A7

August 31, 2015

Mr. Rick Bishop
Western Riverside Council of Governments
4080 Lemon Street, 3rd Floor
Riverside, CA 92501-3609

Subject: City of Lake Elsinore TUMF Network Update Comments

Dear Mr. Bishop,

Thank you for giving the City of Lake Elsinore the opportunity to review and provide comments regarding the proposed Transportation Uniform Mitigation Fee (TUMF) 2015 Network Program Update.

The City recognizes the importance of conducting a Nexus Study to review and set development fees. We commend WRCOG for its efforts to ensure ongoing progress and financial sustainability to address the increasing transportation infrastructure needs of Western Riverside County.

However, as you know, any time there are proposed fee increases that will affect future development it is a concern for growing cities, like ours, that still have ample room for ongoing growth. Particularly, in terms of economic development projects related to new retail and service opportunities.

Therefore, the City would like to express our preference for a phased-in approach as outlined in Scenario 3 with a slight modification to the retail fee. In order to fully support this scenario, the City respectfully requests that WRCOG consider extending the phased implementation of retail development fees over the next five years rather than the three years proposed. We believe this step will further reduce any potential negative impacts for developing cities and potential retail projects that are vital to our future economic and financial success. 1

Once again, thank you for providing us the chance to review the proposed changes. We greatly appreciate your time and consideration. If you have any questions, please contact me at (951) 674-3124 ext. 204 or gyates@lake-elsinore.org.

Sincerely,

Grant Yates
City Manager

951.674.3124
130 S. Main Street
Lake Elsinore CA 92530
www.lake-elsinore.org

LETTER A7
City of Lake Elsinore
Grant Yates, City Manager
August 31, 2015

Response A7-1: Please see MR-3.

Sent: Monday, August 24, 2015 9:43 AM
To: Taylor-Berger, Ruthanne; Dean, Donna
Cc: gyates@lake-elsinore.org; AMenor@RCTC.org
Subject: TUMF network cost update for Railroad Canyon & Franklin Interchange
Importance: High

Good Morning Ruthanne & Donna;

In follow-up to our earlier conversation regarding the funding limits that has been placed on proposed Franklin Ave Interchange, I noticed that even by removing the portion of local area work (Main Street to New Franklin Ave interchange), the eligible funding amount noted on the attached worksheet for Franklin Ave. Interchange is far below the projected construction cost of this facility. Also, I noticed that the same amount was copied for Railroad Canyon Interchange eligible cost. Could you let me know how these amounts were arrived at, and the justification for lower Railroad Canyon Interchange TUMF eligible cost? 1

I am hoping that this error can be corrected quickly, prior to adoption of the new network. Thank you for your assistance and prompt feedback.

Regards;

Ati Eskandari, P.E.
Consultant Project Manager (SCES)
City of Lake Elsinore
Office: (949)221-8669
Mobile: (949)212-7927

LETTER A8
City of Lake Elsinore
Ati Eskandari, Consultant Project Manager
August 24, 2015

Response A8-1: Staff will review and update the analysis for these interchanges as the Draft Nexus Study is updated as referenced in MR-1.

TEL: 951.413.3100
WWW.MOVAL.ORG

MORENO VALLEY
WHERE DREAMS SOAR

14177 FREDERICK STREET
P.O. BOX 88005
MORENO VALLEY, CA 92552-0805

Letter A9

August 27, 2015

Ms. Ruthanne Taylor-Berger, Deputy Executive Director
Attention: Daniel Ramirez-Cornejo, Staff Analyst
Western Riverside Council of Governments
4080 Lemon Street, 3rd Floor, MS 1032
Riverside, CA 92501

Subject: **City of Moreno Valley**
Comments on Draft 2015 TUMF Nexus Study

Dear ~~Ms. Taylor-Berger~~: Ruthanne

The City has the following comments on the Draft 2015 TUMF Nexus Study dated August 17, 2015:

- Include State Route (SR) 60/Moreno Beach Interchange as a line item – this location is already on the 2009 network as a Type 2 interchange and appears to have been missed. On the Draft 2015 network, the SR-60/Moreno Beach interchange cost would be $37,483,000, the same as other Type 2 interchanges. 1
- Ironwood Avenue from SR-60 to Day Street as shown in Appendix G-1 should state "Full funding available from other sources" instead of "City to fund with local sources." 2
- Since SR-60/Nason Interchange is shown on the 2015 Draft Nexus study at $11,128,000, please reference the City's February 6, 2015 request that WRCOG acknowledge the City's $19,106,000 savings as satisfaction against the $999,302.77 loss to the network. (As an alternate option as suggested in our letter, for ease of accounting $14,100,000 could be shown on the network, which would consist of $13,069,951 allocated in TUMF TIP funds plus $1,000,000 50% TUMF reduction deficit make-up.) 3

The City's comments are consistent with our previous letters to you on this subject, the most recent of which is attached for reference on the above third point. We appreciate the significant time and effort that it takes to update the network, and commend WRCOG for completing this major task. We also sincerely appreciate your working with us throughout the whole process. We look forward to checking the final document once all comments have been incorporated. If you have any questions, please feel free to call me at (951) 413-3100.

Sincerely,

Ahmad R. Ansari, P.E.
Public Works Director/City Engineer

MAL:ac

Attachment(s): February 6, 2015 Letter (w/o attachments)

c: Michelle Dawson, City Manager
Tom DeSantis, Assistant City Manager
Richard Sandzimier, Planning Official
Prem Kumar, Deputy Public Works Director/Assistant City Engineer
Eric Lewis, Transportation Division Manager/City Traffic Engineer

LETTER A9
City of Moreno Valley
Ahmad Ansari, Public Works Director/City Engineer
August 27, 2015

Response A9-1: The TUMF Network was reviewed by the each Zone's Technical Advisory Committee, Public Works Committee, and approved by the WRCOG Executive Committee in March 2015. City staff reported the Moreno Beach Drive/SR-60 Interchange was completed, held a ribbon cutting event, closed out the construction phases, and the City was reimbursed more than $12 million TUMF by the TUMF Program and the last construction payment was reimbursed in August of 2014. WRCOG is in the process of conducting a final review of the TUMF Network for inclusion in the TUMF Nexus Study Update.

Response A9-2: Language in Exhibit G-1 regarding Ironwood Avenue, Day Street to SR-60, has been revised on the Network Adjustment Request matrix.

Response A9-3: WRCOG and the City of Moreno Valley entered into a TUMF Reimbursement Agreement for the Construction Phase of the Nason Street/SR-60 Interchange Project in the amount of $11,128,000. The project costs savings for this project has been acknowledged and is being tracked on the 50% reduction delta spreadsheet.

Letter
A10

From: Prill, Thomas
To: Ramirez-Cornejo, Daniel
Subject: RE: Draft 2015 TUMF Nexus Study Available for Review!
Date: Monday, August 10, 2015 2:19:49 PM

Daniel,

I brought this up to Ernie at the meeting last Thursday, but figured I would go through the "official" process also.

On page 6 in Table 2.1, the Employees "% Change" column is incorrect, as it is using "2008" as the denominator instead of "2007." The numbers going down should read: -18%, 79%, 2%, -61%, and -5%.

On page 8 in table 2.2, it's the same problem, but for both Households and Employees, using "2035 (new)" as the denominator instead of "2035." The "% Change" column going down should read: -6%, -22%, -12%, 2%, 24%, -16%, -74%, -15%. These percentages match with Exhibit B-3. 1

I don't think this changes any of the graphs, but I'm not sure if these %s are used anywhere in the narrative. If so, obviously it would change that also.

Thank you for your time and attention to this matter.

Thomas Prill

Thomas Prill, MPA
Finance Director
City of San Jacinto
(951) 487-7340

LETTER A10
City of San Jacinto
Thomas Prill, Finance Director
August 10, 2015

Response A10-1: Tables 2.1 and 2.2 have been reviewed and corrections have been made to the formula used to derive the "% Change" figures.

Letter A11

Hi Donna,

After reviewing the project list, I have a question on one for Rancho California Road for the segment Margarita to Butterfield Stage Road. The Nexus shows this segment to be 6 lanes (4-6). Is this based on the nexus network modeling that has determined that this segment be 6 lanes to meet the appropriate Level of Service for overall regional circulation? 1

Your input would be most helpful.

Thank you,

Julie (Dauer – I've changed my last name back to my maiden name)

Julie Tarrant
Sr. Management Analyst
City of Temecula
(951) 694-6463
julie.tarrant@cityoftemecula.org

LETTER A11
City of Temecula
Julie Tarrant, Senior Management Analyst
August 7, 2015

Response A11-1: Currently, modeling and future development could warrant the 6-lane designation for Rancho California Road, between Margarita Road and Butterfield Stage Road. WRCOG is in the process of conducting a final review of the TUMF Network for inclusion in the TUMF Nexus Study Update.

Letter A12

August 28, 2015

Riverside County Chapter

Building Industry Association of Southern California

3891 11th Street
Riverside, California 92501
(951) 781-7310
Fax 9951) 781-0509

Western Riverside Council of Governments
4080 Lemon Street, 3rd Floor. MS1032
Riverside, CA 92501-3609

ATTN Ruthanne Taylor Berger, Deputy Executive Director

August 28, 2015

Mrs. Ruthanne Taylor Berger,

Firstly we wish to thank you for the collaborative partnership you have fostered with the BIA and working with us moving forward towards the goal of mutual concurrence of results of the TUMF Study. This letter serves as the BIA-Riverside County Chapter public comment to the TUMF Nexus Study 2015 update. Included in this letter is a preliminary partial review of the study, along with some questions that the BIA would like to receive clarification on.

Two primary sets of the data were reviewed as part of the preliminary assessment. First was the demonstrated need for the Right of Way (ROW) required and the cost of obtaining the ROW for the proposed TUMF improvements identified in the Nexus update, second was the evaluation of projects built that are still shown in the TUMF network.

For the ROW cost, a small sampling of identified TUMF segments (i.e. Cactus Avenue, Nason Avenue, as well as sections of Van Buren Boulevard and Alessandro Boulevard were used to evaluate the accuracy of the estimated standard ROW acquisition costs utilized by the Matrix Study. The budget for ROW acquisitions cost for the sample reviewed appeared to be in line with the amounts referenced as part of the TUMF Network (Table 4.1 – Unit Costs for Arterial Highway and Street Construction). However, the unknown factor is the accuracy of the information, or the assumptions used, to estimate the actual ROW needed to be acquired as part of the TUMF Program. It was determined from this initial review that a substantial percentage of ROW needed was already acquired and therefore should not be included as part of the Maximum TUMF Share costs for these sample segments. Based on this small preliminary sampling, it is clear that additional research into actual existing ROW and needed ROW should be undertaken.

Again, below is a preliminary sampling draft of the TUMF segments that we have identified that have been substantially completed or started. Some research of recorded maps or other offers of dedication documents will be needed to better ascertain the validity/status of the matrix's ROW assumptions.

As these projects are identified as either completed or under construction, it seems reasonable to assume that the TUMF funding has been collected. Therefore, these segments (and others in similar status) should be deleted from the TUMF Nexus Study and not included in the overall program cost totals.

1-10

11-17

Projects Completed	Costs to be removed	Projects Under Construction	Costs to be removed
Perris (Sunnymead to Cactus)	$2,012,000.00	Newport (I-215 Interchange)	$13,130,000.00
Day St. (SR-60 Interchange)	$5,727,000.00	Van Buren (Trautwein to Orange Terrace)	$2,499,000.00
Nason (SR-60 to Alesandro)	$2,889,000.00	Van Buren (Orange Terrace to I-215)	$9,387,000.00
Nason (SR-60 Interchange)	$11,128,000.00	Arlington (SR-91 Interchange)	$4,730,000.00
Evans (Placentia to Nuevo)	$2,501,000.00	Portion of Cactus (I-215 to Heacock)	$6,830,000.00
Wood (Bergamont to Krameria)	$464,000.00	Portion Highway 74 (I-15 to Ethanac)	
Clinton Keith (I-215 to Whitewood)	$2,226,000.00	*Segments where only one lane addition is needed)*	$1,711,145.00
Gilman Springs (Sanderson to State)	$2,016,000.00	Portion Rancho California (Jefferson to Margarita)	
Portion Clinton Keith (I-15 to Copper Craft)	$1,488,407.00	*(No construction is needed, only Restriping to 6 lanes*	$1,644,444.00
Portion Rancho California (Jefferson to Margarita)	$1,644,444.00		
	$32,095,851.00		$39,931,589.00

18-25

Sample of projects with TUMF funds allocated for ROW Cost but required ROW already exists	TUMF Network ROWCOST
Alessandro (Moreno Beach to Gilman Springs)	$3,239,000.00
Van Buren (Trautwein to Orange Crest)	$1,318,000.00
Scott (Murrieta to I-215)	$2,889,000.00
Cactus (I-215 To Heacock)	$3,601,000.00
Portion Highway 74 (I-15 To Ethanac)	$784,662.00
Clinton Keith (I-15 to Copper Craft)	$3,889,000.00
Rancho California (Margarita to Butterfield)	$10,894,000.00
Rancho California (Jefferson to Margarita)	$4,200,000.00
	$30,814,662.00

Below are some questions which BIA- Riverside would like to receive clarification on:

- Has a "Peer Review" been performed?
- Measure A revenues dedicated toward regional arterial system do not appear to be considered.
- Use of an indices based upon change in median sales price of homes does not accurately reflect land cost where growth occurs most- unimproved land. (Note: ROW budget in TUMF is $541.7 million in 2009 Plan plus a 10% contingency) 26-33
- Program horizon is 2035 - 2009 update covered 26 years of growth while 2015 update covers 20 years.
- How is transit investment reflected in lower infrastructure needs?
- How is future development differentiated by latent demand and ambient/natural growth not caused by future development?
- TUMF administrative cost is arbitrary and has not been analyzed Use Measure A admin ratio or SBOE ratio?
- MSHCP element defers determination to a separate program declaration made in 2003 Clear nexus is

not demonstrated within the program document.

- Rail Grade Separations are influenced by increased rail traffic which is not included in the traffic model or fair share cost assignments
- "Fair Share" ignores contributions to Measure A sales tax resulting from development
- Growth is based upon most recent RTP- 2012 with 2008 as base line
  - More appropriate to use 2016 RTP assumption using 2012 as baseline
- What is relationship between jobs in 2008 and those in this post downturn economy?

  -Was employment level saturating existing square footage or was there unused capacity? If unused capacity, new employees does not equate to new square footage.
- What is difference between Nexus assumption of growth occurring between 2008 and 2015 and the actual growth that has occurred?

  -Will there be a net gain or net loss of revenue? 34-42
- How is MFR depicted?

  -Active adult and vacation/2nd homes may be in SFR and should be re-evaluated.
- How is ambient growth addressed in VMT, trip counts and network configuration?

  -Natural growth -births over deaths and expansion of the average size of an existing household cannot reasonably be assessed through the fee
- Cost factors are based on 2009 cost plus CCI adjustment - Unclear if this approach is superior to using 2015 cost study.
- Transit cost is $119 million with $77.8 million assigned for future growth

  -Increased frequency to make transit more attractive to existing population cannot be reasonably assigned to growth

  -Revenues from new ridership should offset a portion of the cost assigned to future development

  -Full RTA study (Appendix D) is not included in Nexus study

  -Methodology for transit fair share is unclear or not included in Nexus materials document.

The BIA appreciates the opportunity to provide feedback on the TUMF Nexus Study 2015 update and we look forward to receiving your response to the findings and questions included in this letter.

Thank you,

If you have any questions please do not hesitate to contact me at (951) 781-7310 or bblankenship@riversidebia.org.

Sincerely,

Bill Blankenship

Chief Executive Officer

LETTER A12
Building Industry Association, Riverside County Chapter
Bill Blankenship, Chief Executive Officer
August 28, 2015

Response A12-1: The 2015 TUMF Network shows Perris Boulevard, Sunnymead Boulevard to Cactus Avenue, as a 4 to 6 lane facility. The arterial is reported as 80% complete, which means 80% of the cost has been removed from the 2015 TUMF Network. Additionally, please see MR-5.

Response A12-2: The City of Moreno Valley requested to add a Type 3 interchange at Day Street/SR-60 to the 2015 TUMF Network. Costs are being offset by the City's funding of the Type 3 interchange at Ironwood/Box Springs Road/I-215/SR-60 with local revenue sources. Additionally, please see MR-5.

Response A12-3: The 2015 TUMF Network shows Nason Street, SR-60 to Alessandro Boulevard, as a 2 to 4 lane facility. The arterial is reported as 62% complete, which means 62% of the cost has been removed from the 2015 TUMF Network. The TUMF Network will be adjusted because the project is 100% complete. Additionally, please see MR-5.

Response A12-4: WRCOG and the City of Moreno Valley have an executed TUMF Reimbursement Agreement for the Construction Phase of the Nason Street/SR-60 Interchange. The project is 100% complete. The facility will be removed from the TUMF Network. Additionally, please see MR-5.

Response A12-5: 2015 TUMF Network shows Evans Road, Placentia Avenue to Nuevo Road, as a 0 to 4 lane facility. The arterial is reported as 72% complete, which means 72% of the cost has been removed from the 2015 TUMF Network. City staff has confirmed that the project is on-going and not completed. The Network will be reviewed to potentially adjust the percentage completed to reflect that more than 72% of the project is complete. Additionally, please see MR-5.

Response A12-6: 2015 TUMF Network shows Wood Road, Bergamont Drive to Krameria Avenue, as a 2 to 4 lane facility. Project is complete and the Network will be revised to reflect its completion. Additionally, please see MR-5.

