



Western Riverside Council of Governments Public Works Committee

AGENDA

**Thursday, October 11, 2018
2:00 p.m.**

**Western Riverside Council of Governments
Citrus Tower
3390 University Avenue, Suite 450
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 Public Works Committee meeting, please contact WRCOG at (951) 405-6703. 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 3390 University Avenue, Suite 450, Riverside, CA, 92501.

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

- 1. CALL TO ORDER (Patty Romo, Chair)**
- 2. SELF INTRODUCTIONS**
- 3. PLEDGE OF ALLEGIANCE**
- 4. PUBLIC COMMENTS**

At this time members of the public can address the 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 agenda items at the time the item is called for discussion. No action may be taken on items not listed on the agenda unless authorized by law. Whenever possible, lengthy testimony should be presented to the Committee in writing and only pertinent points presented orally.

5. MINUTES

- A. Summary Minutes from the September 13, 2018, Public Works Committee Meeting P. 1
are Available for Consideration.**

Requested Action: 1. *Approve the Summary Minutes from the September 13, 2018,
Public Works Committee meeting.*

6. 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. TUMF Revenue and Expenditures Update

P. 9

Requested Action: 1. Receive and file.

7. REPORTS / DISCUSSION

A. Workshop Announcement: The Impact of Automation on Employment

Christopher Gray, WRCOG P. 17

Requested Action: 1. Receive and file.

B. Riverside County Transportation Analysis Model (RIVCOM) Update

Christopher Gray, WRCOG P. 25

Requested Action: 1. Review and recommend that the Executive Committee execute the Memorandum of Understanding with the listed partner agencies for the development of the Riverside County Transportation Analysis Model.

C. TUMF Right-of-Way Reimbursement Policy

Daniel Ramirez-Cornejo, WRCOG P. 35

Requested Action: 1. Discuss and provide input.

D. TUMF Calculation and Collection Process Update

Daniel Ramirez-Cornejo, WRCOG P. 37

Requested Action: 1. Receive and file.

E. Draft 2018 TUMF Program Annual Report

Daniel Ramirez-Cornejo, WRCOG P. 41

Requested Action: 1. Receive and file.

8. REPORT FROM THE DIRECTOR OF TRANSPORTATION

Christopher Gray

9. ITEMS FOR FUTURE AGENDAS *Members*

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

10. GENERAL ANNOUNCEMENTS *Members*

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

11. **NEXT MEETING:** The next Public Works Committee meeting will be held on Thursday, November 8, 2018, at 2:00 p.m., at WRCOG's office located at 3390 University Avenue, Suite 450, Riverside.
12. **ADJOURNMENT**

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1. CALL TO ORDER

The meeting of the Public Works Committee was called to order at 2:00 p.m. by Chair Patty Romo at WRCOG's office, Citrus Conference Room.

2. ROLL CALL

Members present:

Art Vela, City of Banning (2:04 p.m. arrival)
Lori Askew, City of Calimesa
Nelson Nelson, City of Corona
Craig Bradshaw, City of Eastvale
Mike Myers, City of Jurupa Valley
Carlos Geronimo, City of Menifee
Michael Wolfe, City of Moreno Valley
Bob Moehling, City of Murrieta (2:15 p.m. arrival)
Sam Nelson, City of Norco
Brad Brophy, Cities of Perris and San Jacinto
Jeff Hart, City of Riverside (3:31 p.m. departure)
Patrick Thomas, City of Temecula
Craig Bradshaw, City of Wildomar
Patricia Romo, County of Riverside (Chair)
Shirley Medina, Riverside County Transportation Commission

Staff present:

Rick Bishop, Executive Director
Christopher Gray, Director of Transportation
Andrew Ruiz, Interim Chief Financial Officer
Christopher Tzeng, Program Manager
Daniel Ramirez-Cornejo, Program Manager
Tyler Masters, Program Manager
Jessica May, Staff Analyst
Rachel Hom, Staff Analyst
Suzy Nelson, Administrative Assistant
Edwin Ramirez, Staff Technician
Darren Henderson, Consultant

Guests present:

Glenn Higa, County of Riverside
Amer Attar, City of Temecula
David Dazlich, Building Industry Association
Paul Rodriguez, Rodriguez Consulting Group
Kimberly Collins, Cal State University San Bernardino
Craig Newman, ITRON
Greg Hebets, Acuity Brands Lighting, Inc.
Ed Ebrahimian, Acuity Brands Lighting, Inc.
Cheryl Kite, Acuity Brands Lighting, Inc.

3. PLEDGE OF ALLEGIANCE

Chair Patty Romo led the members and guests in the pledge of allegiance.

4. PUBLIC COMMENTS

There were no public comments.

5. MINUTES (*Eastvale / Moreno Valley*) 13 yes; 0 no; 1 abstention. Item 5.A was approved. The Cities of Banning, Beaumont, Canyon Lake, Hemet, Lake Elsinore and Murrieta, the March JPA, and the Riverside Transit Agency were not present. The City of Jurupa Valley abstained.

A. Summary Minutes from the August 9, 2018, Public Works Committee Meeting are Available for Consideration.

Action: 1. *Approved Summary Minutes from the August 9, 2018, Public Works Committee meeting.*

6. CONSENT CALENDAR (*Temecula / County*) 14 yes; 0 no; 0 abstention. Item 6.A was approved. The Cities of Banning, Beaumont, Canyon Lake, Hemet, Lake Elsinore and Murrieta, the March JPA, and the Riverside Transit Agency were not present.

A. TUMF Revenue and Expenditures Update

Action: 1. *Received and filed.*

7. REPORTS / DISCUSSION

A. Smart Cities Update

Tyler Masters introduced Ed Ebrahimian, retired Director of the Los Angeles Bureau of Street Lighting (LABSL), who provided his experience with deployment of Smart City Technologies on streetlights in the City of Los Angeles.

Mr. Ebrahimian also shared information on a number of new emerging streetlight technologies and opportunities to use streetlights to co-locate a variety of smart city remote monitoring systems and other technology.

Committee member Lori Askew asked about the cost associated with installing new lights and the length of time until a city would recuperate that original cost.

Mr. Ebrahimian responded that when the City of Los Angeles began this process, it was anticipated to take seven and a half years, but with the lower \$130 cost it is approximately three and a half years. If the rebate comes back, this time period could also be reduced. Additionally, this timing does not take into consideration savings from reduced maintenance costs.

Committee member Craig Bradshaw asked about the payback associated with solar streetlights.

Mr. Ebrahimian responded that there is no payback, but it does create a source of clean energy. The City of Los Angeles was able to sell back at a rate of approximately 15 cents per kilowatt hour to the Los Angeles Department of Water and Power. The City of Los Angeles installed these solar light fixtures through grant funding.

Committee member Mike Myers asked about the type of signal transmission from smart city technology.

Mr. Ebrahimian responded that in Los Angeles, this information was directly deposited from the manufacturer into the City's asset management system to facilitate rapid repairs. There are a number of options for data transmission including mesh, cellular, or power lines. Mr. Ebrahimian emphasized that security is important.

Chair Patty Romo asked about the public outreach conducted by the City of Los Angeles and shared that the County has received complaints from areas where LED lights have been installed due to the perceived brightness of LED fixtures.