Response A12-7: 2015 TUMF Network shows Clinton Keith Road, I-215 to Whitewood Road, as a 4 to 6 lane facility. Project is complete and the Network will be revised to reflect its completion. Additionally, please see MR-5.

Response A12-8: 2015 TUMF Network shows Gilman Springs Road, Sanderson Avenue to State Street, as a 2 to 4 lane facility, and is currently 2 lanes. Additionally, please see MR-5.

Response A12-9: 2015 TUMF Network shows Clinton Keith Road, I-15 to Copper Craft Drive, as a 2 to 6 lane facility, portions widened to capacity, with the balance in the engineering phase. The 2015 TUMF Network %

completed column will be adjusted to reflect the completed portion. WG Zimmerman Engineering recommends adjusting the completed percentage to 57%. Additionally, please see MR-5.

Response A12-10: 2015 TUMF Network shows Rancho California Road, Jefferson Avenue to Margarita Road, as a 4 to 6 lane facility. The arterial is reported as 60% complete, which means 60% of the cost has been removed from the 2015 TUMF Network. WG Zimmerman Engineering recommends adjusting the completed percentage to 80%. Additionally, please see MR-5.

Response A12-11: The Newport Road/I-215 Interchange Project is currently under construction and there is an executed Reimbursement Agreement between WRCOG and the County of Riverside. The project was not completed by December 2015 and will remain on the TUMF Network. Additionally, please see MR-5.

Response A12-12: Van Buren Boulevard, Barton Road to I-215 is currently under construction and there is an executed Reimbursement Agreement between WRCOG and March JPA. The percentage completed portion will be adjusted to reflect the ongoing construction. WG Zimmerman Engineering recommends adjusting the completed percentage to 8%. Additionally, please see MR-5.

Response A12-13: See Response to Comment A12-12 and MR-5.

Response A12-14: SR-91/Arlington Avenue interchange is complete and the facility will be removed from the TUMF Network. Additionally, please see MR-5.

Response A12-15: The Cactus Avenue, I-215 to Heacock Street project is currently under construction and is 60% complete and is being funded with 100% MARA. Because this project is funded with 100% MARA, the $6.830M associated costs will be removed from the 2015 TUMF Network. Additionally, please see MR-5.

Response A12-16: The SR-74, I-15 to Ethanac Road project is on the TUMF Network. The TUMF Network states that the project exists as 4 lane facility with 6 future lanes. Trellis Lane to Allan Street (.9 miles) exists as 5 lane facility. WG Zimmerman Engineering recommends adjusting the completed percentage to 16%. Additionally, please see MR-5.

Response A12-17: The Rancho California Road, Jefferson Avenue to Margarita Road project is on the TUMF Network. The TUMF Network states that project is 60% complete and exists as a 4 lane facility. 60% of the cost has been removed to reflect completed portion. Segment between Jefferson and Morago Road is completed to 6 lanes. WG Zimmerman Engineering recommends adjusting the completed percentage to 80%. Additionally, please see MR-5.

Response A12-18: Right-of-Way costs for the Alessandro Boulevard, Moreno Beach Drive to Gilman Springs Road arterial segment are under review. Additionally, please see MR-5.

Response A12-19: See Response to Comment A12-12 and MR-5.

Response A12-20: See Response to Comment A12-18 and MR-5.

Response A12-21: See Response to Comment A12-15 and MR-5.

Response A12-22: See Response to Comment A12-16 and MR-5.

Response A12-23: 2015 TUMF Network shows Clinton Keith Road, I-15 to Copper Craft Drive, as a 2 to 6 lane facility, portions widened to capacity. The 2015 TUMF Network % completed column will be adjusted to reflect the completed portion, which will reduce the Maximum TUMF Share commensurately. Additionally, please see MR-5.

Response A12-24: 2015 TUMF Network shows Rancho California Road, Margarita Road to Butterfield Stage Road arterial segment as a 4 to 6 lane facility. The arterial is reported as 60% complete, which means 60% of the cost has been removed from the 2015 TUMF Network. Segment between Jefferson and Moraga Road is completed to 6 lanes. Additionally, please see MR-5.

Response A12-25: 2015 TUMF Network shows Rancho California Road, Jefferson Avenue to Margarita Road, as a 4 to 6 lane facility. The arterial is reported as 60% complete, which means 60% of the cost has been removed from the 2015 TUMF Network. Additionally, please see MR-5.

Response A12-26: Albert A. Webb Associates concluded in letter dated October 6, 2015 that the TUMF Nexus Study met the requirements of the Mitigation Fee Act.

Response A12-27: TUMF Network Max TUMF Share reflects all obligated funding, including Measure A, reported by jurisdictions and the FTIP for arterial and spot improvements.

Response A12-28: The purpose of cost indexing is to ensure that changes in construction and ROW costs are reasonably reflected in the fee levels, taking into account the fact that this is a planning-level study and that the costs for dozens of projects are subject to annual indexing. While the National Association of Realtors (NAR) home price index is imperfect, it was adopted by the WRCOG Executive Committee as reasonably reflecting changes in land prices in the absence of some better data source. WRCOG is open to considering an alternative to the NAR index if a better source is identified.

Response A12-29: The 2012 RTP/SCS provides the socio-economic data inputs for the 2015 TUMF Nexus Study Update. The horizon year for the 2012 RTP/SCS is 2040. The February 2009 Executive Committee approved a schedule that would provide for Program Updates to occur consistent with SCAG's revision of the RTP/SCS. In September 2015, the WRCOG Executive Committee took action to delay finalizing the TUMF Nexus Study and incorporate the growth forecast from the 2016 SCAG RTP/SCS. Additionally, please see MR-1.

Response A12-30: The need for infrastructure investments was identified using the RivTAM travel demand model. This is a multi-modal model taking into account all investments included in the financially-constrained project list in the officially-adopted Regional Transportation Plan (RTP). Transit improvements that are part of the RTP are represented in the model and factor into the mode and route selections made by travelers in future years. So the extent to which future transit investment would reduce auto use is fully incorporated into the traffic forecasts used to identify where roadway improvements are needed.

Response A12-31: The demographic forecasts used by the RivTAM model treat population and households as separate but related variables. This allows for changes in household size to be reflected in the analysis[1]. In this case population is forecast to grow 44% between 2008 and 2035 while households will increase 51% (see Table 2.3). So "ambient growth" in terms of more people in existing households is actually expected to be ambient shrinkage. This is consistent with long-term trends found in the U.S. census.

The other aspect of ambient growth is the amount of future population moving into existing vacant houses. For planning purposes it is assumed that the vacancy rate is stable over the long run. So while it is true that a portion of the future growth in population will be absorbed by existing vacant houses it is also true that future development will include dwellings that will be vacant in 2035. So long as this is reflected in the trip generation rates, and it is in this case, this will not affect the fee level.

Response A12-32: TUMF Program Administration based on 4% of the total eligible Network cost.

Response A12-33: Section 8.5.1 of the Riverside County Integrated Project MSHCP states "each new transportation project will contribute to Plan implementation". To comply with provisions of the MSHCP, a 5% cost is incorporated to account for the required MSHCP contribution to mitigate the multi-species habitat impacts of construction TUMF improvements.

Response A12-34: Rail traffic is included as a background assumption and as such is assumed to be the same for the "with future growth" and "without future growth" scenarios. So it has no effect on assessing future growth's share of the cost of TUMF improvements.

Response A12-35: The TUMF Network Max TUMF Share reflects all obligated non-TUMF funding contributions, including Measure A, as reported by jurisdictions and the FTIP for arterial and spot improvements. Measure A is not an

[1] Traffic impacts are more closely related to the number of households than it is to population, since many trips types (work trips, shopping trips, etc.) do not increase in proportion to household size.

impact fee and is not generated directly by new development, rather from consumer sales tax.

Response A12-36: Please see MR-1.

Response A12-37: As was the case with residential development (see response A12-31), there was an implicit assumption that vacancy rates are stable over the long term (or, rather, future vacancy rates cannot be accurately predicted, which amounts to the same thing for the purposes of planning studies). So while one might argue that some portion of future workers may be absorbed into existing vacant space it is also true that future development will include, at any given point in time, some vacant space, and that the surveyed trip generation rates includes a portion of vacant space and so already take this into account.

Response A12-38: As noted in MR-1, the Nexus Study is being updated to incorporate data from the 2016 SCAG RTP/SCS, which uses a 2012 Base Year for forecasting purposes.

Response A12-39: The Mitigation Fee Act allows agencies wide discretion in how they define land use categories, and there are nearly as many systems in use as there are fee programs. TUMF uses typical definitions for single-family and multi-family dwellings, which are also the basis of ITE's trip generation surveys.

As a practical matter neither WRCOG nor the local jurisdiction knows whether a proposed dwelling unit will be used as a second home, and even if they knew what the builder intended there is nothing to prevent someone from using the dwelling as a primary residence sometime in the future. Moreover, presumably some portion of the homes in ITE's trip generation surveys were being used as second homes at the time of the survey. So TUMF's reliance on ITE's trip generation rates is analytically sound.

Response A12-40: See response A12-31. Average household size is declining, not increasing.

Response A12-41: The WRCOG Public Works Committee determined the 2009 TUMF Nexus Study cost assumptions would be used as the foundation for the 2015 TUMF Nexus Study cost assumptions, because the lower 2009 cost basis with the Construction Cost Index/National Association of Realtors adjustment was more representative of the region. For the Nexus Study Update, the unit cost assumptions have been built from the ground up utilizing the latest data.

Response A12-42: The RTA study does appear to anticipate that a portion of the growth in ridership would come from existing residents. This has two effects with respect to attribution of costs, namely:

- The portion of transit costs attributable to existing residents may be higher than the Nexus Study methodology indicates
- The portion of road costs attributable to existing residents may be lower than the Nexus Study methodology indicates, since some of the new transit riders will shift from auto use. This means that new development's share of road costs may have been underestimated.

It is difficult to know which effect is larger since the RivTAM model is not structured in a way that allows us to distinguish which 2035 riders are existing residents and which are new residents. The current methodology assumes, in effect, that the slight over- and under-estimates cancel each other out.

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
INLAND EMPIRE CHAPTER

Letter A13

August 25, 2015

Ruthanne Taylor Berger
Deputy Executive Director
Western Riverside Council of Governments
4080 Lemon Street
3rd Floor, MS 1032
Riverside, CA 92501-3609

Ruthanne:

NAIOP, the Commercial Real Estate Development Association, is the leading organization of developers, owners, and related professionals in office, industrial, retail and mixed-use real estate. The NAIOP Inland Empire Chapter covers Riverside and San Bernardino Counties. NAIOP members are proud to develop through research, discussion, and exchange of information better standard for the development and operation of industrial and office properties in the Inland Empire.

Our mission is to advance the real estate profession, contribute to the greater community in which we all live and work and positively impact the economic development and improved quality of life throughout the Inland Empire.

As an industry group, NAIOP recognizes the need to raise fees from time to time, and in return appreciates WRCOG's past recognition of the need to reduce fees in times of economic distress. With that being said, NAIOP does have two substantive comments related to the percentage increase in the fee, as well as a few policy and assumption related questions.

FEE INCREASE COMMENTS:

1

1. **Section 6.2 (Page 54); Appendix L (Exhibit L-1):** The square footage per employee rates were calculated based on data from 1990 (SCAG) and 2001 (OCTA). This older data may overstate the number of employees per square foot for modern industrial buildings with higher automation. NAIOP recommends updating the employment per square foot numbers to reflect current conditions.

EXHIBIT L-1 Employment Conversion Factors

Employment Sector	Business by Land Use Category (1)	Employees	Gross Floor Area (TSF)	Conversion Rate (Employees/TSF)	Land Use Catergory (2)	Minimum Range Conversion Rate (Employees/TSF)	TUMF Employment Conversion Factors (Employees per TSF)
Industrial	Heavy Manufacturing	6,379	5,117	1.25	R&D/II/BP	2.50	
	General Manufacturing	11,603	6,103	1.90	Heavy Industry	2.00	
	Light Manufacturing	8,624	3,962	2.18	Warehouse	1.00	
	Manufacturing, Small Module	5,559	3,038	1.83			
	High Tech/Research	954	411	2.32			
	Wholesale, Trade Industry	6,120	4,140	1.48			
	Warehousing	119	279	0.43			
	General Industry	1,023	917	1.12			
	Total/Average	40,381	23,967	1.68	Average	1.83	1.76
Retail	Retail Trade	34,821	20,125	1.73	Commercial	2.25	
	Restaurant	23,345	4,061	5.75	Restaurant	3.00	
	Personnal, Rental and Repair	3,452	1,590	2.17			
	Equipment Rental	1,080	453	2.38			
	General Commercial	12,978	17,023	0.76			
	Total/Average	75,476	43,252	1.75	Average	2.63	2.19
Service	Financial/Insurance/Real Estate	7,738	1,095	7.07	Office	3.00	
	Small Office	3,945	548	7.20	Medical/PO/Bank	3.50	
	Professional Services	5,470	1,529	3.58	Hospital	2.50	
	Business Services	6,680	1,966	3.40			
	General Offices	8,700	3,886	2.29			
	Medical Services	9,006	3,201	2.81			
	Total/Average	41,739	12,225	3.41	Average	3.00	3.21
Government/Public Sector					Government/Civic	3.00	
					Library	1.50	
					Average	2.25	2.25

Notes:
- Business by Land Use Categories Wholesale Trade Commercial and Automotive Repair were excluded as there is inconsistencies between the Land Use Density Conversion Factors For Long Range Corridor Study San Bernardino and Riverside Counties categorization, and the NAICS Major Group categorization.
- OCTA Typical Employment Conversion Factors for Hotel/Motel, Schools, Golf Course, Developed Park, Park and Agricultural were excluded as they are calculated from units other than TSF.
- TUMF Employment Conversion Factor is the simple average of (1) and (2) Conversion Rates

(1) Cordoba Corporation/PBQD, Land Use Density Conversion Factors For Long Range Corridor Study San Bernardino and Riverside Counties, August 20, 1990, Table 8.
(2) OCTA, Orange County Subarea Model Guidelines Manual, June 2001, Appendix C.

- **Appendix L; Exhibit L-6:** Additionally, the calculation of median trips / TSF for industrial sector includes 9.89 trips / TSF for Truck Terminal (ITE LUC 030). According to ITE's manual, 9.89 trips is based on only one observation. *It is recommended that this rate be removed from calculation* of median / average trip rate because of unreliability of small sample size. In addition, few, if any new truck terminals are being built in industrially zoned land. 2

2. **<u>Table 5.4 (Page 52) and 2009 Update Table 5.4 (Page 43):</u>** The person trip production volume has decreased from 8.6 million person trips estimated in 2009 Nexus Study to 3 million person trips estimated in 2015 Nexus Study.

2009 Nexus Study

Table 5.4 - Residential vs. Non-Residential Person Trip Production

PERSON TRIP PURPOSE	PERSON TRIP PRODUCTION VOLUME	PERSON TRIP PRODUCTION SHARE
Home-Based-Work	1,516,967	17.6%
Home-Based-Other	3,659,649	42.5%
Home-Based-School K-12	711,193	8.3%
Home-Based-College/University	67,119	0.8%
Work-Based-Other	562,715	6.5%
Other -Based-Other	2,083,468	24.2%
TOTAL	**8,601,111**	**100.0%**
Home-Based Trips (Residential Uses)	5,954,928	69.2%
Non-Home-Based Trips (Non-Residential Uses)	2,646,182	30.8%

Based on the SCAG 2004 Regional Transportation Plan, Year 2030 Plan scenario.

2015 Nexus Study

Table 5.4 - Residential vs. Non-Residential Peak Period Person Trip Production

Person Trip Purpose	**Person Trip Production Volume**	**Person Trip Production Share**
Home-Based-Work	914,858	30.5%
Home-Based-Other	701,928	23.4%
Home-Based-School	345,077	11.5%
Work-Based-Other	242,414	8.1%
Other-Based-Other	797,333	26.6%
Total	3,001,610	100.00%
Home-Based Trips (Residential Uses)	1,961,863	65.4%
Non-Home-Based Trips (Non-Residential Uses)	1,039,748	**34.6%**

Based on RivTAM Year 2035 No-Build Scenario, March 2015

- **<u>Appendix B; Exhibit B-3:</u>** The employment change and trip change estimated has increased for Industrial sector compared to 2009 Nexus Study, whereas it has decreased for all other sectors (significant decrease in Govt/Public Sector employees). However, the cost of unfunded TUMF improvements attributed to non-residential has only decreased from $1.16 billion to $1.14 billion. 3

TUMF 2009 Nexus Update to 2015 Nexus Update Comparison
Western Riverside County Population, Households and Employment (Existing to Future Change)

SED Type/Zone	2009 Update	2014 Update	Change	Percent
Total Population	**968,190**	**735,198**	**-232,992**	**-24%**
Total Households	[illegible]	[illegible]	**-88,693**	**-25%**
Single-Family	156,745	140,403	-16,342	-10%
Multi-Family	[illegible]	122,583	-72,351	-37%
Total Employment	**574,919**	**434,110**	**-140,809**	**-24%**
TUMF Industrial	101,211	137,933	36,722	36%
TUMF Retail	47,594	37,611	-9,983	-21%
TUMF Service	338,226	240,909	-97,317	-29%
TUMF Government/Public Sector	87,888	17,657	-70,231	-80%

Source: RCIT - GIS, March 2013 & June 2014, & RCCDR, May 2008

- **<u>Table 6.2 (Page 55) and 2009 Update Table 6.2 (Page 46):</u>** The trip change estimated for Industrial sector has changed from 318,815 trips in 2009 Nexus Study to 427,592 in 2015 Nexus Study which is equivalent to 34% increase. The proportion of fee attributed to Industrial Sector has changed from approximately $99.8 million (8.6% of $1.16 billion) in 2009 Nexus Study to approximately $220 million (19.3% of $1.14 billion) in 2015 Nexus Study which is equivalent to 120% increase (tables below). The increase in fee for the Industrial sector does not correlate to the increase in estimated trips from the Industrial sector. 4

2009 Nexus Study

Table 6.2 - Fee Calculation for Non-Residential Share ($1.16 billion)

NON-RESIDENTIAL SECTOR	Employment Change	Trip Generation Rate per Employee	Trip Change	Percentage of Trip Change	Change in Square Feet of Gross Floor Area	Fee/SF
Industrial	101,211	3.2	318,815	8.6%	57,535,808	**$1.73**
Retail	47,594	15.4	732,948	19.7%	21,758,982	**$10.49**
Service	338,226	4.2	1,420,549	38.1%	105,461,087	**$4.19**
Government/Public	87,888	14.3	1,252,404	33.6%	39,061,333	**$9.98**
TOTAL	574,919		3,724,715	100.0%	223,817,210	

Employment Change data based on RCCDR; Trip Generation based on ITE (2008); Change in Square Feet conversion factor based on Cordoba (1990) and OCTA (2001).

NAIOP Inland Empire Letter
August 25, 2015

2015 Nexus Study

Table 6.2 - Fee Calculation for Non-Residential Share

Non-Residential Sector	Employment Change	Trip Generation Rate per Employee	Trip Change	Percentage of Trip Change	Change in Square Feet of Gross Floor Area	Fee/SF
Industrial	137,933	3.1	427,592	19.3%	78,411,305	$2.82
Retail	37,611	16.4	616,820	27.9%	17,194,963	$18.57
Service	240,909	3.8	915,454	41.4%	75,117,008	$6.31
Government/Public	17,657	14.3	251,612	11.4%	7,847,556	$16.60
Total	434,110		2,211,479	100.0%	178,570,831	

Employment Change data based on RCIT-GIS; Trip Generation based on ITE (2012); Change in Square Feet conversion factor based on Cordoba (1990) and OCTA (2001).

POLICY AND ASSUMPTION QUESTIONS:

1. Has a Peer Review of the Nexus Study been performed? 5
2. Rail Grade Separations are budgeted for at their full amounts and the program is not taking account for Federal dollars, or Measure A. Additionally, the need for grade separations is influenced by increased rail traffic which is not included in the traffic model or fair share cost assignments 6
3. "Fair Share" ignores contributions to Measure A sales tax resulting from development. 7
4. Measure A revenues dedicated toward regional arterial system do not appear to be considered. 8
5. What is relationship between jobs in 2008 and those in this post downturn economy?
    a. In 2008 and 2009 vacancy was at a 10-year high, many of the new jobs shown in the Nexus study's data were simply filling existing vacant space versus newly developed space. New jobs filling existing vacant space does not equate to new square footage and should be discounted in some manner. 9
6. Table B-2: All construction jobs were assigned to industrial, however, new industrial development does not generate the need for construction jobs to build retail, commercial, or residential development. These jobs should be assigned to their proper business sectors. 10
7. TUMF administrative cost (4% of the total) seems arbitrary, has this been analyzed based on actual cost? 11

8. An MSHCP Fee of 5% is included in the network cost as well. All new development in Riverside County is required to pay an MSHCP Fee as a part of its fee schedules, it seems unnecessary to include such a large amount for MSHCP when it is funded by new development. 12

We look forward to working together and are available as a resource, please do not hesitate to contact us and keep us on your distribution list with updates going forward.

Sincerely,

Robert Evans
Executive Director

LETTER A13
NAIOP, Commercial Real Estate Development Association, Inland Empire Chapter
Robert Evans, Executive Director
August 25, 2015

Response A13-1: The Mitigation Fee Act allows agencies wide discretion in their choice of data sources, provided that they are reasonable. WRCOG chose to continue use of the employee/square-foot ratios that were part of the original TUMF Nexus Study since these are well-documented survey results that had already been adopted for use. WRCOG is reviewing additional studies for use of employees/square-foot ratios in the Nexus Study and would welcome suggestions for better sources of data for this ratio. Please contact WRCOG staff with any suggested studies.

Additionally, please see MR-1.

Response A13-2: The latest publication of the Institute of Traffic Engineers Trip Generation Manual is the 9th Edition (2012), containing truck terminals in the calculation of the trip generation rate for industrial land uses.

Response A13-3: The traffic forecasting for the nexus update (see page 6) used socio-economic forecasts prepared by Riverside County Information Technology – Geographic Information Services (RCIT-GIS). These forecasts were prepared for general use; i.e. were not prepared for the Nexus Study specifically but were intended for and used in several planning studies.

The new socio-economic data reflects a number of observable trends, including:

- The reduction in public sector employment due to budget cuts and the likelihood that future growth in public sector employment will be muted compared to previous forecasts.
- The growth in industrial, especially warehousing, employment in the Inland Empire.

The data in Exhibit B-3 cited by the commenter shows that the Nexus Study is correctly adjusting for these trends in its calculations of fee levels.

However; any preliminary conclusions regarding demographic data may be superseded as the Nexus Study is revised based on new demographic projections from SCAG associated with the 2016 RTP/SCS. Please see MR-1.

Response A13-4: The growth in the amount due from the industrial sector stems from a variety of factors, not the number of trips alone. For example, project costs have risen significantly, the proportion of deficiencies attributable to existing users has fallen (for some projects), etc. Changes in the final fee level must be viewed in the context of the calculation as a whole.

Response A13-5: Albert A. Webb Associates concluded in letter dated October 6, 2015 that the TUMF Nexus Study met the requirements of the Mitigation Fee Act.

Response A13-6: TUMF Network Max TUMF Share reflects all obligated funding, including Measure A, reported by jurisdictions and the FTIP for arterial and spot improvements.

Rail traffic is included as a background assumption and as such is assumed to be the same for the “with future growth” and “without future growth” scenarios. So it has no effect on assessing future growth’s share of the cost of TUMF improvements.

Response A13-7: Measure A revenues get utilized for a wide variety of purposes beyond the scope of TUMF, including freeway construction and maintenance, arterial maintenance, commuter rail service expansion and operations, etc. TUMF specifically quantifies the impacts of new development and necessary capacity expansion to mitigate those impacts. It is assumed Measure A contributions from new development will support ongoing maintenance of this infrastructure as well as contribution to the existing need share of these improvements. Furthermore, any Measure A revenues obligated for use to complete an eligible TUMF project is identified as obligated funding in TUMF and is reduced from the amount eligible under for funding under TUMF.

Response A13-8: TUMF Network Max TUMF Share reflects all obligated funding, including Measure A, reported by jurisdictions and the FTIP for arterial and spot improvements.

Response A13-9: An implicit assumption was made that vacancy rates are stable over the long term (or, rather, future vacancy rates cannot be accurately predicted, which amounts to the same thing for the purposes of planning studies). So while one might argue that some portion of future workers may be absorbed into existing vacant space it is also true that future development will include, at any given point in time, some vacant space, and that the surveyed trip generation rates includes a portion of vacant space and so already takes this into account.

Response A13-10: WRCOG, like SCAG and the US Census Bureau uses the industrial classifications prescribed as part of the NAICS, which serves as the national standard for such purposes. According to NAICS, jobs that are associated with the construction industry are considered to be industrial in nature. Furthermore, this classification is consistent with the relatively lower trip generation rates observed at construction businesses and sites compared to the higher rates observed at completed retail and service development, once occupied. Finally, the TUMF Fee is based on the final developed use of the site and not the interim state of a construction site and therefore reflects the long term use impacts of development based on the final use at occupancy.

Response A13-11: TUMF Program Administration based on 4% of the total eligible Network cost.

Response A13-12: Section 8.5.1 of the Riverside County Integrated Project MSHCP states "each new transportation project will contribute to Plan implementation". To comply with provisions of the MSHCP, a 5% cost is incorporated to account for the required MSHCP contribution to mitigate the multi-species habitat impacts of construction TUMF improvements.

Letter A14

From: Jason Keller
To: Ramirez-Cornejo, Daniel
Subject: TUMF Nexus Study
Date: Monday, August 10, 2015 1:56:22 PM

Daniel,

Thank you for the draft nexus study. Could you let me know the schedule for adopting the new fee, i.e. the public hearing process. Thanks. 1

Regards,

Jason Keller, PE
Mission Pacific Land Company
4100 Newport Place, Suite 480
Newport Beach, CA 92660
Phone: (949) 333-6752 ext. 218
Fax: (949) 483-6752
Cell: (951) 733-9128
jkeller@missionpacific.com

LETTER A14
Mission Pacific Land Company
Jason Keller, Principal Engineer
August 10, 2015

Response A14-1: Please see MR-1 for additional information regarding the anticipate completion of the revised Nexus Study based on updated demographic forecasts.

Letter
A15

Highland Fairview

14225 Corporate Way
Moreno Valley, California 92553
Tel: 714.824.8039 Fax: 714.824.8040

August 28, 2015

Daniel Ramirez-Cornejo
Western Riverside Council of Governments
4080 Lemon Street, 3rd Floor MS1032
Riverside, CA 92501-3609

Subject: Draft TUMF Nexus Study

Dear Mr. Ramirez-Cornejo:

We appreciate the opportunity to comment on the draft TUMF Nexus Study. The study represents an important step in updating the TUMF so that it continues to ensure that "future development will contribute toward addressing the cumulative impacts of new growth on regional transportation infrastructure." However, we have concerns regarding the methodologies used, transparency of the approach, and public process being undertaken in the revision of this important program. As a major landowner in Western Riverside County that has just obtained approval for the World Logistics Center that will bring 20,000 jobs to Moreno Valley, Highland Fairview is deeply concerned by these shortcomings that could compromise an important funding program for badly needed transportation infrastructure.

Public Process & Transparency

For a program that impacts all development in Western Riverside County, the revision is taking place with little public input and very limited review. Less than three weeks have been provided to review this highly technical document. Further, beyond a mass e-mail, there appears to be no effort on the part of WRCOG to engage stakeholders, no public workshops to discuss methodologies prior to the release of the report or following the release of the report.

1

The public process is all the more important given the lack of transparency throughout the document. Sources are often unavailable for review. For example, Table 2.1 in the report references the RCIT-GIS as a data source. However, that data source is not publically available for review. This is particularly troubling given the results it supports. Table 2.1 identifies a baseline Government/Public Sector employment number of 17,107, which is forecast to grow to 34,764 in 2035. These values stretch credulity. Today, Riverside County employs approximately

Letter A15 Cont.

21,000 employees, of which 75-80% occur in Western Riverside. When you consider the number of school districts, water agencies, federal facilities, UC Riverside (6,500 faculty and staff), community colleges and other government/public sector jobs, today's employment figures most likely exceed the study's 2035 forecast. Without the ability to examine data sources, the baseline and forecast values contained in the report are suspect. Other issues regarding the transparency of the nexus study are expanded upon in the attached comments prepared by Cambridge Systematics.

Methodology

Highland Fairview has several concerns regarding the methodology used in preparing this update to the TUMF program. The last update to the TUMF program was conducted in 2009 and used a 2007 baseline year for estimating development impacts and infrastructure needs. Six years later, the baseline for the current update is 2008. Not only is 2008 an aberration due to the impacts of the Great Recession, many years of more recent and representative data exist on which to establish a baseline. No rationale is provided in the study for using this year. A revised draft nexus study should use a much more recent baseline, possibly 2013 or 2014. 2

The use of a 25-year old study to estimate employment density is unconscionable. In the past 25-years, technology has radically transformed industry. By not considering how industry has changed over the past quarter-century, the nexus study most likely improperly overestimates the employment density of industrial facilities, thereby overestimating its trip generation and impacts. As an example, the dominant form of industrial development in Western Riverside County today is high-cube warehousing, which did not exist 25 years ago, has a lower trip generation rate than other forms of heavy industrial. Based on the limited data regarding forecasted growth in industrial space and trips, the report implies average trip generation for industrial uses is two to three times the trip generation rate of typical industrial development occurring in Western Riverside County. This grossly overestimates the impact of industrial development, unjustly shifts the burden for infrastructure from the true source of the impact, and creates an obstacle to development of job-producing land uses. We do recognize that the TUMF Handbook provides a methodology for reducing this overestimation for high-cube warehouses and it should be reflected in this nexus study. 3

With industrial impacts overestimated, the error is compounded by the method of allocating fees. The methodology uses average daily trips (ADT) to allocate fees. However, ADT does not reflect impacts. The gold standard for determining impacts is peak hour analysis, which should be used to estimate impacts and allocate fees in this study. Most troubling about these methodological issues, is that in absence of data, they might be reasonable approaches. However, there have been many studies of these issues in Western Riverside County over the past decade. Ample data exists to conduct the analysis properly; to correctly analyze impacts 4

Letter A15 Cont.

and allocate responsibility. Had WRCOG used a robust public process in preparing the nexus study, these issues would have been addressed much earlier in the process.

The concerns above and additional ones are enumerated in detail in the attached review of the nexus study prepared by Cambridge Systematics.

Recommendations

We recommend that the TUMF Update reflect the fee schedule for high-cube warehousing contained in the TUMF Handbook from industrial land use fees. This suggestion is based on best practices and the significant difference in the trip generation rates between manufacturing land use and high-cube warehousing, which has become the dominant form of warehousing in Western Riverside County. Notwithstanding these technical reasons, there are significant economic and fiscal the benefits of formally recognizing the differences between manufacturing and other more intensive industrial uses from high-cube warehousing. Not only are warehousing and distribution centers a strong source of jobs for workers, these large, connected distribution centers have significant economic and fiscal benefits. 5

- Economic benefits: Warehousing has significant multiplier effects on ancillary industries they attract: 1) transportation jobs within trucking, rail, and air cargo plus jobs in the services needed to support transportation such as fueling, repair, inspection, parts, and sales; 2) logistics support functions such as forwarding, customs, book keeping, etc.; 3) light manufacturing related to processing imported merchandise; 4) order fulfillment centers; and a number of other support industries.
- Fiscal benefits: In stark contrast to residential development, warehousing in general and high-cube distribution centers in particular, have a significantly better fiscal profile. They consume far fewer municipal and county services such as parks, schools, fire and police, criminal justice, libraries, etc. Depending on the types of housing being developed, they generate more taxes per employee than would be the case per resident.

If you request them, we can substantiate these findings with peer reviewed, rigorous studies of economic and fiscal benefits. This research has persuaded many communities around the country and within southern California especially that the distribution industry provides jobs and fiscal benefits that are hard to come by from other types of land use. Competition, therefore, for high-cube development has been intensifying as the region recovers from the Great Recession. Successful recruitment during this critical phase of the recovery will lead to even more attraction as businesses find their operations become more efficient when they locate adjacent to one another. These co-location benefits, known as economies of agglomeration, include cost sharing on critical transportation infrastructure (e.g., interchanges, rail heads,

Letter A15 Cont.

arterial access roads, truck parking and maintenance, etc.), improved access to labor (which is the primary driver of productivity), and greater access to ancillary services.

We also recommend WRCOG strongly consider incorporating an explicit, concise policy and detailed procedures pertaining to reimbursement to developers who provide funding or in-kind construction for TUMF facilities in excess of their TUMF obligations. This practice provides a significant benefit to the TUMF program in particular and county residents and businesses in general. As you know, the revenue stream generated by development impact fees cannot be bonded, thus requiring pay-as-you-go financing for projects that cannot be financed with other bond programs. This delays construction until sufficient funds have accumulated in the TUMF accounts. Developers are entitled to reimbursement for the amount they pay for projects in excess through development agreements or turn-key construction of projects whose costs exceed their TUMF obligations. Their incentive, however, for agreeing to this arrangement is greatly diminished if they cannot show their investors and lenders a clearly specified schedule or agreement for reimbursement. Best practices provide such a policy and a detailed procedure, and we can help WRCOG craft one for the TUMF. Such a policy would send a strong message to developers to construct large TUMF projects rather than paying fees and thus accelerate project deliver. 6

Finally, we request that the extension of Cactus Avenue be added to the TUMF program. As a result of the approval of the World Logistics Center, Cactus Avenue will be extended and provide cross-city connectivity through the City of Moreno Valley. Given that a significant portion of existing Cactus Avenue is already in the TUMF program, it is only appropriate that the extension of Cactus Avenue through to Heacock Avenue also be added. 7

By making the modest revisions we are requesting to the TUMF program, WRCOG will not only accelerate the attraction of industry to the region in this critical phase of the recovery, but will send a message that Western Riverside will be an efficient and pragmatic partner to developers willing to shoulder their fair-share of the impacts they create.

Sincerely,

Thomas Jelenić
Vice President of Planning and Program Management

Attachment: Cambridge Systematics Memorandum, August 28, 2015

cc: Ahmad Ansari, Director of Public Works, City of Moreno Valley

LETTER A15
Highland Fairview
Thomas Jelenic, Vice President of Planning and Programming Management
August 28, 2015

Response A15-1: WRCOG is committed to full disclosure of the data and methodology used to develop the fee schedule. WRCOG held five Zone Technical Workshops to review the data inputs and methodology used in preparation of the Nexus Study in winter 2015. WRCOG held an additional technical workshop on January 27, 2016, in the Riverside County Administrative Center in the City of Riverside. It should be noted that the Nexus Study is currently being updated to use the most recent demographic forecasts from the 2016 RTP/SCS, which are publicly available documents as noted in MR-1.