Mr. Ebrahimian explained that the City of Los Angeles conducted pilot installations and emphasized the importance of precise calculations and proper fixture alignment.

Action: 1. *Received and filed.*

B. Inland Empire Transportation Cybersecurity Research Initiative

Christopher Gray introduced Dr. Kimberly Collins, Executive Director of the Leonard Transportation Center and California State University, San Bernardino, to present the results of a cybersecurity study which analyzed the current regulatory environment, management, and resources available to manage cybersecurity threats in the Inland Empire's transportation sector.

Dr. Collins shared several known cybersecurity attacks, emphasized the importance of taking preventative steps, and suggested several next steps WRCOG and its member agencies should consider to increase cybersecurity in the subregion.

Mr. Gray shared that WRCOG is planning to submit a grant application to Caltrans to develop an Intelligent Transportation System (ITS) Master Plan because most major regions in Southern California have an ITS Master Plan and WRCOG staff are aware of instances where signal technology between jurisdictions does not effectively communicate. WRCOG would like to develop an ITP for the subregion to ensure that signal coordination can occur across jurisdictional boundaries and to ensure that infrastructure has the proper cybersecurity protections in place.

Action: 1. *Received and filed.*

C. Proposed New TUMF Calculation Policy

Daniel Ramirez-Cornejo presented an update on the current and proposed TUMF calculation policies. Currently, agencies calculate and collect TUMF fees, which commonly results in collection errors and fee disputes that result in significant staff and legal costs because errors are not identified until after fees have been collected.

Based on member agency input, member agencies will have the authority to opt-in to a process that would allow WRCOG to calculate and collect TUMF or to retain responsibility for TUMF fee calculation and collection with the member agency. Following Executive Committee decision, WRCOG staff will reach out to each member agency for their official determination.

Committee member Patrick Thomas asked about the TUMF calculation worksheets, and sought confirmation as to whether multiple city departments would be required to sign-off prior to submittal to WRCOG.

Mr. Ramirez-Cornejo clarified that the worksheets would only need to be completed by a single member agency staff member with project knowledge and authority to certify project information.

Committee member Thomas explained that TUMF fees are typically due at building permit issuance and asked about developments that may occur in phases.

Mr. Ramirez-Cornejo clarified that although developers can defer to certificate of occupancy issuance, fees would be assessed based on whatever project is being built at that time.

Committee member Nelson Nelson asked if WRCOG would like a letter from the City Manager or City Council to notify WRCOG as to each member agency's decision on the TUMF calculation process.

Mr. Ramirez-Cornejo responded that this would be left to each member agency to decide, but that it could likely come from a City Manager.

Christopher Gray added that WRCOG trusts each member agency to determine the best approach for their jurisdiction, but requested that agencies keep in mind that their City Council will be required to adopt the amended TUMF Ordinance prior to WRCOG calculation and collection of fees.

Chair Romo commended WRCOG's decision to allow member agencies to opt-in to the new calculation and collection process and requested that the County and WRCOG staff work together to identify a new strategy for TUMF calculations.

Committee member Mike Myers asked for additional information on WRCOG's vision with regard to how the process will be digital.

Mr. Gray explained that WRCOG staff already spend time answering TUMF questions via email in a timely manner. WRCOG handles a significant amount of money and has a number of financial controls in place to ensure that TUMF can be collected online.

Committee member Mike Myers asked about development agreements and liabilities from miscalculations or follow-up issues with developers that may go south or member agencies that do not close projects in a timely manner.

Mr. Ramirez-Cornejo explained that WRCOG is going through a process of reviewing all Development Agreements because these Agreements can no longer exempt TUMF. Member agencies can still enter into Development Agreements.

Mr. Gray added that WRCOG has also received questions about Credit Agreements and explained that WRCOG staff would check projects against Credit Agreements as they are being processed. Mr. Gray explained that a large number of refunds have been issued due to issues related to Credit Agreements; however, these will be avoided when WRCOG begins calculating fees.

Mr. Gray explained that member agencies are in the best position to oversee and approve improvements made pursuant to Credit Agreements and that this process would not substantially change. WRCOG's role would simply be to verify which projects have credits.

Committee member Mike Myers noted that Credit Agreement administration would continue to be a cost to member agencies and asked about possible ways for member agencies to recuperate their costs.

Mr. Gray explained that Credit Agreements already allow member agencies to bill developers for city costs associated with reviewing projects and other similar costs. Although there may be problematic instances where developers walk away from projects, the vast majority of Credit Agreements have been successfully implemented.

Chair Romo added that the time delay between preparation of draft and approval of final Credit Agreements can lead to situations where developers are owed refunds.

Mr. Gray clarified that retroactive Credit Agreements are not allowed.

Committee member Patrick Thomas asked if WRCOG would expect member agencies to submit worksheets for projects that may be exempt or part of a Credit Agreement.

Mr. Gray noted that WRCOG has prepared an exemption worksheet that member agencies would be required to use; however, these worksheets are abbreviated and quick to complete.

David Dazlich commented that single-family home calculations are straightforward and expressed concern over potential delays associated with WRCOG calculation and collection of TUMF.

Mr. Ramirez-Cornejo acknowledged that single-family home calculations are straightforward and would be turned around within a day. Mr. Ramirez-Cornejo also noted that a large amount of over-collection for TUMF, and subsequent refunds, is due to TUMF being collected for single-family residences covered by Credit Agreements.

Mr. Gray added that WRCOG is committed to being as responsive as possible and to working with developers to adjust the process, if needed, to increase efficiencies.

Committee member Michael Wolfe asked about the flexibility of the opt-in process and how member agencies could opt-out at a later date if the process is not working.

Mr. Ramirez-Cornejo explained that member agencies would have the option to opt-in on an annual basis.

Mr. Gray added that opting-out would follow the same process in reverse.

Committee member Mike Myers asked for clarification on WRCOG staffing needs to accommodate calculations for all member agencies, or if there would be a change to WRCOG's share of TUMF revenue for administrative purposes.

Mr. Ramirez-Cornejo explained that WRCOG has sufficient staff resources.

Mr. Gray added that WRCOG receives up to four percent of TUMF collections for program administration; however, WRCOG generally utilizes approximately three percent of TUMF collections for administration. Any change to the four percent cap would have to be analyzed through the Nexus Study process.

Mr. Gray also noted that WRCOG staff spend a significant amount of time on annual reviews, answering questions, and entertaining ongoing conversations over fee disagreements.

Mr. Ramirez-Cornejo asked the Committee to take action, and noted that the Public Works Committee amended actions one and two to clarify that the changes would be "for agencies that wish to have WRCOG take responsibility."

Mr. Gray added that this change was made to ensure that it is very clear that no agency is being forced to change the process at this time, and that WRCOG calculation and collection of fees is an opt-in process.

Committee member Wolfe requested that the actions be amended to clarify that there will be an annual review or annual opt-in process.

Mr. Gray explained that there would be an annual enrollment process, but that member agencies would not be required to formally confirm participation on an annual basis; rather, the default will be to maintain the status quo on an annual basis.