Response A15-2: 2008 was used because it is the base year for the 2012 RTP/SCS, which is the most current adopted document available. 2008 was therefore the most current officially adopted land use data available for the SCAG region at the time the Draft Nexus Study was prepared. Please note that since that time WRCOG has elected to defer adjusting TUMF fees until SCAG's newest land use forecasts become adopted and can be incorporated into the Nexus Study, probably early-to-mid 2016. Please see MR-1 for additional information.

Response A15-3: The Mitigation Fee Act allows agencies wide discretion in their choice of data sources, provided that they are reasonable. WRCOG chose to continue use of the employee/square-foot ratios that were part of the original TUMF Nexus Study since these are well-documented survey results that had already been adopted for use. An argument could be made that the employee/sq.ft. assumptions are due for an update. WRCOG is reviewing additional studies for use of employees/square-foot ratios for the Nexus Study and would welcome suggestions for better sources of data for this ratio. Please contact WRCOG staff with any suggested studies.

Response A15-4: The Mitigation Fee Act does not specify which analysis period is to be used in determining future deficiencies. Both ADT and peak-hour LOS are currently being used by agencies in western Riverside County. Generally speaking, ADT is used to when evaluating the number of lanes needed for a roadway while peak-hour LOS is used to evaluate intersections. Since TUMF is used to fund road widenings but not intersection improvements a strong case could be made that ADT is the most appropriate analytical period.

Response A15-5: The TUMF Calculation Handbook contains the component for the TUMF calculation of High Cube Warehouses. The WRCOG Board has adopted the TUMF Calculation Handbook and future changes would also require adoption by the Board, meaning that the Nexus Study and TUMF Calculation Handbook have the same level of official weight. The Nexus Study is being prepared pursuant to the requirements of the Mitigation Fee Act and is only updated at occasionally while the TUMF Calculation Handbook is a technical document that can be updated as often as needed. Since it is believed that the industrial sector is changing over time, the TUMF Calculation Handbook is the more logical home for instructions on how adjustments are to be made.

Response A15-6: Exhibit B of the TUMF Administrative Plan details TUMF Credit/Eligibility process. Due to the recent economic downturn in the subregion and the subsequent 50% Permit option, immediate reimbursement has been on a cash flow and first come, first served basis.

Response A15-7: The TUMF Network was reviewed by the each Zone Technical Advisory Committee, Public Works Committee and approved by the WRCOG Executive Committee in March 2015. Cactus Avenue, I-215 to Heacock Street, is designated as a 6-lane facility on the 2015 TUMF Network. Cactus Avenue segments from Heacock Street to Merwin Street, did not meet minimum eligibility requirements. WRCOG is in the process of conducting a final review of the TUMF Network for inclusion in the TUMF Nexus Study Update.

Letter A16

Memorandum

TO: Highland Fairview

FROM: Jolene Hayes

DATE: August 28, 2015

RE: Proposed 2015 TUMF Nexus Study Review

Cambridge Systematics has reviewed and analyzed the 2015 Draft TUMF Nexus Study (Working Draft August 17, 2015) resulting in the following comments and recommended revisions to the study.

In general, the 2015 Update results in variable, significant fee increases across the land use fee categories. The critical element missing from the Draft TUMF Nexus Study remains uncertainty regarding the reason for significant fee increases, and we believe a clearer, methodical explanation for the fee calculation methods would help address this uncertainty. Supporting data and documentation would allow WRCOG and the development community to better understand the reasons behind the fee increases and assess their compliance with AB 1600.

Furthermore, the 2015 Draft TUMF Study did not appear to document outreach to many of the largest commercial and industrial land developers in the Western Riverside Council of Governments (WRCOG). In such studies it is customary to obtain critical feedback and input from those who will be subject to the TUMF to ensure assumed economic forecasts are consistent with the expectations of the development industry. The following comments identify specific concerns with the 2015 Draft, as well as recommended revisions.

1. The 2015 TUMF should consider using more recent sources for estimating employee density by land use type. Exhibit L-1 of the 2015 TUMF draft summarizes the employees per thousand square feet (TSF) estimated for industrial land uses using the 25-year old Cordoba/PBQD report. As an example, this study provides an average of 1.76 employees per TSF for industrial uses.

   A more recent Natelson (2001) Employee Density Study for SCAG, includes a summary of industrial land uses in Riverside County. While the Natelson report has some values missing (e.g., heavy industrial), the resulting employment per thousand square feet measure is 0.73 for industrial land use, as opposed to 1.76. This is a significant difference, and is consistent with the growing understanding that fewer employees per square foot are required now that logistics centers have become more mechanized. 1

   If it were decided that the Natelson figures were more appropriate to use in the TUMF study, we could anticipate a lower mitigation rate for industrial uses. There is a fixed assumption on

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the number of trips generated per industrial employee (3.1 in the TUMF 2015 report), and a lower assumption regarding number of trips generated would result in a lower required mitigation for industrial developers.

2. We assume that the updated TUMF will apply the discounting procedure described in the 2014 Handbook. This procedure applies to space distribution centers and discounts the amount of square footage subject to the TUMF by 73 percent for all space in excess of 200,000 square feet. If WRCOG is planning to apply this procedure in the updated TUMF, we recommend that this study reflect that methodology. 2

3. Adding a line to the fee schedule for high cube warehouse land uses would simplify the procedure and acknowledge that warehousing is a distinct and much lower intensity land use from industrial space, which often connotes manufacturing. Furthermore, high-cube warehousing has become the dominant form of industrial land use in the Inland Empire. 3

4. We also note that the Handbook's methodology seems to benchmark its discount to the ITE trip rate and the study by Crain and Associates for NAIOP, completed in January 2005. These two sources report a weekday daily trip generation rate of 1.44 average daily trips per thousand square feet and 1.10 average daily trips per thousand square feet for high-cube warehouse, respectively. A December 20, 2011 study by Kunzman and Associates for the San Bernardino Association of Governments (SANBAG) was peer reviewed and evaluated 31 high-cube warehousing projects all in excess of 500,000 square feet. The results showed a rate of 0.9904 average daily vehicle trips per thousand square feet. 4

5. The TUMF assumes that all pass-through trips occur on freeways per a key passage on page 18 of the Draft 2015 TUMF Nexus Study: 5

   Since pass-though trips have no origin or destination in Western Riverside County, new development within Western Riverside County cannot be considered responsible for mitigating the impacts of pass through trips. The impact of pass-through trips and the associated cost to mitigate the impact of pass-through trips (and other inter-regional freeway trips) is addressed in the Riverside County Transportation Commission (RCTC) Western Riverside County Freeway Strategic Plan, Phase Ii – Detailed Evaluation and Impact Fee Nexus Determination, Final Report dated May 31, 2008.

   This leads one to believe that pass-through trips that occur on TUMF arterials become the responsibility of new development. Typically, pass-through trips are deducted from impact fee calculations.

6. The use of model 2008 estimates to determine existing traffic volumes rather than actual roadway and intersection counts may lead to a misalignment of fees and improvement needs. The years since the economic downturn in 2008-2010 have seen some of the highest development growth in the region. Assigning responsibility to development for growth prior to 2015 would put a burden on new development to address existing deficiencies, in violation of the spirit of AB 1600. Models should be validated to the real world based on actual traffic counts, including segment counts and intersection counts. 6

7. The 2015 Proposed TUMF Nexus Study does not include the significant land use and zoning change resulting from the World Logistics Center, which resulted in the rezoning of approximately 2,600 acres from residential and mixed use to industrial. Considering the magnitude of this project, the proposed TUMF update should include a revised trip generation for the Central and Pass TUMF zones consistent with this recent approval. 7

8. In general, this document should be more transparent. For each TUMF land use category, the trips and fees anticipated to be generated by each traffic analysis zone (TAZ) should be provided as an appendix to the document. Furthermore, the study should provide detailed information about pass-through trips, including how many trips on each TUMF roadway facility are both beginning and ending outside of WRCOG. Documentation about how pass-through trips are deducted from the TUMF calculation should be included. 8

9. There's a discrepancy in the unfunded improvement needs. The study says both $3.31 billion and then $3.76 billion in Section 6.0. Please clarify. 9

10. TUMF has added Multi-Species Habitat Conservation Plan (MSHCP) fees to the TUMF program. Please explain how this differs from the current program, and describe the difference between the fees collected for MSHCP through TUMF and the existing MSHCP fees paid by developers. 10

11. The methodology used to calculate is unnecessarily complex and the description in the draft Nexus report is lacking in clarity. After deconstructing the methodology and replicating it, we were able to identify the following concerns, including data inputs that lack documentation and inconsistencies in the procedures: 11

    a. The source of regional trip generations comes from the Riverside County Traffic Analysis Model (RivTAM), but they are impossible to verify without access to the output files and other model documentations.

    b. One of the critical initial steps in the fee calculation methodology involves allocating the $3.3 billion total cost of mitigation between residential and commercial development. This was done by dividing the total <u>peak period</u> person trips produced by the RivTAM according to five types of trip purpose: three home-based and two work based. The use of peak period trips in this step is inconsistent with the use of the ITE average daily trip generation rates applied in the last step to calculate the fee amounts for specific land use types. Peak period should be the basis of the analysis throughout the methodology.

    c. The TUMF calculates traffic impacts and needs based on peak period traffic rather than peak hour traffic. For evaluating capacity and other parameters, traffic engineers typically focus on the peak-hour traffic volume because it represents the most critical time period. This is particularly important when sizing infrastructure improvements and allocating fair share of construction costs across different land use development types that may have different peak hours. As shown in the Truck Trip Generation Study commissioned by the City of Fontana in 2003, warehouse uses generate the most trips during off-peak hours. As shown in the table below extracted from this study, the AM and PM peak hours for warehouses larger than 100,000 square feet most frequently occur outside of peak commute hours (7:00 – 8:00 AM and 5:00 – 6:00 PM).

Facility	AM Peak Hour	PM Peak Hour	Number of Employees	Square Footage
Target	5:00 – 6:00	15:45 – 16:45	1,100	1,400,000
Thrifty/Big 5	4:00 – 5:00	13:15 – 14:15	200	400,00
TAB	6:00 – 7:00	14:45 – 15:45	160	285,000
Sportsmart	5:15 – 6:15	14:30 – 15:30	280	199,580

As the TUMF calculation method, it may be unnecessarily overstating the infrastructure needs, which could result in more costly infrastructure, and excess infrastructure for agencies to operate and maintain.

d. For consistency, and to better represent the impact of specific land uses on the need for additional transportation capacity, we recommend the TUMF use peak hour trip generation rates to identify capacity improvements, determine the appropriate percentage of traffic that different land use types contribute to the peak hour of traffic volume on TUMF facilities, increase the number of land use categories such as creating a separate category for high-cube warehouse, and calculate fair share fee amounts using these factors.

LETTER A16
Cambridge Systematics
Jolene Hayes
August 28, 2015

Response A16-1: The Mitigation Fee Act allows agencies wide discretion in their choice of data sources, if they are reasonable. WRCOG chose to continue use of the employee/square-foot ratios that were part of the original TUMF Nexus Study since these are well-documented survey results that had already been adopted for use. An argument could be made that the employee/sq.ft. assumptions are due for an update. As noted in MR-1, the Nexus Study is being updated to reflect the most recent demographic forecasts from SCAG based on the 2016 RTP/SCS. Therefore, any conclusions regarding demographic data could be superseded by this updated information. WRCOG is reviewing additional studies for use of employees/square-foot ratios in the Nexus Study and would welcome suggestions for better sources of data for this ratio. Please contact WRCOG staff with any suggested studies.

Response A16-2: The TUMF Calculation Handbook contains the component for the TUMF calculation of High Cube Warehouses. The WRCOG Board has adopted the TUMF Calculation Handbook and future changes would also require adoption by the Board, meaning that the Nexus Study and TUMF Calculation Handbook have the same level of official weight. The Nexus Study is being prepared pursuant to the requirements of the Mitigation Fee Act and is only updated at occasionally while the TUMF Calculation Handbook is a technical document that can be updated as often as needed. Since it is believed that the industrial sector is changing over time, TUMF Calculation Handbook is the more logical home for instructions on how adjustments are to be made.

Response A16-3: See Response to Comment A16-2.

Response A16-4: WRCOG appreciates another potential data source and will review both studies and, if the newer study appears to provide a better basis for estimating traffic impacts, will incorporate this into the Nexus Study.

Response A16-5: The Nexus Study makes the assumption (see pages 18 and 48) that the majority of inter-regional or pass-through trips use the freeway system. This assumption reflects the unique geography of Riverside County since there are few roadways which provide connectivity from the WRCOG region to adjacent regions besides freeways. For example, the primary route from Riverside County to Orange County is along SR-91. I-15 is the primary travel route between Riverside County and San Diego County. Since TUMF monies are not used for freeway improvements the impact of pass-through trips is not assigned to future development.

Response A16-6: 2008 was used because it is the base year for the 2012 RTP/SCS, which is the most current adopted document available. 2008 was therefore the most current officially adopted land use data available for the SCAG region at the time the Draft Nexus Study was prepared. Please note that since that time WRCOG has elected to defer adjusting TUMF fees until such time as SCAG's newest land use forecasts become adopted and can be incorporated into the Nexus Study, probably early-to-mid 2016. Please see MR-1

Response A16-7: See Response A16-6.

Response A16-8: The information requested by the comment is unreasonable for a variety of reasons, including:

- It is not required by state law, nor is it needed to establish the reasonableness of the fees, so we do not consider its absence to be a weakness in the study.
- Information at the requested level of modeling detail is seldom, if ever, provided as part of nexus studies. Moreover, it is far more likely to confuse readers than to inform them. Please note that many readers have commented that the document is already too complicated to be understandable by laymen.
- The assumptions used for pass-through trips that have already been provided in the report (see pages 18 and 48, for example).

Response A16-9: There was a typographical error in the text of an earlier draft version that misstated the unfunded improvement need. This has been corrected in subsequent revision dated August 17, 2015. The correct number is $3.31 billion.

Response A16-10: Section 8.5.1 of the Riverside County Integrated Project MSHCP states "each new transportation project will contribute to Plan implementation". To comply with provisions of the MSHCP, a 5% cost is incorporated to account for the required MSHCP contribution to mitigate the multi-species habitat impacts of construction TUMF improvements.

Response A16-11: It is acknowledged that the TUMF fee calculation is more complex that those used by some other fee programs. This complexity is a result of the complexity of the program itself and of the policy framework that the Board has adopted in order to achieve different policy goals. For example:

- This is a multi-jurisdictional fee and so must fit with the administrative procedures of numerous agencies
- Besides having multiple jurisdictions, the geographic area is further complicated by the use of zones to achieve a return-to-source goal.

- TUMF includes transit improvements as well as roadway improvements.

- The number of projects to be funded is unusually large. In fact, it is the largest inter-jurisdictional fee program in the country.

- The variety of project types coupled with the variety of planning documents from different implementing agencies results in a need to establish uniform cost estimating schemes to achieve the goal of fair but uniform treatment of projects in different jurisdictions.

The Mitigation Fee Act does not specify which analysis period is to be used in determining future deficiencies. Both ADT and peak-hour LOS are currently being used by agencies in western Riverside County. Generally speaking, ADT is used to when evaluating the number of lanes needed for a roadway while peak-hour LOS is used to evaluate intersections. Since TUMF is used to fund road widenings but not intersection improvements a strong case could be made that ADT is the most appropriate analytical period.

Nevertheless, WRCOG is open to discussing whether peak-period analysis should be used instead of ADT. WRCOG held five Zone Technical Workshops to review the data inputs and methodology used in preparation of the Nexus Study in winter 2015. WRCOG held an additional technical workshop on January 27, 2016, in the Riverside County Administrative Center in the City of Riverside.

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Item 5.D

2015 TUMF Nexus Study Response to Comments

Attachment 2

TUMF Field Review Memo

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MEMO TO FILE

Agency: WRCOG

Project: TUMF Funding Reimbursement

Subject: Field Review Summary

Date: June 17, 2016

Discussion:

Based upon a request from WRCOG, W.G. Zimmerman Engineering, Inc. performed field reviews to verify the level of completion of projects presented by BIA. A total of 15 projects were considered for field verification under TUMF guidelines. The TUMF Program has a documented process for project construction reviews, eligible expenses, minimum corridor cross section widths, and cost accounting.

Construction expenditures for the various agencies were reviewed in accordance with these previously established TUMF Guidelines. A field review of the TUMF projects was performed on June 1st, 8th and 9th, 2016. Upon review of the below mentioned segments, the results and photographs for each project were compiled and compared to the information provided by the WRCOG. The results from this review are provided for each of the following street segments:

1. Perris Boulevard from Sunnymead Boulevard to Cactus Avenue
2. Day Street at SR 60 Interchange
3. Nason Street from SR 60 to Alessandro
4. Nason Street at SR 60 Interchange
5. Evans Road from Placentia Avenue to Nuevo Road
6. Wood Road from Bergamont Drive to Krameria Avenue
7. Clinton Keith Road from I-215 to Whitewood Road
8. Gilman Springs Road from Sanderson Avenue to State Street
9. Clinton Keith Road from I-15 to Copper Craft Drive
10. Rancho California Road from Jefferson Avenue to Margarita Road
11. Newport Road/I-215 Interchange
12. Van Buren Boulevard from Trautwein Road to I-215
13. SR-91/Arlington Avenue interchange
14. Cactus Avenue and I-215 to Heacock Street
15. SR-74 from I-15 to Ethanac Road

1. Perris Boulevard from Sunnymead Boulevard to Cactus Avenue, Moreno Valley

Comments: BIA states that the project is complete to 6 lanes. TUMF Network states that the project is 80% complete and exists as a 4 lane facility. 80% of the cost has been removed to reflect completed portion. Portions of the project exist as 4 lanes.

Field Verification: The segment of Perris Boulevard from Sunnymead Boulevard to Cactus Avenue is 2 miles long and is divided into two different sections. The total segment is 25% complete. We recommend that the TUMF Nexus Study Network be updated to reflect the partial completion of the facility.

<u>**Section A** - Perris Boulevard from Sunnymead Boulevard to Alessandro Boulevard (1.5 miles):</u> This section of Perris Boulevard from Sunnymead Boulevard to Alessandro Boulevard consists of a 14' striped median, two 12' inside lanes, two 24' outside lanes, and two 6' wide sidewalks.

<u>Conclusion:</u> This section consists of a four lane roadway facility and is 0% complete.

<u>**Section B** – Perris Boulevard from Alessandro Boulevard to Cactus Avenue (0.5 miles):</u> This section of Perris Boulevard from Alessandro Boulevard to Cactus Avenue consists of a 14' striped median, two 12' inside lanes, two 11' middle lanes, two 12' outside lanes, and 6' wide sidewalks.

<u>Conclusion:</u> This section consists of a six lane roadway facility and is 100% complete.

Section B – Perris Boulevard (Alessandro Boulevard to Cactus Avenue) Facing Southbound

2. Day Street at SR 60 Interchange, Moreno Valley

Comments: BIA states that the project is complete. City requested to add a type 3 interchange at Day Street/SR-60 to Network. Costs were offset by City's funding type 3 interchange at Ironwood/Box Springs Road/I-215/SR-60 with local sources.

Field Verification: This interchange consists of a type L-7 partial cloverleaf per CALTRANS HDM.

<u>On-Ramps</u>: There is one eastbound on-ramp and one westbound on-ramp entering SR-60 from Day Street. The eastbound on-ramp consists of two 12’ lanes, an 8’ right shoulder, a 4’ left shoulder, and a meter. The westbound on-ramp consists of one 12’ lane, an 8’ right shoulder, a 4’ left shoulder, and a meter.

<u>Off-Ramps:</u> There is one westbound off-ramp and one eastbound off-ramp exiting SR-60 onto Day Street. The westbound off-ramp starts with one 12’ lane and transitions into three 12’ lanes; one right turn and two left turns exiting onto Day Street. The right shoulder ranges from 4’-10’, the left shoulder ranges from 2’-5’. The eastbound off-ramp starts out with two 12’ lanes and transitions into three 12’ lanes; one right turn and two left turns exiting onto Day Street. There is an 8’ right shoulder, and a 4’ left shoulder. 100% of the curb ramps meet ADA standards.

Eastbound On-ramp from Day Street

Westbound On-ramp from Day Street

Eastbound Off-ramp onto Day Street

Westbound Off-ramp onto Day Street

WGZE

W.G. Zimmerman Engineering, Inc.
17011 Beach Boulevard, Suite 1240
Huntington Beach, CA 92647
(714) 799-1700 / (714) 333-4712 Fax

3. **Nason Street from SR 60 to Alessandro Boulevard, Moreno Valley**

Comments: BIA states that the project is complete to 4 lanes. TUMF Network states that project is 62% complete and exists as a 2 lane facility. However, the project is complete to 4 lanes from SR-60 to Alessandro and the TUMF Network will be adjusted to reflect the completed facility.

Field Verification: This segment of Nason Street from SR 60 to Alessandro Boulevard is 1.51 miles long and contains one section. The total segment is 100% complete. We recommend that the TUMF Nexus Study Network be updated to reflect the completed facility.

Nason Street from SR 60 to Alessandro Boulevard (1.51 miles): This section consists of 14'-24' wide raised medians, two 12' inside lanes and two 11' outside lanes, 6'-10' wide sidewalks, 4'-8' wide bike lanes.

Conclusion: This section consists of a four lane roadway facility and is 100% complete.

Nason Street (Alessandro Boulevard to SR 60) Facing Southbound

4. **Nason Street at SR 60 Interchange, Moreno Valley**

Comments: BIA states that the project is complete. There is an executed Reimbursement Agreement with the City of Moreno Valley and WRCOG for the Construction Phase of the Project. The facility will be removed from the Network.

Field Verification: This interchange consists of a combination of a type L-1 diamond and an L-7 partial cloverleaf configuration per CALTRANS HDM.

On-Ramps: There is one eastbound on-ramp and one westbound on-ramp entering SR-60 from Nason Street. The eastbound on-ramp is the type L-1 diamond configuration and is comprised of one 12' HOV lane, one 12' lane, an 8’ right shoulder, a 4’ left shoulder, and a meter. The westbound on-ramp is the type L-7 partial cloverleaf configuration and is comprised of one 12’ HOV lane, one 12’ lane, an 8’ right shoulder, a 5’ left shoulder, and a meter.

Off-Ramps: There is one westbound off-ramp and one eastbound off-ramp exiting SR-60 onto Nason Street. The eastbound off-ramp is signal controlled and is the type L-1 diamond configuration and contains one 12’ lane that transitions into three 12’ lanes; one left turn lane, one right turn lane and one through/right turn lane onto Nason Street. This off-ramp has a 4’ left shoulder, and an 8’ right shoulder. The westbound off-ramp is signal controlled and is the type L-7 partial cloverleaf configuration and contains two 12’ lanes transitions into three 12’ lanes; one left turn lane, one right turn lane and one through lane onto Nason Street. This off-ramp has a 4’ left shoulder, and a 10’ right shoulder. 100% of the curb ramps meet ADA standards.

Eastbound On-ramp from Nason Street

Westbound On-ramp from Nason Street

Eastbound Off-ramp onto Nason Street

Westbound Off-ramp onto Nason Street

5. Evans Road from Placentia Avenue to Nuevo Road, Perris

Comments: BIA states that the project is complete. TUMF Network states that the project is 72% complete and exists as a 0 lane facility. 72% of the cost has been removed to reflect completed portion. Orange to Placentia exists as 2 lane facility.

Field Verification: This segment of Evans Road from Nuevo Road to Placentia Avenue is 1.5 miles long and is divided into four different sections. The total segment is 67% complete. We recommend that the TUMF Nexus Study Network be updated to reflect the partial completion of the facility.

Section A – Evans from Nuevo Road to Sunset Road (0.25 miles): This section consists of a 14' wide raised median, one 14' northbound inside lane, one 12' northbound middle lane, one northbound 14' outside lane, one 13' southbound lane, and a 6' eastbound sidewalk. 100% of the curb ramps meet ADA standards.

Conclusion: This section consists of a four lane roadway facility and is 100% complete.

Section A – Evans Road (Nuevo Road to Sunset Road) Facing Southbound

Section B – Evans Road from Sunset Road to Orange Avenue (0.75 miles): This section contains a 12' striped median, a 23' southbound lane, and a 12' northbound lane, two 8' striped shoulders/bike lanes, and a 6' northbound sidewalk.

Conclusion: This section consists of a two lane roadway facility and is 50% complete.

Section B – Evans Road (Sunset Road to Orange Avenue) Facing Northbound

<u>Section C</u> <u>– Evans Road from Orange Avenue to Water Avenue (0.25 miles):</u> This segment section consists of a 12' striped median, two 12' lanes, and two 8' shoulder/bike lanes.

<u>Conclusion:</u> This section consists of a two lane roadway facility and is 50% complete.

Section C – Evans Road (Orange Avenue to Water Avenue) Facing Northbound

<u>Section D</u> <u>– Evans Road from Water Avenue to Placentia Avenue (0.25 miles):</u> This section contains a 14' raised median, six 12' wide lanes, and a 6' southbound sidewalk. The curb ramps meet ADA standards.

<u>Conclusion:</u> This section consists of a six lane roadway facility and is 100% complete.

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Section D – Evans Road (Water Avenue to Placentia Avenue) Facing Southbound

6. Wood Road from Bergamont Drive to Krameria Avenue, Riverside

Comments: BIA states that the project is complete. TUMF Network states that the project is 60% complete and exists as a 2 lane facility. However, the project is complete to 4 lanes and the TUMF Network will be adjusted to reflect the completed facility.

Field Verification: This segment of Wood Road from Bergamont Drive to Krameria Avenue is 0.38 miles long and is divided into two different sections. The total segment is 100% complete. We recommend that the TUMF Nexus Study Network be updated to reflect the completed facility.

Section A – Wood Road from Bergamont Drive to Martin Luther King High School entrance (0.08 miles): This section contains two 10' inside lanes, one 12' northbound outside lane, one 10' southbound outside lane, and two 7' wide sidewalks.

Conclusion: This section consists of a four lane roadway facility and is 100% complete.

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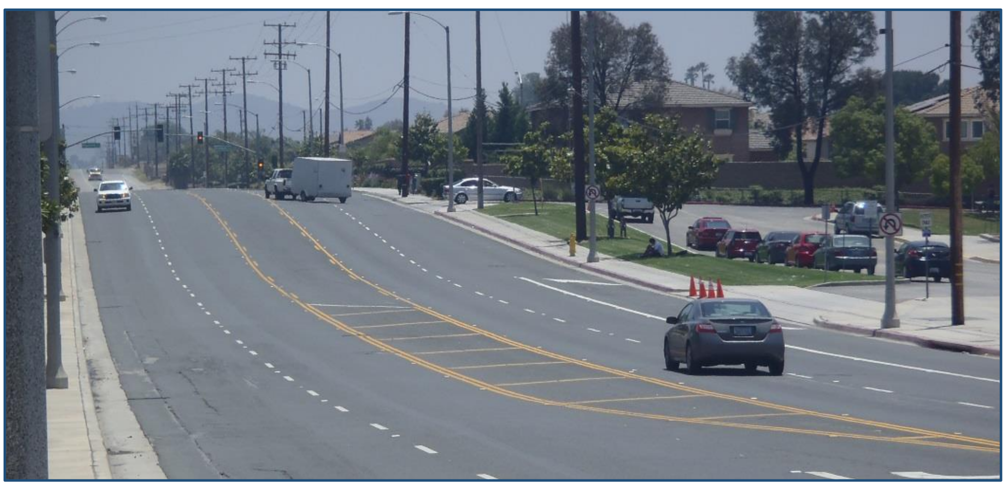
Section A - Wood Road (Bergamont Drive to Martin Luther King High School) Facing Southbound

<u>**Section B** – Wood Road from Martin Luther King High School entrance to Krameria Avenue (0.3 miles):</u> This segment section consists of a 13' striped median, two 11' wide inside lanes, two 14' wide outside lanes, and two 7' sidewalks.

<u>Conclusion:</u> This section consists of a four lane roadway facility and is100% complete.



Section B – Wood Road (Martin Luther King High School to Krameria Avenue) Facing Southbound

7. Clinton Keith Road from I-215 to Whitewood Road, Murrieta

Comments: BIA states that the project is complete. Project is complete and the TUMF Network will be adjusted to reflect the completed facility.

Field Verification: This segment of Clinton Keith Road from I-215 to Whitewood Road is 0.68 miles long and is divided into three different sections. The total segment is 100% complete. We recommend that the TUMF Nexus Study Network be updated to reflect the completed facility.

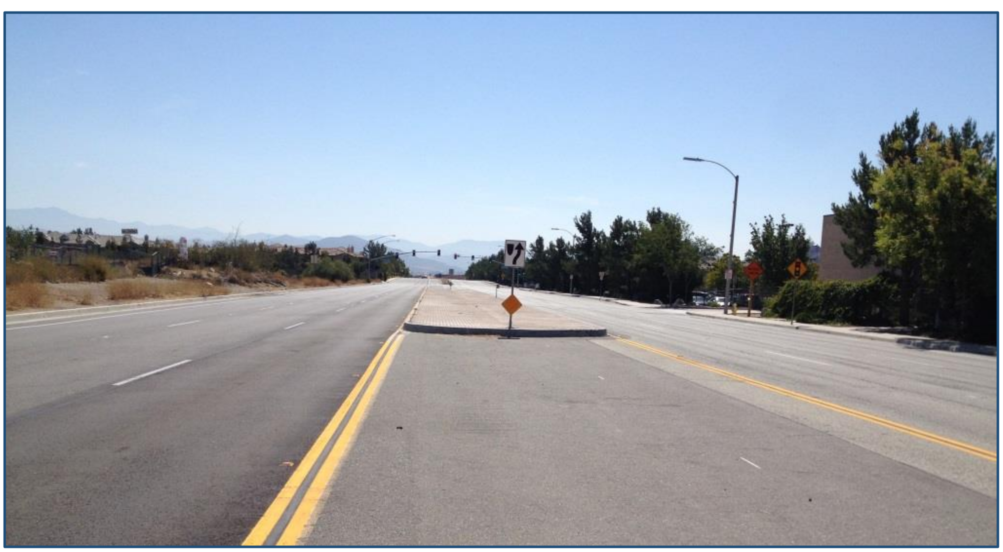
Section A - <u>Clinton Keith Road from Whitewood Road to Vista Murrieta High School Driveway (0.27 miles):</u> This section consists of a 21' raised median, two 11' inside lanes, one 11' westbound middle lane, one 18' eastbound outside lane, one 11' westbound outside lane, one 4' eastbound bike lane, one 5' westbound bike lane, one 11.5' eastbound shoulder, and two 6' sidewalks.

<u>Conclusion:</u> This section consists of a six lane roadway facility and is 100% complete.

Section A – Clinton Keith Road (Whitewood Road to Vista Murrieta High School Driveway) Facing Westbound

Section B - <u>Clinton Keith Road from Vista Murrieta High School Driveway to I-215 (0.41 miles):</u> This section consists of a 21' raised median, six 11' lanes, two 5' bike lanes, and one 6' eastbound sidewalk.

<u>Conclusion:</u> This section consists of a six lane roadway facility and is 100% complete.



Section B – Clinton Keith Road (Vista Murrieta High School Driveway to I-215) Facing Eastbound

8. Gilman Springs Road from Sanderson Avenue to State Street, San Jacinto

Comments: BIA states that the project is complete. TUMF Network states that project exists as a 2 lane facility. Project is not completed to 4 lanes. County completed safety improvements, not widening of the arterial.

Field Verification: This segment of Gilman Springs Road from Sanderson Avenue to State Street is 2.4 miles long and is divided into three different sections. The total segment is 0% complete. We recommend no change to the TUMF Nexus Study Network.

<u>**Section A** - Gilman Springs from State Street Boulevard to Country Club Drive (0.7 miles):</u> This section consists of a 12' striped median, two 12' lanes, and 9' shoulders.

<u>Conclusion:</u> This section consists of a two lane roadway facility and is 0% complete.

Section A – Gilman Springs Road (State Street Boulevard to Country Club Drive) Facing Northbound

<u>**Section B** – Gilman Springs from Country Club Drive to Golden Era Productions (0.3 miles):</u> This section consists of two 12' lanes, two 1.6' shoulders and two 2.3' rolled curbs.

<u>Conclusion:</u> This section consists of a two lane roadway facility and is 0% complete.

Section B – Perris Boulevard (Country Club Drive to Golden Era Productions) Facing Eastbound

<u>Section C</u> – <u>Gilman Springs Road from Golden Era Productions to Sanderson Avenue (1.4 miles):</u> This section consists of a 10' raised median, one 14.5' eastbound lane, one 13' westbound lane, one 7.7' eastbound shoulder, and one 8' westbound shoulder.

<u>Conclusion:</u> This section consists of a two lane roadway facility and is 0% complete.

Section C – Gilman Springs (Golden Era Productions to Sanderson Avenue) Facing Eastbound

9. Clinton Keith Road from I-15 to Copper Craft Drive, Wildomar

Comments: BIA states that portions of the project are complete. TUMF Network states that the project exists as a 2 lane facility. Portions of the project (near I-15) are complete and the TUMF Network will be adjusted to reflect the percentage that is complete.

Field verification: This segment of Clinton Keith Road from I-15 to Copper Craft Drive is 1.95 miles long and is divided into three different sections. The total segment is 56% complete. We recommend that the TUMF Nexus Study Network be updated to reflect the partial completion of the facility.

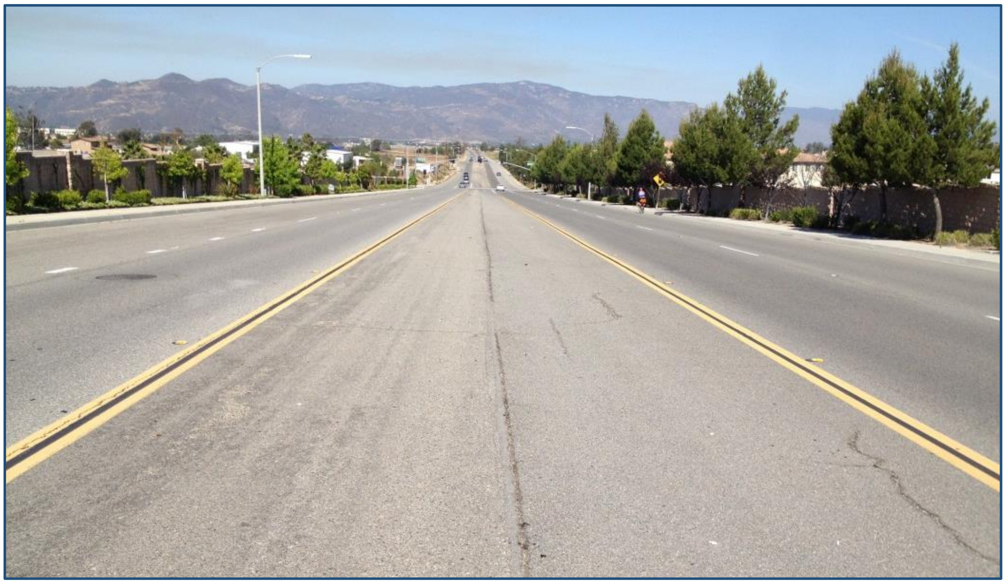
Section A - Clinton Keith Road from Copper Craft Drive to City Limit (0.2 miles): This section consists of a 10' striped median, two 11' inside lanes, two 22' outside lanes, two 5' bike lanes, and two 6' sidewalks.