- Actions:**
1. *Recommended that the Executive Committee adopt changes to the Administrative Plan to allow for WRCOG to calculate and collect TUMF on behalf of its member agencies that wish to enroll in this process.*
 2. *Recommended that the Executive Committee direct staff to prepare an amendment to the TUMF Ordinance to allow WRCOG to collect TUMF on behalf of its member agencies that wish to enroll in this process.*
 3. *Recommended that the Executive Committee direct staff to consult with each member agency to formally determine those that wish to enroll in this process.*
 4. *Recommended that the Executive Committee direct staff to work with legislative bodies with each agency wishing to enroll in this process to adopt an update to their TUMF Ordinance.*
 5. *Recommended that the Executive Committee direct staff to allow those agencies which do not wish at this time to enroll in this process to continue calculating and collecting TUMF.*
 6. *Recommended staff to verify each agencies status on an annual basis.*

(Corona / Calimesa) 16 yes; 0 no; 0 abstention. Item 7.C was approved. The Cities of Beaumont, Canyon Lake, Hemet, and Lake Elsinore, the March JPA, and the Riverside Transit Agency were not present.

D. TUMF Program 3,000 Square Foot Exemption for Retail and Service Uses Implementation Update

Daniel Ramirez-Cornejo provided an update on implementation of the 3,000 square foot (SF) deduction for all retail and service uses that was established in August 2017 by the Executive Committee. Mr. Ramirez-Cornejo introduced a proposed update to the 3,000 SF deduction policy to limit this deduction to projects that are less than 20,000 SF.

Committee member Carlos Geronimo asked about the impacts of revenue loss from this policy.

Mr. Ramirez-Cornejo explained that WRCOG is required to eventually shore up the Program and that this is typically offset through project savings.

Chair Romo asked when this policy would go into effect.

Mr. Ramirez-Cornejo asserted that this policy would go into effect as soon as the Executive Committee takes action to approve an update to the Policy.

Mr. Gray explained that WRCOG will be distributing additional information to member agency staff to ensure that the 3,000 SF deduction Policy is being implemented consistently. Mr. Gray also noted several benefits of this Policy, which include encouraging small, independent businesses, and reducing the number of complaints from commercial developers when stores and other similar uses are expanding.

Committee member Patrick Thomas asked if the rationale behind the 3,000 SF deduction included that smaller uses are more local serving.

Mr. Gray confirmed that this is correct and noted that WRCOG completed a study of a number of commercial centers when the 3,000 SF deduction was initially proposed. The currently proposed modification to the 3,000 SF deduction policy would be consistent with observed development patterns, wherein centers are generally anchored by a major retail use, with regional draw, and surrounded by smaller local-serving uses.

Committee member Thomas asked for additional clarification on how WRCOG anticipates making up for the revenue loss.

Mr. Gray explained that WRCOG would likely look to projects on the network that have additional outside funding sources to reduce their TUMF allocation to help to make up the difference.

Committee member Lori Askew asked if the 3,000 SF deduction would be incorporated into the TUMF Calculation Handbook and other TUMF-related administrative documents.

Mr. Ramirez-Cornejo explained that this would be incorporated into all relevant materials.

Action: 1. *Approved the revision to the 3,000 square foot reduction policy for retail and service uses that limits this reduction to projects that are less than 20,000 square feet.*

(Eastvale / Jurupa Valley) 15 yes; 1 no; 0 abstention. Item 7.D was approved. The Cities of Beaumont, Canyon Lake, Hemet, and Lake Elsinore, the March JPA, and the Riverside Transit Agency were not present. The City of Menifee voted no.

E. TUMF Zone Boundaries Update

Daniel Ramirez-Cornejo explained that WRCOG staff received a request to review and adjust the TUMF Zone Boundaries to better align with the County Supervisorial Districts. Mr. Ramirez-Cornejo presented revised TUMF Zone maps for approval and noted that although a number of TUMF facilities would be affected, only one currently funded project would move between zones.

Action: 1. *Recommended that the Executive Committee approve an update to the TUMF Zone boundaries to align with County of Riverside Supervisorial districts.*

(Temecula / Murrieta) 15 yes; 0 no; 0 abstention. Item 7.E was approved. The Cities of Beaumont, Canyon Lake, Hemet, Lake Elsinore, the March JPA, and the Riverside Transit Agency were not present.

8. REPORT FROM THE DIRECTOR OF TRANSPORTATION

Christopher Gray noted that WRCOG is exploring remote-meeting technology for future zone meetings or Public Works Committee meetings. Mr. Gray also noted that WRCOG is nearing completion of the study of logistics centers, and that the results of this study may result in a new TUMF land use category.

9. ITEMS FOR FUTURE AGENDAS

There were no items for future agendas.

10. GENERAL ANNOUNCEMENTS

Chair Romo shared that the County is holding several groundbreaking events in the near future for the Scott Road and Limonite Avenue Interchanges.

11. NEXT MEETING

The next Public Works Committee meeting will is scheduled for Thursday, October 11, 2018, at 2:00 p.m., at WRCOG's office located at 3390 University Avenue, Suite 450, Riverside.

12. ADJOURNMENT

The meeting of the Public Works Committee adjourned at 3:39 p.m.

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: TUMF Revenue and Expenditures Update

Contact: Andrew Ruiz, Interim Chief Financial Officer, aruiz@wrcog.us, (951) 405-6741

Date: October 11, 2018

The purpose of this item is to provide an update on the TUMF revenues, expenditures, and reimbursements since Program inception.

Requested Action:

1. Receive and file.

For the month of August 2018, the TUMF Program received \$4,447,991 in revenue.

To date, revenues received into the TUMF Program total \$785,401,068. Interest amounts to \$33,156,708, for a total collection of \$818,557,776.

WRCOG has dispersed a total of \$379,798,194 primarily through project reimbursements and refunds, and \$24,130,883 in administrative expenses.

The Riverside County Transportation Commission share payments have totaled \$355,643,380 through August 31, 2018.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