Conclusion: This section consists of a four lane roadway facility and is 50% complete.

Section A – Clinton Keith Road (Copper Craft Drive to City Limit) Facing Northbound

Section B - Clinton Keith Road from City Limit to Inland Valley Drive (1.25 miles): This section consists of an 18' striped median, two 14' inside lanes, two 20' outside lanes, and two 6' sidewalks.

Conclusion: This section consists of a four lane roadway facility and is 50% complete.



Section B – Clinton Keith Road (City Limit to Clinton & Inland Valley Drive) Facing Northbound

__**Section C**__ - __Clinton Keith Road from Inland Valley Drive to I-15 (0.5 miles):__ This section consists of a 12' raised median, one 11' eastbound inside lane, one 13' westbound inside lane, one 12' eastbound middle lane, two 14' eastbound outside lanes, and two 6' sidewalks.

__Conclusion:__ This section consists of a five lane roadway facility and is 75% complete.

Section C – Clinton Keith Road (Inland Valley Drive to I-15) Facing Northbound

10. Rancho California Road from Jefferson Avenue to Margarita Road, Temecula

Comments: BIA states that portions of the project are complete. TUMF Network states that the project is 60% complete and exists as a 4 lane facility. 60% of the cost has been removed to reflect completed portion. Segment between Jefferson and Morago is completed to 6 lanes.

Field Verification: This segment of Rancho California Road from Jefferson Avenue to Margarita Road is 1.9 miles long and is divided into two different sections. The total segment is 80% complete. We recommend that the TUMF Nexus Study Network be updated to reflect the partial completion of the facility.

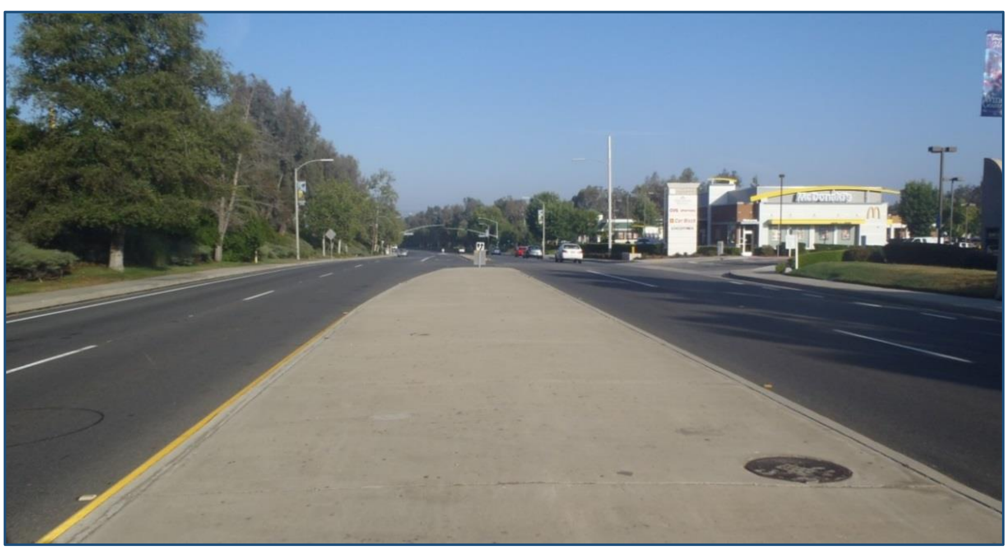
<u>**Section A -** Rancho California Road from Jefferson Avenue to Moraga Road (1 mile):</u> This section consists of both striped and raised medians ranging from 5’ to 19’ wide. There are two 11’ wide inside lanes, two 11’ wide middle lanes, and two 12’ wide outside lanes. The section has 6’ wide sidewalks on both sides. The existing curb ramps do meet ADA standards.

<u>Conclusion:</u> This section consists of a six lane roadway facility and is 100% complete.

Section A – Rancho California Road (Jefferson Avenue to Moraga Road) Facing Westbound

<u>**Section B** - Rancho California Road from Moraga Road to Margarita (0.9 miles):</u> This section contains a 14’ median, four 12’ lanes, two 6’ sidewalks and two 4’ bike lanes.

<u>Conclusion:</u> This section consists of a four lane roadway facility and is 0% complete.



Section B - Rancho California Road (Moraga Road to Margarita Road) Facing Westbound

11. Newport Road/I-215 Interchange, Menifee

Comments: BIA states that the project is under construction and costs should be removed. Project is under construction and there is an executed Reimbursement Agreement between the County of Riverside and WRCOG. The interchange will be removed from the TUMF Network.

Field Verification: This interchange is under construction.

Newport Road/I-215 Interchange Southbound Off-ramp

12. Van Buren Boulevard from Trautwein to I-215, Riverside

Comments: BIA states that the project is under construction and costs should be removed. Construction is underway between Barton Road and I-215 and there is an executed Reimbursement Agreement between March JPA and WRCOG. The TUMF Network will be adjusted to reflect the completed percentage portion.

Field Verification: This segment of Van Buren Boulevard from Trautwein Road to I-215 is 3.16 miles long and is divided into five different sections. The total segment is 8% complete. We recommend that the TUMF Nexus Study Network be updated to reflect the partial completion of the facility.

<u>**Section A** - Van Buren Boulevard from Trautwein Road to Shopping Center Driveway (0.13 miles):</u> This section consists of a 14’ raised median, two 14’ inside lanes, one 12’ westbound middle lane, one 24’ eastbound outside lane, one 17’ westbound outside lane, one 5’ eastbound bike lane, one 6.5’ eastbound sidewalk, and one 6’ westbound sidewalk.

<u>Conclusion:</u> This section consists of a five lane roadway facility and is 0% complete.

Section A – Van Buren Boulevard (Trautwein Road to Shopping Center Driveway) Facing Westbound

Section B - Van Buren Boulevard from Shopping Center Driveway to Barton Street (0.47 miles): This section consists of a 14.5’ raised median, two 14’ inside lanes, one 12’ westbound middle lane, one 29’ eastbound outside lane, one 12.5’ westbound outside lane, one 5’ westbound bike lane, and two 6.5’ sidewalks.

Conclusion: This section consists of a five lane roadway facility and is 0% complete.

Section B – Van Buren Boulevard (Shopping Center Driveway to Barton Street) Facing Eastbound

Section C - <u>Van Buren Boulevard from Barton Street to Orange Terrace Parkway (0.68 miles):</u> This section consists of a 12' raised median, one 13.5' eastbound inside lane, one 12' westbound inside lane, one 12' westbound middle lane, two 13' outside lanes, one 1.8' eastbound shoulder, one 5.5' westbound bike lane, and one 6.7' westbound sidewalk.

<u>Conclusion:</u> This section consists of a five lane roadway facility and is 0% complete.

Section C – Van Buren Boulevard (Barton Street to Orange Terrace Parkway) Facing Eastbound

Section D - <u>Van Buren Boulevard from Orange Terrace Parkway to Meridian Street (1.36 miles):</u> This section consists of one 12' eastbound inside lane, one 12.5' westbound inside lane, one 14' eastbound outside lane, one 14.5' westbound outside lane, and two 6.5' shoulders.

<u>Conclusion:</u> This section consists of a four lane roadway facility and is 0% complete.

Section D – Van Buren Boulevard (Orange Terrace Parkway to Meridian Street) Facing Eastbound

Section E - <u>Van Buren Boulevard from Meridian Street to I-215 (0.52 miles):</u> This section consists of a 33.5' striped median, one 12' eastbound inside lane, one 13' westbound inside lane, one 12' eastbound middle lane, two 12' outside lanes, one 7.3' eastbound shoulder, and one 8' westbound shoulder.

<u>Conclusion:</u> This section consists of a five lane roadway facility and is 50% complete.

Section E – Van Buren Boulevard (Meridian Street to I-215) Facing Westbound

13. SR-91/Arlington Avenue Interchange, Riverside

Comments: BIA states that the project is under construction. The SR-91/Arlington Avenue Interchange is complete and the facility will be removed from the TUMF Network.

Field Verification: This interchange consists of a combination of a type L-1 diamond and L-6 configuration per CALTRANS HDM.

<u>On-Ramps:</u> There are two northbound on-ramps and one southbound on-ramp for the SR-91. The southbound on-ramp is comprised of three 12' lanes, an 8' right shoulder, a 4' left shoulder and a meter. The northbound on-ramp from Arlington Avenue is comprised of one 14' lane, a 10' right shoulder and a 4' left shoulder. The northbound on-ramp from Indiana Avenue is comprised of two shared lanes and one HOV lane, an 8' right shoulder, a 4' left shoulder and a meter.

<u>Off-Ramps:</u> There is one northbound off-ramp and one southbound off-ramp for the SR-91. The northbound off-ramp is signal controlled and is comprised of two 12' lanes, an 8' right shoulder, and a 4' left shoulder. The southbound off-ramp is signal controlled at Arlington Avenue and is comprised of a two lane to three lane transition with 12' lanes, an 8' right shoulder, and a 4' left shoulder. 100% of the ramps meet ADA standards.

Northbound On-ramp from Arlington Avenue

Northbound On-ramp from Indiana Avenue

Southbound On-ramp from Arlington Avenue

Northbound Off-ramp onto Indiana Avenue

Southbound Off-ramp onto Riverside Avenue

14. Cactus Avenue from I-215 to Heacock Street, Moreno Valley

Comments: BIA states that the project is under construction. The project is being funded 100% with MARA funds so the associated costs with the facility will be removed from the TUMF Network.

Field Verification: This segment of Gilman Springs Road from I-215 to Heacock Street is 1.81 miles long and is divided into four different sections. The total segment is 84% complete. We recommend that the TUMF Nexus Study Network be updated to reflect the partially completed facility.

Section A - Cactus Avenue from Heacock Street to Gilbert Street (0.2 miles): This section consists of a 12' raised median, one 12' westbound inside lane, one 11' eastbound inside lane, one 12' westbound middle lane, one 11' eastbound middle lane, one 12.5' westbound outside lane, one 11' eastbound outside lane, one 8' eastbound bike lane, one 6' westbound bike lane, and one 6' westbound sidewalk.

Conclusion: This section consists of a six lane roadway facility and is 100% complete.

Section A – Cactus Avenue (Heacock Street to Gilbert Street) Facing Northbound

Section B – Cactus Avenue from Gilbert Street to Veterans Way (1.12 miles): This section consists of a 14.5' raised median, six 12' lanes, two 8' bike lanes, and one 6' westbound sidewalk.

Conclusion: This section consists of a six lane roadway facility and is 100% complete.

Section B – Cactus Avenue (Gilbert Street to Veterans Way) Facing Eastbound

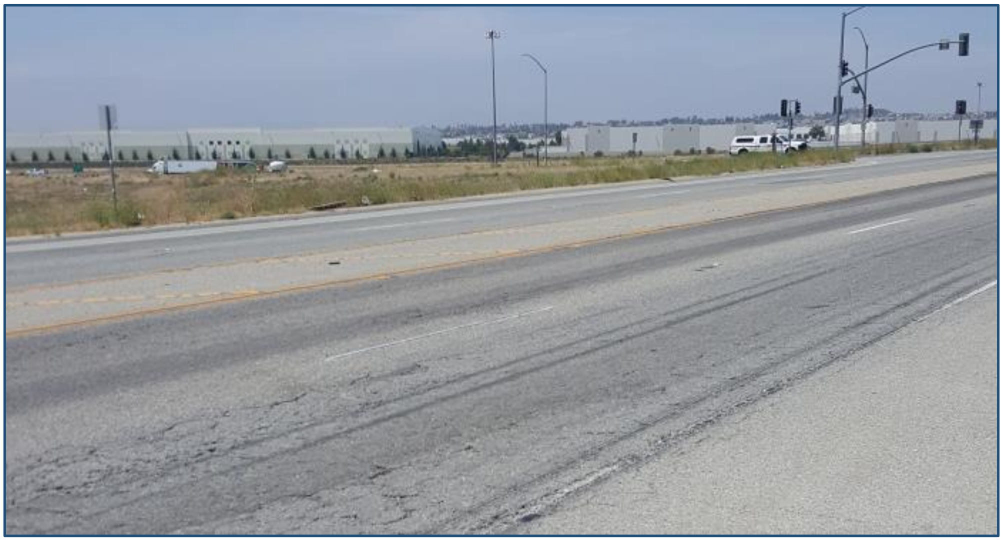
<u>**Section C** – Cactus Avenue from Veterans Way to Elsworth Street (0.21 miles):</u> This section consists of a 14' raised median, two 12' inside lanes, two 12' middle lanes, two 20' outside lanes, and one 6' westbound sidewalk.

<u>Conclusion:</u> This section consists of a six lane roadway facility and is 100% complete.

Section C – Cactus Avenue (Veterans Way to Elsworth Street) Facing Westbound

<u>**Section D** – Cactus Avenue from Elsworth Street to I-215 (0.28 miles):</u> This section consists of a 10' striped median, one 12' westbound inside lane, one 11' eastbound inside lane, two 12' outside lanes, and two 9' shoulders.

<u>Conclusion:</u> This section consists of a four lane roadway facility and is 0% complete.



Section D – Cactus Avenue (Elsworth Street to I-215) Facing Westbound

15. SR-74 from I-15 to Ethanac Road, Lake Elsinore

Comments: BIA states that the project is under construction. The TUMF Network states that the project exists as 4 lane facility with 6 future lanes. Trellis Lane to Allan Street (0.9 miles) exists as a 5 lane facility.

Field Verification: This segment of SR-74 from I-15 to Ethanac Road is 4.89 miles long and is divided into two different sections. The total segment is 16% complete. We recommend that the TUMF Nexus Study Network be updated to reflect the partial completion of the facility.

Section A - SR-74 from Ethanac Road to Trellis Lane (3.36 miles): This section consists of a 14' striped median, two 12' inside lanes, two 12' outside lanes, and two 8' shoulders.

Conclusion: This section consists of a four lane roadway facility and is 0% complete.

Section A – SR-74 (Ethanac Road to Trellis Lane) Facing Eastbound

<u>**Section B** - SR-74 from Trellis Lane to I-15 (1.53 miles):</u> This section consists of a 14’ striped median, two 12’ inside lanes, one 13’ eastbound middle lane, two 12’ outside lanes, two 8’ bike lanes, and a 6’ eastbound sidewalk.

<u>Conclusion:</u> This section consists of a five lane roadway facility and is 50% complete.

Section B – SR-74 (Trellis Lane to I-15) Facing Westbound

Item 5.E

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: TUMF Fee Calculation Handbook Update

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

Date: July 14, 2016

Requested Action:

1. Discuss and provide input.

WRCOG's Transportation Department is comprised of the Transportation Uniform Mitigation Fee (TUMF) Program, the Active Transportation Plan, and the Western Riverside County Clean Cities Coalition. The 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. As administrator of the TUMF Program, WRCOG 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 Fee Calculation Handbook details the methodology for calculating the TUMF obligation for different categories of new development and, where necessary, to clarify the definition and calculation methodology for uses not clearly defined in the respective TUMF ordinances.

Fee Calculation Handbook Update

During the development of the TUMF Program, it was recognized that certain land uses require special attention regarding the assessment / calculation of TUMF because of unique, site-specific characteristics. To address these special uses / circumstances, WRCOG developed a Fee Calculation Handbook to detail the methodology for calculating TUMF obligations for different categories of new development and, where necessary, to clarify the definition and calculation methodology for such uses. The fee calculations provide step-by-step work sheets on how fees are calculated for unique uses such as auto dealerships, fueling stations and high cube warehouses. The last update to the Fee Calculation Handbook occurred in October 2015, which included a revision to the government / public exemption language.

Staff has received inquiries from stakeholders requesting that WRCOG review the following categories for potential inclusion in the Fee Calculation Handbook:

- Senior housing
- Mixed-use developments
- Fulfillment Centers (similar to facilities operated by Amazon and other on-line retailers)

WRCOG Staff and our Consultant (Parsons Brinkerhoff) will be working collaboratively to complete the update of the Fee Calculation Handbook. As part of this update process, staff and consultant will do the following:

- Survey available data and methodologies to determine how to calculate the TUMF fee
- Prepare a recommendation regarding how to implement these new categories within the TUMF Program
- Provide the updated information to the PWC and PDC for their review and comment

- Update the Fee Calculation Handbook and ask for WRCOG Committee approval

WRCOG Staff will also determine whether additional changes to the TUMF Administrative Plan are required to implement some of these new fee categories. On June 24, 2016, the WRCOG Executive Committee approved the revisions to the TUMF Administrative Plan to address mixed-use development. The definition for such development states that "'Mixed-Use Development' as used in the TUMF Program, means Developments with the following criteria: (1) three or more significant revenue-producing uses, and (2) significant physical and functional integration of project components."

Staff will also request that member agencies identify any additional fee calculation categories or adjustments to the Fee Calculation Handbook that would be necessary at this time.

Prior WRCOG Action:

February 13, 2014: The WRCOG Public Works Committee approved the proposed TUMF Calculation for Electric Vehicle Supply Equipment (EVSE) for inclusion in the Fee Calculation Handbook.

WRCOG Fiscal Impact:

TUMF Fee Calculation Handbook Update activities are included in the Agency's adopted Fiscal Year 2015/2016 Budget under the Transportation Department.

Attachment:

None.

Item 5.F

Western Riverside Council of Governments
Public Works Committee

Staff Report

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

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

Date: **July 14, 2016**

Requested Action:

1. Receive and file.

WRCOG's Transportation Department is comprised of the Transportation Uniform Mitigation Fee (TUMF) Program, the Active Transportation Plan, and the Western Riverside County Clean Cities Coalition. The 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. As administrator of the TUMF Program, WRCOG 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).

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 is conducting a study to analyze fees / exactions required and collected by jurisdictions / agencies in and immediately adjacent to the WRCOG subregion.

Fee Analysis Study

Overview of Fee Study

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 WRCOG Executive Committee authorized a Professional Services Agreement with Economic & Planning Systems (EPS), in association with Rodriguez Consulting Group (RCG), to conduct the analysis.

The Fee Analysis Study, expected to be completed during the summer of 2016, will provide WRCOG jurisdictions with comprehensive fee comparisons. This study will also discuss the effect of other development costs, such as the cost of land and interest rates, within the overall development framework. Another key element of this study will be an analysis documenting the economic benefits of transportation investment.

Fee Comparison Methodology

Jurisdictions for Fee Comparison: In addition to the jurisdictions within the WRCOG subregion, the study will analyze jurisdictions within the Coachella Valley, San Bernardino and Orange Counties, and the northern portion of San Diego 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 13 jurisdictions outside of the WRCOG subregion were selected for comparison.

Land Uses and Development Prototypes: Fee comparisons are being 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 is helpful to develop "development prototypes" for each of the land uses studied. The use of consistent development prototypes increases the extent to which the fee comparison is 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 proposed prototypical projects being analyzed are 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 is 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 80 to 90 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 initial 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 initial analysis focuses on development impact fees, as these fees are much larger than planning / processing fees for comparison purposes. WRCOG does leave open the option to include processing fees if there are certain jurisdictions where the processing fees are substantial compared to the permit fees.

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. In addition, 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. In addition, some City fees, such as storm drain fees, are sometimes differentiated by jurisdictional subareas.

For the purposes of this 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).

Completed To-Date

After identification of the cities for fee evaluation and development prototypes by land use, the focus of the study efforts has been on collecting fee schedules and applying them to the development prototypes. The research effort has 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 seventeen (17) WRCOG cities.

WRCOG staff sent a PDF file to each jurisdiction's representative on WRCOG's Planning Directors' Committee and Public Works Committee for review and comment on the week of June 20, 2016. This file contained the initial fee estimates for each jurisdiction. WRCOG staff is seeking feedback on the initial fee estimates and refinements will be made as appropriate. This information will be presented at the July 14, 2016, Planning Director's Committee and Public Works Committee meetings.

Ongoing/ Next Steps

The goal of this initial fee analysis is to provide jurisdictions in the WRCOG region the opportunity to review their fee collection structure while being able to compare it to the fee collection structure of neighboring jurisdictions. WRCOG is committed to presenting the findings in the best possible manner. This analysis is an informational item only. Fee information has also been collected for the non-WRCOG region jurisdictions and similar initial fee estimates are being compiled for each of them. In addition, preliminary development feasibility analyses are being prepared to provide insights into the costs of new development in Western Riverside County, including development impact fees, as well as the overall economic / feasibility of these development products. Finally, research is beginning on the economic benefits of regional transportation.

Prior WRCOG Action:

May 12, 2016: The WRCOG Public Works Committee received an update.

WRCOG Fiscal Impact:

The Analysis of Fee and Their Potential Impact on Economic Development in Western Riverside County is included in the Agency's adopted Fiscal Year 2015/2016 Budget under the Transportation Department.

Attachment:

None.

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Item 5.G

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **WRCOG TUMF Zone Representatives**

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

Date: **July 14, 2016**

Requested Action:

1. Review and provide input.

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 Zone Transportation Improvement Programs (TIP) identify the projects that are programmed for TUMF funding for the planning, engineering, right-of-way, and construction phase. The TIP's are updated on an annual basis and provide jurisdictions the opportunity to review project priorities.

TUMF Zone Representatives

In anticipation of the upcoming TUMF Zone Transportation Improvement Program (TIP) updates, staff would like to verify each of the jurisdiction Zone representatives so that all necessary documentation is distributed to the correct Zone representative of each individual member jurisdiction. The TIP Update will occur this fall after the financial fiscal year 2015 / 2016 close for the TUMF Program. Staff is requesting that Committee members review Attachment 1 to the Staff Report and confirm that each of the Zone representatives is up to date.

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

Transportation activities are included in the Agency's adopted Fiscal Year 2015/2016 Budget under the Transportation Department.

Attachment:

1. WRCOG TUMF Zone Representatives.

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Item 5.G

WRCOG TUMF Zone Representatives

Attachment 1

WRCOG TUMF Zone Representatives

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WRCOG TUMF Zone Representatives

Agency	Representative	Zone	TUMF Zone Committees
City of Banning			
	Deborah Franklin	Pass	Zone Committee
	Don Peterson	Pass	Zone Committee Alternate
	Michael Rock	Pass	Zone Technical Advisory Committee (TAC)
	Art Vela	Pass	Public Works Committee (Zone TAC)
	Holly Stuart	Pass	PWC Alternate
City of Calimesa			
	Jeff Hewitt	Pass	Zone Committee
	Joyce McIntire	Pass	Zone Committee Alternate
	Bonnie Johnson	Pass	Zone Technical Advisory Committee (TAC)
	Bob French	Pass	Public Works Committee (Zone TAC)
	Michael Thornton	Pass	PWC Alternate
City of Canyon Lake	Jordan Ehrenkranz	Southwest	Zone Committee
	Vicki Warren	Southwest	Zone Committee Alternate
	Aaron Palmer	Southwest	Zone Technical Advisory Committee (TAC)
	Margaret Monson	Southwest	Public Works Committee (Zone TAC)
	Vacant	Southwest	PWC Alternate
City of Corona			
	Eugene Montanez	Northwest	Zone Committee
	Randy Fox	Northwest	Zone Committee Alternate
	Darrell Talbert	Northwest	Zone Technical Advisory Committee (TAC)
	Nelson Nelson	Northwest	Public Works Committee (Zone TAC)
	Vacant	Northwest	PWC Alternate
City of Eastvale			
	Ike Bootsma	Northwest	Zone Committee
	Adam Rush	Northwest	Zone Committee Alternate
	Michelle Nissen	Northwest	Zone Technical Advisory Committee (TAC)
	George Alvarez	Northwest	Public Works Committee (Zone TAC)
	Joe Indrawan	Northwest	PWC Alternate
City of Hemet			
	Bonnie Wright	Hemet/San Jacinto	Zone Committee
	Linda Krupa	Hemet/San Jacinto	Zone Committee Alternate
	Alexander Meyerhoff	Hemet/San Jacinto	Zone Technical Advisory Committee (TAC)
	Kristen Jensen	Hemet/San Jacinto	Public Works Committee (Zone TAC)
	Steve Latino	Hemet/San Jacinto	PWC Alternate
City of Jurupa Valley			
	Laura Roughton	Northwest	Zone Committee

	Brian Berkson	Northwest	Zone Committee Alternate
	Gary Thompson	Northwest	Zone Technical Advisory Committee (TAC)
	Steve Loriso	Northwest	Public Works Committee (Zone TAC)
	Mike Myers	Northwest	PWC Alternate
City of Lake Elsinore			
	Bob Magee	Southwest	Zone Committee
	Brian Tisdale	Southwest	Zone Committee Alternate
	Grant Yates	Southwest	Zone Technical Advisory Committee (TAC)
	Jason Simpson	Southwest	Public Works Committee (Zone TAC)
	Ati Eskandari	Southwest	PWC Alternate
City of Menifee			
	John Denver	Central	Zone Committee
	Scott Mann	Central	Zone Committee Alternate
	Robert Johnson	Central	Zone Technical Advisory Committee (TAC)
	Jonathan Smith	Central	Public Works Committee (Zone TAC)
	Steve Glynn	Central	PWC Alternate
City of Moreno Valley			
	Jeffrey Giba	Central	Zone Committee
	Jessie Molina	Central	Zone Committee Alternate
	Michelle Dawson	Central	Zone Technical Advisory Committee (TAC)
	Ahmad Ansari	Central	Public Works Committee (Zone TAC)
	Eric Lewis	Central	PWC Alternate
City of Murrieta			
	Randon Lane	Southwest	Zone Committee
	Jonathan Ingram	Southwest	Zone Committee Alternate
	Rick Dudley	Southwest	Zone Technical Advisory Committee (TAC)
	Bob Moehling	Southwest	Public Works Committee (Zone TAC)
	Jeff Hitch	Southwest	PWC Alternate
City of Norco			
	Kevin Bash	Northwest	Zone Committee
	Ted Hoffman	Northwest	Zone Committee Alternate
	Andy Okoro	Northwest	Zone Technical Advisory Committee (TAC)
	Chad Blais	Northwest	Public Works Committee (Zone TAC)
	Sam Nelson	Northwest	PWC Alternate
City of Perris			
	Rita Rogers	Central	Zone Committee
	Tonya Burke	Central	Zone Committee Alternate
	Richard Belmudez	Central	Zone Technical Advisory Committee (TAC)
	Habib Motlagh	Central	Public Works Committee (Zone TAC)
	Brad Brophy	Central	PWC Alternate

City of Riverside			
	Rusty Bailey	Northwest	Zone Committee
	Chris Mac Arthur	Northwest	Zone Committee Alternate
	John Russo	Northwest	Zone Technical Advisory Committee (TAC)
	Kris Martinez	Northwest	Public Works Committee (Zone TAC)
	Jeff Hart	Northwest	PWC Alternate
City of San Jacinto			
	Mark Bartel	Hemet/San Jacinto	Zone Committee
	Andrew Kotyuk	Hemet/San Jacinto	Zone Committee Alternate
	Tim Hults	Hemet/San Jacinto	Zone Technical Advisory Committee (TAC)
	Habib Motlagh	Hemet/San Jacinto	Public Works Committee (Zone TAC)
	Brad Brophy	Hemet/San Jacinto	PWC Alternate
City of Temecula			
	Michael Naggar	Southwest	Zone Committee
	Michael McCracken	Southwest	Zone Committee Alternate
	Aaron Adams	Southwest	Zone Technical Advisory Committee (TAC)
	Thomas Garcia	Southwest	Public Works Committee (Zone TAC)
	Amer Attar	Southwest	PWC Alternate
City of Wildomar			
	Ben Benoit	Southwest	Zone Committee
	Marsha Swanson	Southwest	Zone Committee Alternate
	Gary Nordquist	Southwest	Zone Technical Advisory Committee (TAC)
	Dan York	Southwest	Public Works Committee (Zone TAC)
	Matt Bennett	Southwest	PWC Alternate
County of Riverside			
	Marion Ashley	Central	Zone Committee
	Marion Ashley	Pass	Zone Committee
	Marion Ashley	Hemet/San Jacinto	Zone Committee Alternate
	Chuck Washington	Hemet/San Jacinto	Zone Committee
	Chuck Washington	Southwest	Zone Committee Alternate
	Chuck Washington	Pass	Zone Committee Alternate
	John Tavaglione	Northwest	Zone Committee
	John Tavaglione	Central	Zone Committee Alternate
	Kevin Jeffries	Southwest	Zone Committee
	Kevin Jeffries	Northwest	Zone Committee Alternate
	Juan Perez	All Zones	Zone Technical Advisory Committee (TAC)
	Patricia Romo	All Zones	Public Works Committee (Zone TAC)
	Glenn Higa	All Zones	PWC Alternate

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Item 5.H

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Riverside Transit Agency First-Mile / Last-Mile Study Update**

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

Date: **July 14, 2016**

Requested Action:

1. Receive and file.

Background

The Riverside Transit Agency's First and Last Mile Plan is intended to identify and provide solutions to remove barriers found in the first and last mile of accessing existing bus stops. Some of these barriers include:

- Unsafe pedestrian crossings or routes
- Lack of walkways
- ADA accessibility issues
- Lack of bike facilities
- Lack of vehicle drop-off or parking areas
- Inadequate lighting, seating or shade
- Lack of real-time transit information
- Lack of other options to get to the stop

Recent Activities

The project team has created a survey for the public to complete that helps identify first mile last mile issues by location. The survey will continue to be open through July and August.

Transit stop typologies have also been developed by the team based on guidance from the 2015 RTA Comprehensive Operational Analysis Study's Market Assessment. This data driven GIS analysis assigns all stations a typology type that closely mirrored their characteristics. By creating six station typologies, general guidance on improvements can be made for each of those station types.

Next Steps

The next step for this Plan is to select one station per typology to develop a pilot study which jurisdictions can emulate to make first and last mile assessments and improvements. Strategies will include pedestrian improvements, rideshare, and bikeshare.

At the April 14, 2016 Public Works Committee, KTU+A, which is preparing the RTA First-Mile / Last-Mile Study, presented on the Study, and will provide an update at the July 14, 2016 meeting.

Prior WRCOG Action:

April 14, 2016: The WRCOG Public Works Committee received report from KTU+A, RTA Consultant.

WRCOG Fiscal Impact:

None.

Attachment:

1. First-Mile / Last-Mile Study Presentation.

Item 5.H

Riverside Transit Agency First-Mile / Last-Mile Study Update

Attachment 1

First-Mile / Last Mile Study Presentation

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Riverside Transit Agency

First & Last Mile Mobility Plan

July 14, 2016

Joe Punsalan

April WRCOG Meeting Summary

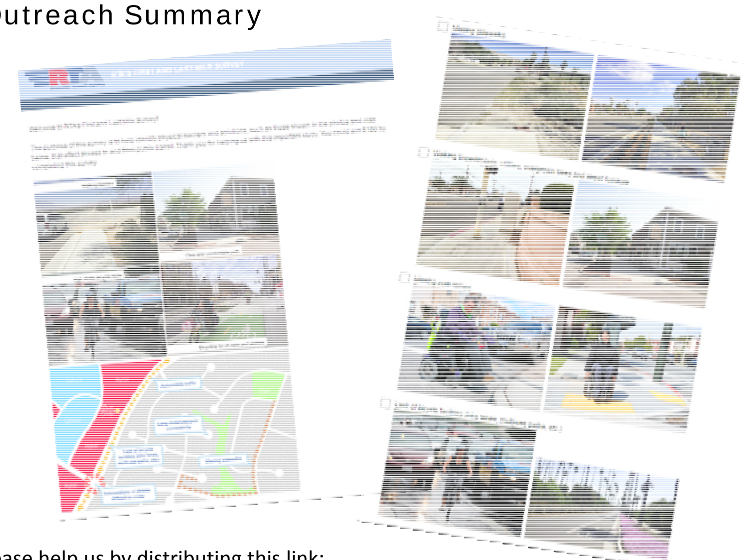
- Project Introduction
- Facility Types
- First & Last Mile Strategies
- Public Outreach
- Schedule

RTA First & Last Mile Mobility Plan | Steering Committee Meeting #2 | July 14, 2016

Outreach Summary

RTA First & Last Mile Mobility Plan | Steering Committee Meeting #2 | July 14, 2016

Outreach Summary

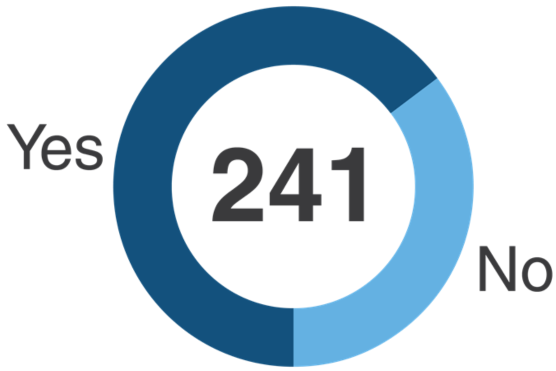


Please help us by distributing this link:
https://www.surveymonkey.com/r/RTAFLM

RTA First & Last Mile Mobility Plan | Steering Committee Meeting #2 | July 14, 2016

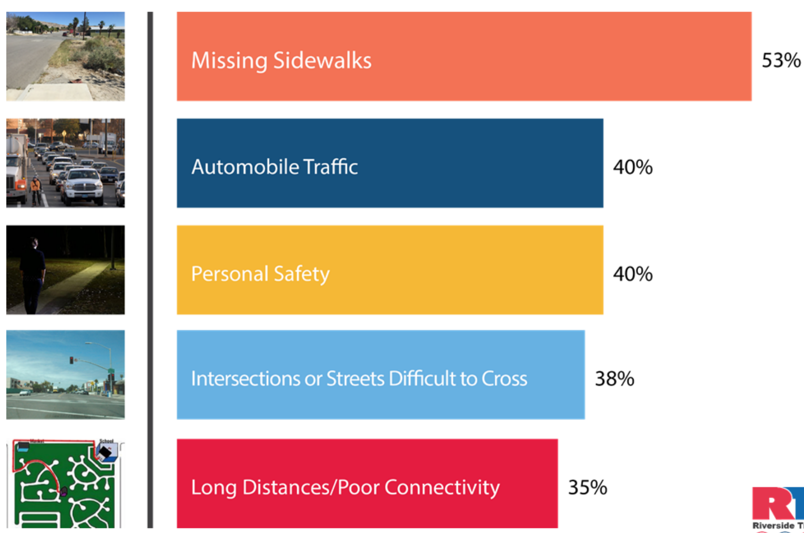
What We Heard

Do you experience any problems walking, cycling or accessing transit at a particular location or along a particular route?