1. Summary TUMF Program revenues.

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Item 6.A

TUMF Revenue and Expenditures
Update

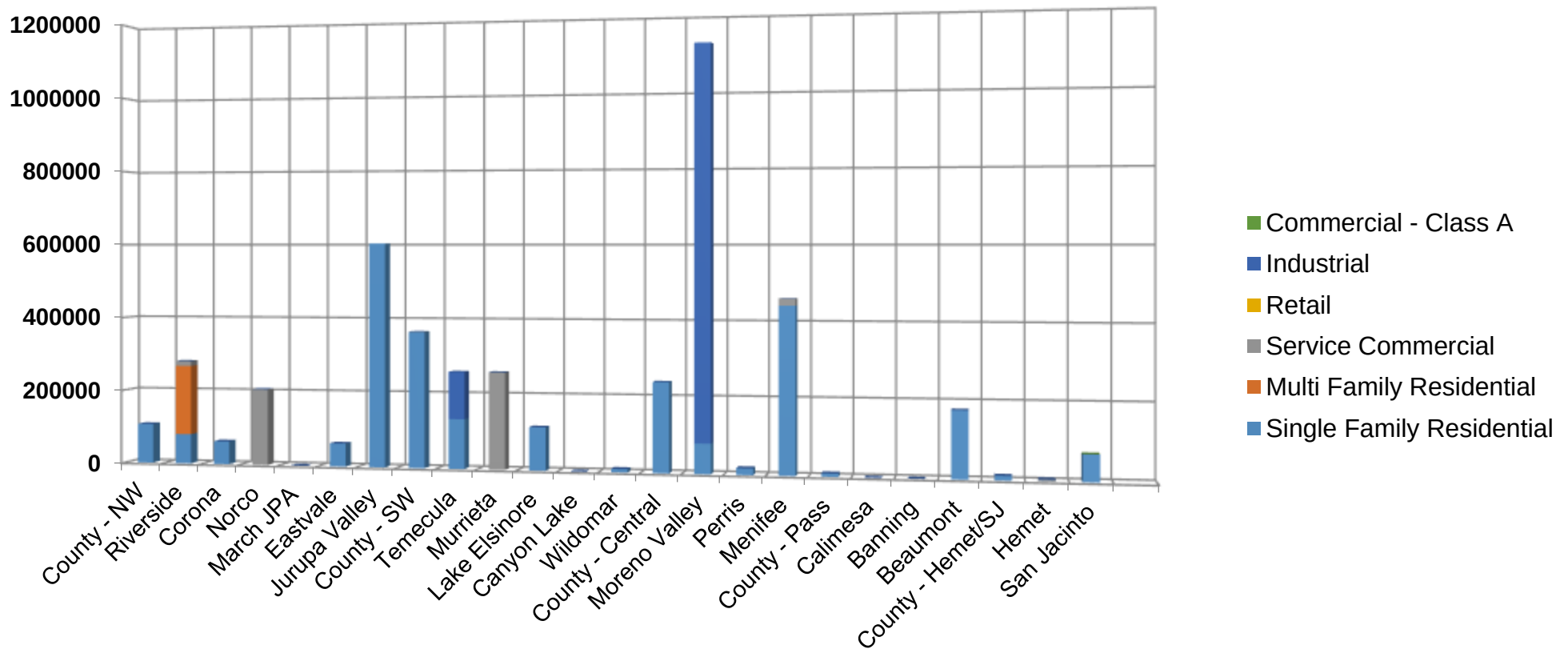
Attachment 1

Summary TUMF Program revenues

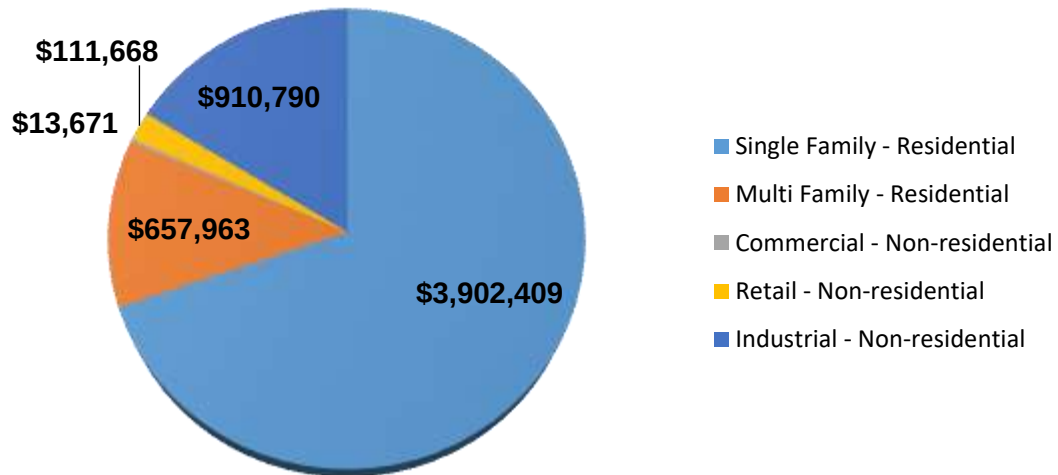
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August 2018 TUMF Revenues by Jurisdiction

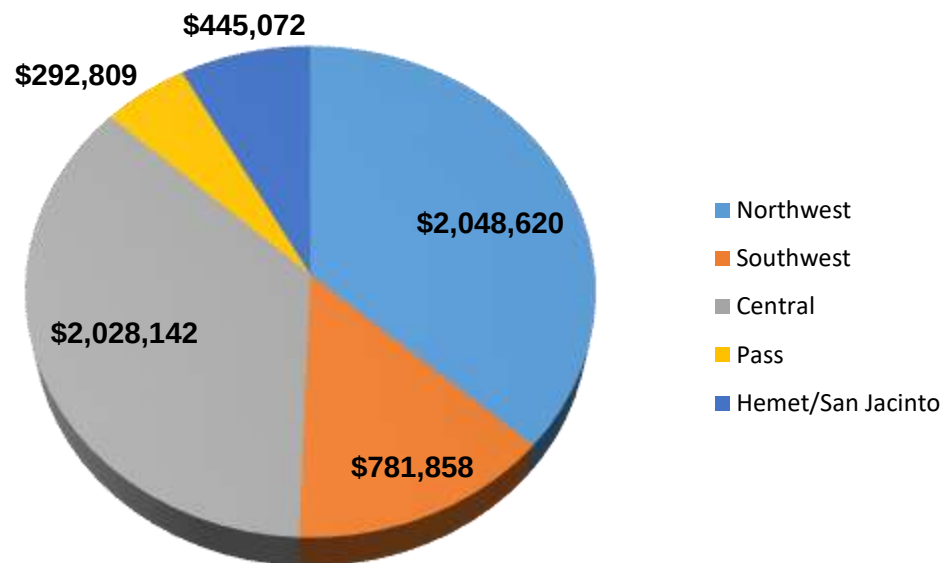
Total Revenue - \$4,447,991



August 2018 TUMF revenues by land-use type



August 2018 TUMF Revenues by Zone



	Fiscal Year	2018		Fiscal Year
Jurisdiction	17-18	July	August	18-19
Banning	\$34,831	\$0	\$0	\$0
Beaumont	\$1,122,229	\$266,190	\$177,460	\$443,650
Calimesa	\$17,782	\$8,873	\$0	\$8,873
Canyon Lake	\$84,301	\$17,746	\$0	\$17,746
Corona	\$1,789,431	\$133,095	\$62,111	\$195,206
Eastvale	\$4,234,019	\$0	\$62,111	\$62,111
Hemet	\$655,213	\$18,292	\$4,905	\$23,197
Jurupa Valley	\$5,613,221	\$283,936	\$603,364	\$887,300
Lake Elsinore	\$4,042,675	\$53,238	\$115,349	\$168,587
March JPA	\$2,009,269	\$0	\$0	\$0
Menifee	\$3,221,139	\$0	\$460,096	\$460,096
Moreno Valley	\$6,971,308	\$523,507	\$1,125,812	\$1,649,319
Murrieta	\$3,142,420	\$354,034	\$259,801	\$613,835
Norco	\$253,632	\$5,424	\$205,656	\$211,080
Perris	\$769,084	\$301,682	\$17,746	\$319,428
Riverside	\$3,567,176	\$1,564,054	\$280,738	\$1,844,792
San Jacinto	\$2,445,168	\$409,034	\$70,984	\$480,018
Temecula	\$1,822,548	\$91,212	\$259,701	\$350,913
Wildomar	\$1,309,894	\$35,492	\$8,873	\$44,365
County Central	\$3,779,337	\$1,202,953	\$239,571	\$1,442,524
County Hemet/S.J.	\$515,274	\$17,746	\$12,092	\$29,838
County Northwest	\$2,169,944	\$62,111	\$106,476	\$168,587
County Pass	\$144,898	\$17,746	\$8,873	\$26,619
County Southwest	\$3,700,525	\$230,136	\$366,272	\$596,408
Total	\$ 53,415,318	\$ 5,596,500	\$4,447,991	\$ 10,044,490

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Workshop Announcement: The Impact of Automation on Employment

Contacts: Christopher Gray, Director of Transportation & Planning, cgray@wrcoq.us, (951) 405-6710

Date: October 11, 2018

The purpose of this item is to announce a workshop that WRCOG is hosting to present research on the impacts of automation on jobs in the subregion. WRCOG requested the Institute of Spatial Economic Analysis at the University of Redlands School of Business (ISEA) conduct research after their presentation to the Executive Committee in March 2018 was well-received.

Requested Action:

1. Receive and file.

Automation is expected to play an increasingly larger role in the future economy of Western Riverside County and elsewhere throughout California and the nation. ISEA conducted research on the types of jobs that may be at risk with the continued advancement of automation. Staff from ISEA provided an overview of their research to the WRCOG Executive Committee in March 2018, and the presentation garnered enough interest and positive feedback that WRCOG requested the Institute conduct research specific to the subregion. Staff from ISEA will present their findings at a workshop that is scheduled for Monday, October 29, 2018, from 10 a.m. to 12 p.m. In addition, WRCOG staff will continue to monitor and provide updates to the Committee as it becomes available.

Introduction

Technological changes have the potential to create significant societal and economic disruptions. The advent of mechanical farming equipment changed the society of the 18th and 19th centuries by allowing a few people to do the work of hundreds. The implementation of mass production and assembly lines in the 19th and 20th centuries created many of the consumer products that we use on a daily basis today. Computers, cell phones, and the internet in the late 20th and early 21st centuries have led to significant changes in how the economy works.

According to some researchers, we are on the verge of another transformative change that could potentially affect our society and economy as much as these previous disruptions. Recent advances in robotics and artificial intelligence have the potential to disrupt our existing economic and social structure.

Some examples include:

- Amazon is experimenting with an unattended convenience store where cameras and sensors track your purchases.
- Autonomous trucks and delivery vehicles are being tested throughout the United States.
- Restaurants are experimenting with food preparation robots to replace workers.

The industries that could be the most impacted are retail, hospitality, logistics, and transportation. These sectors are ones where the majority of Western Riverside County's employment is concentrated. WRCOG conducted initial research and then tasked ISEA, led by Johannes Moenius and Christian Staack, to conduct an extensive study on the types of jobs that may be at risk with the continued advancement of automation in Western Riverside County. The Press Enterprise published an article of initial research by ISEA in July 2017 (Attachment 1).

In March 2018, Mr. Moenius and Mr. Staack presented their initial research to the WRCOG Executive Committee. After the presentation and hearing feedback from Committee members, staff determined that conducting additional research to focus solely on the subregion would be beneficial for member jurisdictions. Prior to ISEA completing their focused research, WRCOG would like to conduct a workshop for our jurisdictions to discuss findings for the subregion, gather input on opportunities and challenges, and discuss logical and feasible next steps.

More information on ISEA's research can be found on their website at <https://www.iseapublish.com>.

Prior Action:

March 5, 2018: The Executive Committee received and filed.

Fiscal Impact:

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

Attachment:

1. Press Enterprise article dated July 8, 2017.

Item 7.A

Workshop Announcement: The
Impact of Automation on
Employment

Attachment 1

Press Enterprise article dated
July 8, 2017

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BUSINESS**Find out which local jobs are threatened by automation**

Mike Anguiano, foreground, and Jason Pineda study electrical theory, circuits and applications at Norco College.

By **FIELDING BUCK** | fbuck@scng.com | The Press-Enterprise

PUBLISHED: July 8, 2017 at 6:20 am | UPDATED: July 10, 2017 at 4:48 pm

Nearly two-thirds of Inland jobs are at risk in the next 20 years due to automation, according to researchers at the University of Redlands.

Warehouse workers lead a list from the Institute of Spatial Economic Analysis, a division of the university's school of business.

The Inland Empire had 55,660 warehouse jobs in 2016, with 47,310 of them automatable, according to ISEA. The average annual wage was \$29,010.

In second and third place were retail salespeople and cashiers, with 82,400 of 87,280 jobs endangered between them.

Food services leads ISEA's list of job categories that could be transformed, with 87.3 percent of jobs capable of being automated.

Farming and sales and retail came in second and third, with 86.6 and 82.5 percent of jobs automatable.

Overall, research ranked 62.7 percent of jobs in the Riverside/San Bernardino metropolitan area as “expected to be automated.” The region had 1,362,440 jobs earning \$63.8 billion in 2016, according to ISEA.

“To be very clear, that just means the share of jobs that are technically automatable,” said Johannes Moenius, director of the institute. “That doesn’t mean the number of jobs that are going to be lost.”

Who and what is at risk

The institute reached its conclusions by combining research from a 2013 Oxford University study on the “future of employment” with data from the U.S. Bureau of Labor Statistics.

The Oxford study numerically ranked 700 jobs for probability of computerization. On the low end were such occupations as recreational therapists, dentists and choreographers. On the high end were such occupations as restaurant hosts, tax preparers and telemarketers.

ISEA is rolling out its results in phases and plans to eventually have maps online showing automatable jobs by ZIP code.

The first phase looks at demographics, with black, Hispanic and young workers most at risk.

“Differences in educational attainment likely explain the differences between demographic groups,” wrote lead researcher Jess Chen. “Young people, workers of Hispanic ethnicity and African-Americans all tend to have lower educational attainment and therefore tend to work in jobs at a higher risk of automation.”

Women also fall in the higher-risk group.

Experts have long said the Inland Empire is held back by having too few workers with educations beyond high school.

ISEA’s research came out at the same time as a report by the Public Policy Institute of California called “Meeting California’s Need for College Graduates.”

It says that college graduation needs to increase here, in Los Angeles County and in the San Joaquin Valley to avoid a shortfall of 1 million educated workers by 2025.

“The Inland Empire and the San Joaquin Valley together only award about 12 percent of the state’s bachelor’s degrees, even though they produce 27 percent of California’s high school diplomas,” the report states.

The long run

ISEA’s report shows vulnerabilities but doesn’t attempt to predict what will happen in job sectors. Chen and Moenius point out that technology has historically been a job creator.

“For every local job that has come in that has been a high creativity job, you had four or five new jobs created that were not requiring a high level of education,” said Moenius. “But with automation, we just don’t know whether this ratio will still hold. ... That is the big question. But there will be new jobs coming in.”

It’s starting to happen at Norco College, according to Kevin Fleming, dean of instruction, career and technical education.

Fleming, in a phone interview, said Norco’s digital electronics program is partnering with Loma Linda University to work on wiring for robotic prosthetic limbs.

“It’s not as if the skills are so advanced everybody needs a PhD,” he said of technology’s advances.