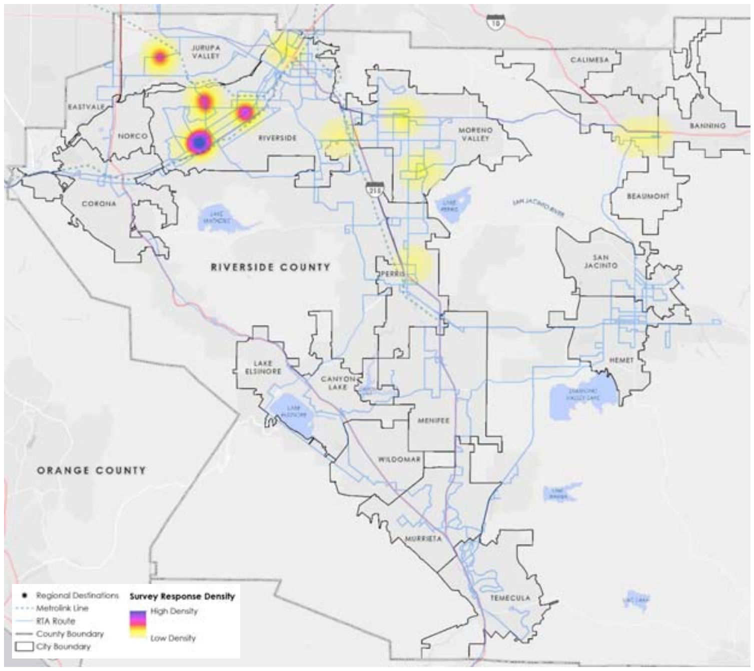


What We Heard

Please note specific problems encountered at particular locations or along a particular routes.



Where We Heard it From



Typology Process

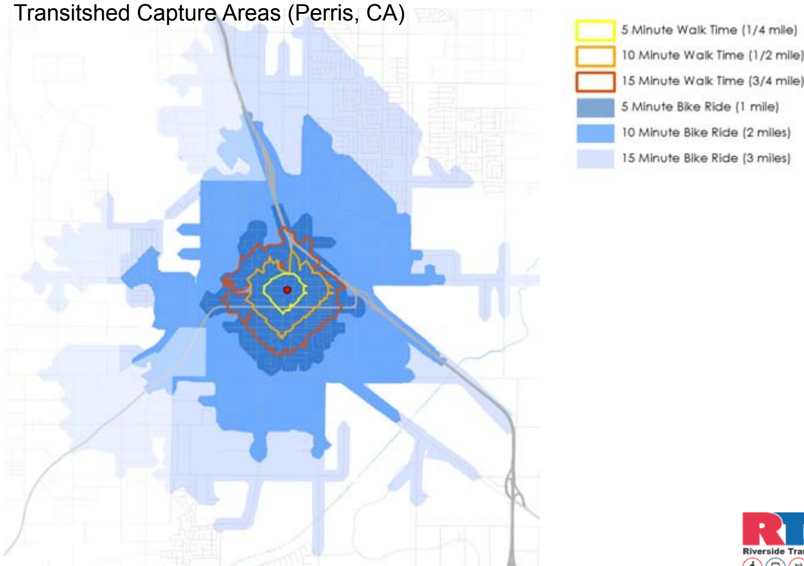
GIS Analysis - Available Datasets

- **Boardings & Alightings**
- **Land Use Mix**
- **Commuting Characteristics (Transit to Work, Walk to Work, etc)**
- **Population and Employment Densities**
- **Street Network**

Riverside Transit Agency
First & Last Mile Mobility Plan

Typology Process

Transitshed Capture Areas (Perris, CA)



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #2 | July 14, 2016

Typology Process

Figure 1: First Mile Last Mile Station Typologies (DRAFT)

	Urban Core	Core District	Suburban	Rural	Commercial District	Industrial and Business Park
Description:	• Highest number of activity centers • Highest population & employment densities • Low auto-centric development patterns • Existing walking facilities • Grid street network	• Located just outside of urban core • Moderate densities • More auto-centric development connected by high speed arterials / highways	• Moderate to low density single family residential development • Non-linear street patterns • Disjointed pedestrian facilities	• Remote or underdeveloped area outside of the city or town • Minimal or non-existent pedestrian facilities • Low density development patterns	• Commercial development distributed along a major corridor or concentrated within an area • Includes employment, shopping and community services • Destinations surrounded by high quantities of parking	• Facilities typically utilize large areas of land which limits the diversity of land uses
Typical Transit Service:	Metrolink / Sub-regional, Community, CommuterLink	Metrolink / Sub-regional, Community, CommuterLink	Sub-regional, Community	Sub-regional, Community	Sub-regional, Community	Regional, Community
Number of Stations:	14	201	882	87	229	158

RTA First & Last Mile Mobility Plan | Steering Committee Meeting #2 | July 14, 2016

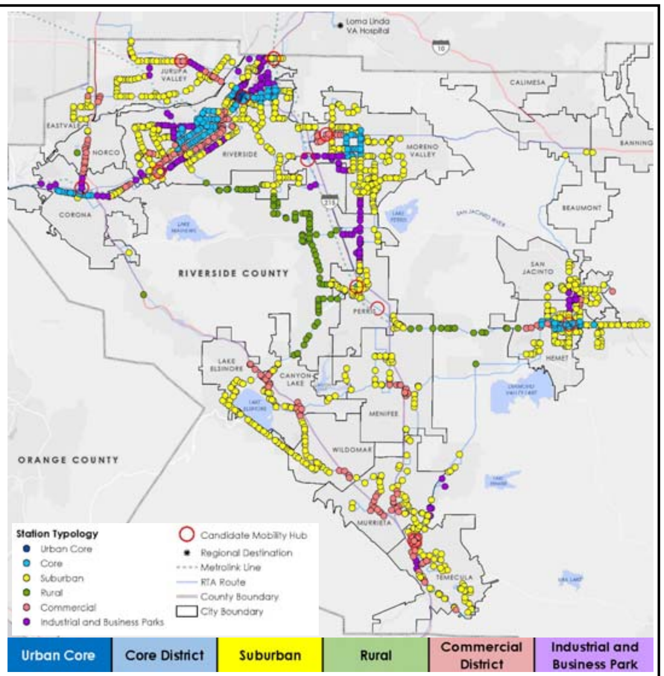
Typology Process

Figure 2: Characteristics Found - First Mile Last Mile Station Typologies (DRAFT)

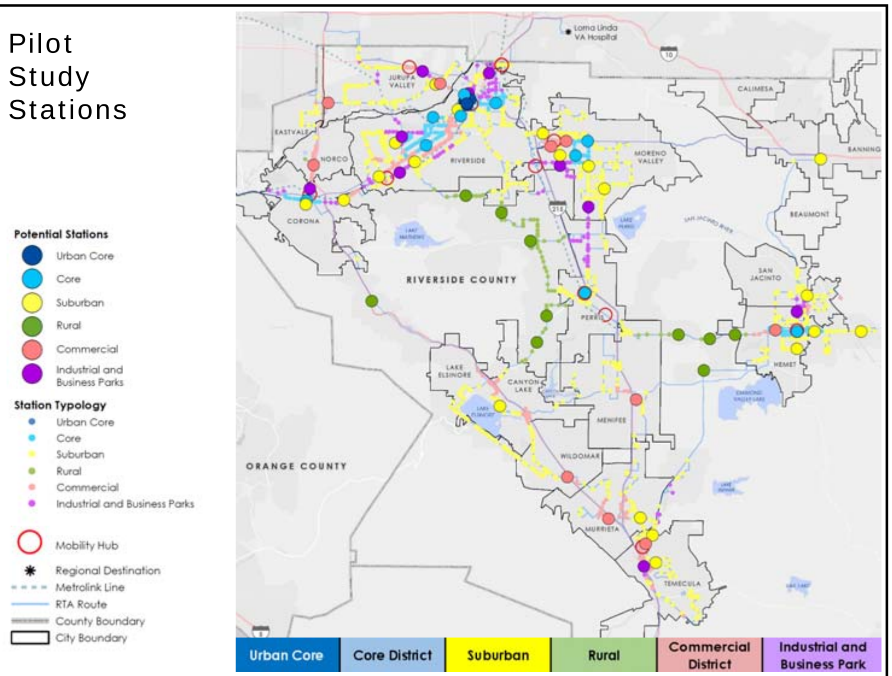
	Urban Core	Core District	Suburban	Rural	Commercial District	Industrial and Business Park
General Characteristics						
Frequency of Transit:	10-30 min	30-45 min	30-45 min	45-120 min	30-45 min	30-45 min
Boarding / Alighting Levels:	Very High	High	Moderate	Low	Low	Low
Land Use Mix. Number of transit supportive land uses within 3-mile network. Can include *Mixed-use, Multi-Family, Office, Commercial, Schools, Institutional or Industrial*	High (5+)	Moderate (3-4)	Low (1-2)	Low (1-2)	Low (1-2)	Moderate (3-4)
Commuting Characteristics						
Lack of Vehicle Ownership:	High	High	Moderate	Low	Moderate	High
Non-Motorized Commuter Trips: Walking and bicycling to work	High to Moderate	High to Moderate	Moderate	Low	Low	Moderate
Public Transit to Work:	Moderate (>2%)	Moderate (>2%)	Low (1-2%)	Low (1-2%)	Low (1-2%)	Moderate (>2%)
Percentage of Students: (High School & College)	High	Moderate	Moderate	Moderate	Moderate	High
Population Characteristics						
Employment and Population Densities:	Very High	High	Low to Moderate	Low	Moderate	Moderate to High
Street Network Characteristics (Averages)						
Block Length (Feet):	Short	Short	Moderate	Long	Moderate	Moderate
Average Station Characteristics						
Sample Stations:	Downtown Riverside	Downtown Corona, Perris Transit Station, Florida Corridor (Hemet), Riverside	Beaumont, Banning, Hemet, San Jacinto, Murrieta, Lake Elsinore, Menifee, Sun City, Wildomar, Perris, Corona, Eastvale, Jurupa Valley	Mead Valley, North Beaumont, Gilman Springs Road, Perris (South)	Moreno Valley Mall, Hemet Valley Mall, Temecula Town Center, Old Town Temecula	March JPA, Temecula City Office & Business Park, Perris Blvd (Perris/Moreno Valley), Arlington Ave Riverside Airport, Hunter Park Riverside
Number of Stations:	**14**	**201**	**882**	**87**	**229**	**158**

Riverside Transit Agency
First & Last Mile Mobility Plan

Typology Results



Pilot Study Stations



Pilot Study Stations

Draft Station Selection: Urban Core and Core

Station Name	Jurisdiction	Area Served
Urban Core		
Downtown Terminal Designated Stop	Riverside	Downtown Riverside
East University NS Lemon	Riverside	Downtown Riverside
Lemon FS 12th (Riverside County Bldg.)	Riverside	Downtown Riverside
Lemon FS Tenth	Riverside	Downtown Riverside
Market NS 12th	Riverside	Downtown Riverside
Market NS Tenth	Riverside	Downtown Riverside
Olivewood FS 14th	Riverside	Downtown Riverside
Orange FS 12th	Riverside	Downtown Riverside
Orange NS Tenth	Riverside	Downtown Riverside
University FS Lime	Riverside	Downtown Riverside
Core		
Cottonwood FS Heacock	Moreno Valley	Central Moreno Valley
Florida FS State	Hemet	Florida Corridor
Jurupa FS Grand	Riverside	Riverside
Magnolia FS Adams	Riverside	Magnolia Corridor
Mission Inn FS Brockton	Riverside	Downtown Riverside
Olivewood FS Ramona	Riverside	Riverside City College
Perris Transit Center	Perris	Downtown Perris
Sixth NS Belle	Corona	Downtown Corona
Sunnymead FS Perris	Moreno Valley	Central Moreno Valley
University FS Iowa	Riverside	UCR

Riverside Transit Agency
First & Last Mile Mobility Plan

Pilot Study Stations

Draft Station Selection: Suburban

Station Name	Jurisdiction	Area Served
Suburban		
Belle FS Tenth St. at Senior Center	Corona	City of Corona
Box Springs Opp. Pinecone Ln.	Moreno Valley	City of Moreno Valley
Cottonwood NS Frederick	Moreno Valley	City of Moreno Valley
Florida FS Fairview	Riverside County	Hemet Area
Florida FS Yale	Hemet	City of Hemet
Graham FS Langstaff	Lake Elsinore	City of Lake Elsinore
Indiana FS Gibson	Riverside	City of Riverside
Lasselle FS Iris	Moreno Valley	City of Moreno Valley
Magnolia FS Larchwood	Riverside	City of Riverside
Magnolia NS Golden	Riverside	City of Riverside
Main FS Pico	San Jacinto	City of San Jacinto
Margarita FS Moraga	Temecula	City of Temecula
Murrieta Hot Springs FS Margarita	Murrieta	City of Murrieta
Perris FS Brodiaea	Moreno Valley	City of Moreno Valley
Sixth/ Magnolia FS Byron	Riverside County	Corona Area
State FS Stetson	Hemet	City of Hemet
Sun Lakes at K-Mart	Banning	City of Banning
Tilton FS Briggs	Jurupa Valley	City of Jurupa Valley
Wells NS Wohlstetter	Riverside	City of Riverside
Winchester NS Nicolas	Temecula	City of Temecula

RTA First & Last Mile Mobility Plan | Steering Committee Meeting #2 | July 14, 2016

Pilot Study Stations

Draft Station Selection: Rural and Commercial

Station Name	Jurisdiction	Area Served
Rural		
Cajalco FS Brown	Riverside County	Mead Valley
Hwy 74 FS Hwy 74 Market	Riverside County	South Perris, SR-74 Corridor
Hwy 74 FS Juniper Flats	Riverside County	Hemet, Menifee, SR-74 Corridor
Hwy 74 FS Winchester	Riverside County	Green Acres
Hwy 74 NS Cordoba	Riverside County	Western Hemet
Simpson FS Winchester	Riverside County	Winchester
Temesscal @ Tom's Farms	Riverside County	Temescal Valley
Theda NS Betty	Riverside County	South Perris, SR-74 Corridor
Van Buren FS Suttles	Riverside County	Woodcrest
Wood NS Nandina	Riverside County	Citrus Hill
Commercial		
Eucalyptus FS Memorial Way	Moreno Valley	Moreno Valley Mall
Hamner NS Auto Mall Dr.	Norco	2nd Street
Hidden Springs FS Catt Stater Bros)	Wildomar	Bear Creek Village Center
Kirby NS Latham	Hemet	Hemet Valley Mall
La Piedra Entrance @ MSJC Menifee	Menifee	Menifee Countryside Marketplace
Limonite FS Pats Ranch	Jurupa Valley	Vernola Marketplace
Madison 25080 at Best Buy	Murrieta	Murrieta Sports Plaza
Margarirta FS Winchester	Temecula	Promenade Temecula
Rubidoux NS Molino	Jurupa Valley	Mission Boulevard
Sunnymead 23346 FS Graham	Moreno Valley	Sunnymead Boulevard

RTA First & Last Mile Mobility Plan | Steering Committee Meeting #2 | July 14, 2016

Pilot Study Stations

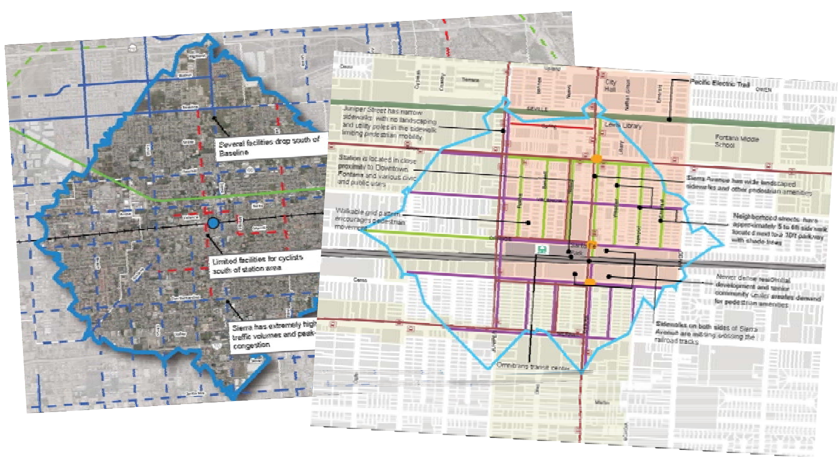
Draft Station Selection: Industrial and Business Parks

Station Name	Jurisdiction	Area Served
Industrial and Business Parks		
Frederick FS Brodiaea	Moreno Valley	March JPA
Indiana FS Tyler	Riverside	Indiana Avenue
Jefferson OPP 27999	Temecula	Temecula City Office & Business Park
La Cadena FS Chase	Riverside	Hunter Park
Main FS River	Corona	Main Street
Market NS Fourth	Riverside	Downtown Riverside
Mission FS Golden West	Jurupa Valley	Mission Boulevard
Perris FS Rivard	Moreno Valley	Perris Boulevard
State at Americana Mobile Park	Hemet	North Hemet
Van Buren NS Jackson	Riverside	Arlington Ave/Riverside Airport

Riverside Transit Agency
First & Last Mile Mobility Plan

Pilot Study Process

Six Pilot Projects



Riverside Transit Agency
First & Last Mile Mobility Plan

Project Schedule / Work Plan

6 Steps in Work Plan

5 Steps in Outreach Process

RTA First & Last Mile Mobility Plan | Steering Committee Meeting #2 | July 14, 2016

RTA Riverside Transit Agency First & Last Mile Mobility Plan

RTA

Riverside Transit Agency

First & Last Mile Mobility Plan

KTUA

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RTA Riverside Transit Agency

Joe Forgiarini
jforgiarini@riversidetransit.com