“It’s important that our high schools, K-12, as well as junior colleges and universities continue to evolve the curriculum ... As a region we want to make sure our students are aware of what’s coming. I think that’s the challenge of our educational community, to make sure we’re cutting-edge.”

Fleming does not foresee an end to the service-based economy.

“Definitely our cars are more computerized. There’s technology and automation involved in car maintenance, but I don’t think we could ever drive into a car dealership and not see a human being.”

Moenius said technology creates jobs in three ways:

Launching entirely new professions, such as mobile app developers.

Replacing occupations, such as turning assembly line workers into engineers who program robots.

Lowering costs of goods, which makes them more in demand and increases the need for workers.

“Look at the U.S. right now,” he observed. “We are close to full employment, so all the technological progress we have seen in the last decades has not led to mass unemployment. So in the long run, I think this is where we will end up again.”

“What I am worried about is that in the medium run (5 to 10 years) the speed of deployment of robots and AI in the service sector will be fast enough to lead to substantial labor savings, meaning unemployment, and that the economy will not be able to create new jobs at a speedy enough pace to keep up with this.”

Institute of Spatial Economic Analysis

What it is: One of the spatial studies programs at the University of Redlands that helps business and government understand their communities.

What it does: Publishes reports retail, employment, housing, logistics and other topics.

Information: www.iseapublish.com

Source: ISEA

Tags: **jobs**, **Top Stories PE**



FIELDING_BUCK

Fielding Buck

Fielding Buck has been a business reporter since 2014 with a focus on logistics, supply chain and GIS. Prior experience includes extensive entertainment reporting. He loves photography and dogs and lives in San Bernardino County.

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Riverside County Transportation Analysis Model (RIVCOM) Update

Contact: Christopher Gray, Director of Transportation & Planning, cgray@wrcog.us, (951) 405-6710

Date: October 11, 2018

The purpose of this item is to provide a report on the status of the transportation model which is now known as the Riverside County Transportation Analysis Model (RIVCOM). WRCOG kicked-off the project in August and is requesting the Committee to recommend the WRCOG Executive Committee execute the Memorandum of Understanding (MOU) with the partner agencies.

Requested Action:

1. Review and recommend that the Executive Committee execute the Memorandum of Understanding with the listed partner agencies for the development of the Riverside County Transportation Analysis Model.

As one of the agencies which regularly uses the RIVTAM, WRCOG expressed an interest in participating in an update of RIVTAM, as the last major update occurred in 2009. The project team selected to lead the development of this transportation model will be led by WSP. This model will be brand new so to make this effort distinct the model will now be called RIVCOM. Staff requested in August 2018 that jurisdictions provide their latest-and-greatest count data for this project, and staff would like to re-emphasize this request. In addition, a MOU was executed when the original model was developed. Staff is following this same protocol and has a draft MOU for this Committee to review and recommend that the WRCOG Executive Committee execute.

Memorandum of Understanding (MOU)

The MOU contains details on the RIVCOM development process, how the model will be maintained after it is developed, how RIVCOM will be utilized by local government agencies, how RIVCOM will be utilized by private entities, how subsequent updates will be developed, and a recommended process of how sub-area models may be developed. It should be noted that the Model User Agreement private entity users must sign prior to the release of RIVCOM files will be completed prior to the completed of the RIVCOM.

Using the 2009 executed MOU for the original model development as a guide, the MOU for RIVCOM has been prepared by staff and reviewed by WRCOG General Counsel. Staff is requesting this Committee review the MOU and recommend that the WRCOG Executive Committee execute the document. Staff will then request that the original MOU signatories (Riverside County Transportation and Land Management Agency (TLMA), Coachella Valley Association of Governments (CVAG), Riverside County Transportation Commission (RCTC), Southern California Association of Governments (SCAG), and Caltrans), and their respective governing boards execute the document.

Progress Update

Since August, the project team has held bi-weekly conference calls that staff has participated in. Amongst the tasks the project team has focused on (in the beginning) is the traffic analysis zone (TAZ) structure. This is a vital task since a lot of vehicle trip destinations are outside of the County boundaries ("external boundaries"). The project team is conducting research on the best methods to reflect these trips to external boundaries. Another important component of the TAZ structure is how best to incorporate existing city-wide or sub-area models.

Another task the project team has focused on is developing outreach materials to local jurisdictions as input from local jurisdictions are key to the success of the model development. Staff would like to ensure key inputs are provided, so the consultant team will be made available to conduct further outreach. The team is aware of the need to consider the limited resources WRCOG member agencies have to review data and results. Along these lines, staff and the project team also provided an update to the Riverside County Transportation Commission Technical Advisory Committee in September on this project.

Data Request

One of the inputs of RIVCOM is count data. As expressed at the August meeting, WRCOG would like to request jurisdictions provide their latest-and-greatest count data in order for the model to provide forecasts utilizing the most accurate data. Staff will follow up with the respective jurisdiction staff to inquire about the data.

Prior Action:

August 9, 2018: The Public Works Committee received and filed.

Fiscal Impact:

The RIVCOM is included in the Agency's adopted Fiscal Year 2018/2019 Budget under the Transportation Department.

Attachment:

1. Riverside County Transportation Analysis Model (RIVCOM) Memorandum-of-Understanding (MOU).

Item 7.B

Riverside County Transportation
Analysis Model (RIVCOM) Update

Attachment 1

Riverside County Transportation
Analysis Model (RIVCOM)
Memorandum-of-Understanding
(MOU)

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RIVERSIDE COUNTY TRANSPORTATION ANALYSIS MODEL (RIVCOM)

EXECUTIVE SUMMARY

September 4, 2018

The Western Riverside Council of Governments (WRCOG) in cooperation with Riverside County Transportation Commission (RCTC), The Coachella Valley Council of Governments (CVAG), the Riverside County Transportation Department (RCTD), The Southern California Association of Governments (SCAG), and the California Department of Transportation (Caltrans), all previously partnered in the development of RIVTAM, a regional travel demand model for Riverside County.

Since its initial development in 2008, RIVTAM has been used by various public agencies for studies throughout Riverside County. As there has been no comprehensive update since 2008, it is appropriate to engage in the development of a new transportation analysis model. The benefits of a new model, which will be deemed the Riverside County Transportation Analysis Model (RIVCOM) include:

- Consistency with the updated SCAG Regional Transportation Model. SCAG recently completed a comprehensive update of its Regional Transportation Model to include updated growth projections and also to include updated projects as identified in the 2016 Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP).
- Reflects recent changes to the land use and transportation systems. Since the development of RIVTAM, there have been significant investments in the transportation system such as the completion of a new Metrolink line (the Perris Valley Line) and numerous major roadway projects. The County has also added nearly 300,000 residents since the initial development of RIVTAM.
- The planning and regulatory environment has changed with a greater focus on forecasting vehicle miles traveled (VMT) and multi-modal transportation including transit, walking, and biking.

Developing RIVCOM will allow its continued use by the various agencies in Riverside County for efforts such as general plans, specific plans, environmental documents, and infrastructure studies.

MOU FOR RIVTAM MODEL DEVELOPMENT, MAINTENANCE, AND USAGE

This Memorandum of Understanding ("MOU") is made and entered into effective as of _____ by and between the Western Riverside Council of Governments ("WRCOG"), the Riverside County Transportation Department ("RCTD"), the Riverside County Transportation Commission ("RCTC"), the Coachella Valley Association of Governments ("CVAG"), Southern California Association of Governments ("SCAG"), and the California Department of Transportation ("Caltrans"). WRCOG, RCTD, RCTC, CVAG, SCAG, and Caltrans are sometimes individually referred to as a "MOU Signatory" and collectively as the "MOU Signatories"

WHEREAS the MOU Signatories previously partnered in the development of the Riverside County Traffic Analysis Model ("RIVTAM"), a regional travel demand model for Riverside County;

WHEREAS RIVTAM has been used by various public agencies located in Riverside County ("Agencies") for studies throughout Riverside County since its development in 2008; however, there has been no comprehensive update of RIVTAM since its development and the MOU Signatories now desire to develop a new Riverside County Transportation Analysis Model, "RIVCOM";

WHEREAS WRCOG, RCTC, CVAG, and RCTD desire to jointly fund the development of RIVCOM using TransCAD software;

WHEREAS SCAG and Caltrans desire to actively participate in the development of RIVCOM by providing data, guidance, and reviewing RIVCOM materials and results, and desire to verify that the development process conforms with accepted modeling practices and standards;

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

WHEREAS the MOU Signatories desire that the RIVCOM will provide a consistent tool for cities, Agencies, and the County of Riverside to evaluate their plans, programs and projects;

WHEREAS the MOU Signatories desire that RIVCOM be used as the forecasting tool for regional transportation planning purposes;

WHEREAS the MOU Signatories desire to encourage Agencies in Riverside County to use RIVCOM as the basis for their own transportation planning purposes, where appropriate; and

WHEREAS the MOU Signatories desire to encourage private entities, such as developers and consultants to continue to use RIVCOM as the basis for their own transportation planning purposes in Riverside County, where appropriate.

NOW THEREFORE, the MOU Signatories hereby agree as follows:

- 1. RIVCOM Development Process.** The MOU Signatories agree to participate in a forthcoming RIVCOM development, which began in 2018. The responsibilities for this update are as follows:
 - 1.1. WRCOG, RCTC, CVAG, and RCTD agree to jointly fund the RIVCOM update effort;
 - 1.2. All MOU Signatories agree to provide oversight for this effort;

- 1.3. All MOU Signatories agree to review the proposed RIVCOM specifications (Attachment A);
- 1.4. All MOU Signatories agree to participate in the consultant selection process including the review of any request for qualifications (RFQ), request for proposals (RFP's), consultant short-list meetings, any preproposal meetings, and other activities as necessary;
- 1.5. All MOU Signatories will receive an equal vote during the consultant selection process;
- 1.6. WRCOG agrees to serve as the prime contractor for the consultant selection process;
- 1.7. WRCOG agrees and will issue the consultant contract and serve as the consultant project manager; and
- 1.8. All MOU Signatories will participate in the Project Development Team (PDT) which will meet regularly.

2. RIVCOM Maintenance.

- 2.1. WRCOG will maintain official versions of RIVCOM for base and future years. WRCOG therefore commits to perform the following routine maintenance activities including:
 - 2.1.1. Incorporating into RIVCOM any updates necessary due to changes in plans and programs of Agencies;
 - 2.1.2. Corrections, such as facility type or number of lanes, that may arise during the use of RIVCOM as identified by the MOU Signatories, Agencies, and other parties using RIVCOM;
 - 2.1.3. Documenting and keeping a record of all model revisions and corrections;
 - 2.1.4. Informing MOU Signatories, Agencies, and other users of RIVCOM of revisions and corrections;
 - 2.1.5. Providing regular training in the use of RIVCOM; and
 - 2.1.6. Other tasks that may be needed by agreement of the MOU Signatories.

3. Use of RIVCOM by the Agencies.

- 3.1. RIVCOM will be freely available for use by all MOU Signatories and other Agencies within Riverside County. Each Agency using RIVCOM shall bear the cost for its own use and running of RIVCOM;
- 3.2. RIVCOM was designed to address most city and county level modeling needs in Riverside County;
- 3.3. 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 MOU Signatories will encourage the use of

RIVCOM by Agencies, other governmental jurisdictions, and private entities for their own transportation planning purposes;

- 3.4. Universal use of RIVCOM by the various parties including but not limited to the MOU Signatories, Agencies, private entities, and their consultants will ensure that planning decisions in Riverside County are made based on accurate and consistent travel forecasts;
- 3.5. Agencies and other public agencies within Riverside County may choose to employ consultants to apply RIVCOM at their sole discretion. These entities wishing to apply RIVCOM in-house would need to obtain software licensing agreements computer equipment, and staff capabilities as appropriate;
- 3.6. Off-the-shelf modeling input assumptions, datasets, and results, such as socio-economic data, network information, and daily and peak hourly traffic volume forecasts from completed RIVCOM runs will be available to Agencies directly from WRCOG at no cost. WRCOG will distribute this information via websites and other electronic media as appropriate; and
- 3.7. More extensive modeling efforts such as specific model runs, sub-area model development, and other related items will not be provided by WRCOG. MOU signatories, at their sole discretion, may choose to fund or directly provide RIVCOM analysis services to their member Agencies using their own resources.

4. Use of RIVCOM by Private Entities.

- 4.1. It is anticipated that RIVCOM will be used most frequently by consultants, on behalf either of an Agency or for a private entity. Use of RIVCOM by consultants is subject to the following provisions:
 - 4.1.1. Each consultant must sign a Model User Agreement prior to the initial release of RIVCOM files. This Model User Agreement will be completed prior to the completion of the RIVCOM;
 - 4.1.2. Each user must notify WRCOG of any errors found in RIVCOM which will entail updates to RIVCOM; and
 - 4.1.3. Users must also notify WRCOG of any changes in the RIVCOM inputs, which may then be incorporated into RIVCOM updates depending on the nature of the changes.
- 4.2. Violating the provisions of the Model User Agreement may disqualify a consultant from further access to RIVCOM. The MOU Signatories shall have final say on whether any particular set of circumstances may constitute a violation of the User Agreement;
- 4.3. Each consultant desiring to use RIVCOM would need to obtain necessary software licenses, computer equipment, and staff capabilities as appropriate for the use of RIVCOM;
- 4.4. WRCOG will not provide any technical assistance in the set up or use of RIVCOM by consultants. It is the responsibility of consultants using RIVCOM to obtain appropriate training in the use of TransCAD; and
- 4.5. WRCOG will provide technical documentation and training in the use of RIVCOM subsequent to

the initial model development and on an annual basis after that at no cost to MOU Signatories, Agencies, and their consultants.

5. Subsequent Updates to RIVCOM

- 5.1. The Agencies agree that updates to RIVCOM may be necessary in response to changes in the plans and programs of the Agencies, or other reasons;
- 5.2. RCTC, RCTD, CVAG, SCAG, and Caltrans will notify WRCOG when they make changes in plans and programs that will necessitate updating the official version of RIVCOM;
- 5.3. WRCOG will make updates, as appropriate, and inform RCTC, WRCOG, CVAG, SCAG, and Caltrans, and other users of RIVCOM when minor updates are made to the official version of RIVCOM;
- 5.4. The Agencies, or their consultants, will not make any updates that are not consistent with RIVCOM modeling concepts and assumptions; and
- 5.5. Periodic updates of RIVCOM will be considered at such time as SCAG adopts new Socio-Economic forecasts, and only be made when the updates affect the RIVCOM consistency with SCAG's Regional Transportation Model assumptions. RCTC, WRCOG, CVAG, and RCTD will negotiate the cost of such major updates and make a recommendation for funding.

6. Sub-Area Model Development

- 6.1. The MOU Signatories acknowledge that there may be instances in which an Agency desires the development of a refined sub-area model for local planning purposes. Any Agency which develops a sub-area model must demonstrate, by submitting appropriate documentation to the MOU Signatories, that the finished model is consistent with RIVCOM before the model can be used for any purpose;
- 6.2. Consistency documentation will be reviewed and a consistency determination will be made jointly by the MOU Signatories; and
- 6.3. The MOU Signatories may issue future detailed guidelines regarding sub-area model consistency as required.

[Signatures on following page]

**SIGNATURE PAGE
TO
MOU FOR RIVCOM MODEL UPDATE, MAINTENANCE, AND USAGE**

IN WITNESS WHEREOF, the MOU Signatories hereby have made and executed this MOU effective as of the date first above written.

**Western Riverside
Council of Governments**

By: _____

Name: _____

Title: _____

**Coachella Valley Association
of Governments**

By: _____

Name: _____

Title: _____

**Riverside County
Transportation Department**

By: _____

Name: _____

Title: _____

**Southern California Association
of Governments**

By: _____

Name: _____

Title: _____

**Riverside County
Transportation Commission**

By: _____

Name: _____

Title: _____

**California Department of
Transportation**

By: _____

Name: _____

Title: _____



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: TUMF Right-of-Way Reimbursement Policy

Contact: Daniel Ramirez-Cornejo, Program Manager, dramirez-cornejo@wrcog.us, (951) 405-6712

Date: October 11, 2018

The purpose of this item is to request input on a potential policy that would require member agencies to reimburse the TUMF Program for sale of property acquired with TUMF funds.

Requested Action:

1. Discuss 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 and the March JPA 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, the Regional Conservation Authority (RCA) and the Riverside Transit Agency (RTA).

Right-of-Way Acquisition Policy

Since the TUMF Program's inception, member agency's purchase of property required for a TUMF project has been an eligible expense. The Program has historically reimbursed member agencies for property acquisition expenses through TUMF Reimbursement Agreements, provided that invoices and the necessary backup documentation has been submitted to WRCOG for review and processing. Based on recent discussions with a number of member agencies, staff would like to request input on whether a policy should be adopted by WRCOG that would require a member agency to reimburse the TUMF Program for any sale of remnant property initially acquired via TUMF funds to accommodate the TUMF improvements. Staff has reviewed whether other agencies in the region that provide transportation funding have adopted policies regarding excess right-of-way. The recently released Comprehensive Transportation Funding Program Guidelines by the Orange County Transportation Authority for the 2019 Call for Projects contains information regarding excess right-of-way.

Staff is requesting that Committee members provide input on whether WRCOG should adopt a policy regarding sale of property acquired with TUMF funds for improvements. Some potential topics of discussion include:

- How often there are remnant parcels after completion of a TUMF Project?
- Are there previous instances in which jurisdictions have received significant revenues from selling these parcels?
- Is this issue something you would like us to bring back for further discussion and/or action?

Staff's interpretation is that this issue may come up in the future as property acquisition for projects is

becoming more costly and additional right-of-way acquisition is being required to implement projects. Additionally, if there is consistency in implementation of policies across the subregion, WRCOG may consider adopting a policy to be consistent in regard to excess right-of-way.

Prior Action:

None.

Fiscal Impact:

Transportation Department activities are included in the Agency's adopted Fiscal Year 2018/2019 Budget under the Transportation Department.

Attachment:

None.



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: TUMF Calculation and Collection Process Update

Contact: Daniel Ramirez-Cornejo, Program Manager, dramirez-cornejo@wrcog.us, (951) 405-6712

Date: October 11, 2018

The purpose of this item is to provide an update on an action by the Executive Committee to provide an option that would have WRCOG calculate and collect TUMF for member agencies that elect to have WRCOG take responsibility of the calculation and collection of TUMF.

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 and the March JPA 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, the Regional Conservation Authority (RCA) and the Riverside Transit Agency (RTA).

TUMF Process Update

Since spring 2018, staff has pursued a policy change to the TUMF calculation process in an effort to improve the cost-effectiveness of the process for WRCOG and its member agencies. This policy change has been pursued due to a number of significant mistakes in TUMF calculation by member agencies and costly disputes between WRCOG and member agencies as a result of misinterpretation of TUMF documents.

The item has been presented through the WRCOG Committee structure and, through the course of the presentations, staff received questions on the implementation and structure in which WRCOG would calculate and collect TUMF. In response to feedback received, the proposed update to the TUMF calculation process would provide agencies the option to have WRCOG calculate and collect TUMF. Therefore, any member agency that would like to maintain the current process and continue to collect and remit TUMF to WRCOG, can do so if they wish.

At its October 1, 2018, meeting, the Executive Committee approved the option that would have WRCOG calculate and collect TUMF for all member agencies. As part of the approval of the update to the TUMF calculation and collection process, the Executive Committee made the following actions:

- Directed staff to consult with each member agency to formally determine those that wish to enroll in this process;
- Directed staff to work with legislative bodies with each agency wishing to enroll in this process to adopt an update to their TUMF Ordinance;

- Directed staff to allow those agencies which do not wish at this time to enroll in this process to continue calculating and collecting TUMF; and
- Directed staff to contact all member agencies on an annual basis to verify enrollment status.

Staff's interpretation is that the option to delegate the TUMF calculation and collection to WRCOG provides benefits, including a significant reduction in local agency staff time required to calculate and collect the TUMF, elimination of the need for extensive end of the year audits, and a shift of the responsibility for errors to WRCOG for agencies that elect to adopt the new TUMF calculation process.

Next Steps

WRCOG has contacted each member agency through its TAC representative to ascertain their interest in delegating fee calculation and collection to WRCOG within 30 days. Staff has requested that each agency send notification of their selected approach within 30 days of being contacted. WRCOG will coordinate with those enrolling in the process to move forward on an update to their respective TUMF Ordinance. For any member agency that chooses to maintain fee calculation and collection responsibilities, no further action would be needed by that agency beyond notification to WRCOG that they will maintain the current process.

As of October 4, 2018, WRCOG has met with and / or heard from the following agencies regarding this item:

- | | | |
|-----------------------|------------|-----------------|
| • County of Riverside | • Murrieta | • Jurupa Valley |
| • City of Riverside | • Calimesa | • Hemet |

WRCOG has prepared several template staff reports that your agency can use, should you choose to delegate this responsibility to WRCOG or would like to discuss this topic with your Legislative Body.

Prior Actions:

October 1, 2018: The Executive Committee 1) adopted changes to the TUMF Administrative Plan to allow for WRCOG to calculate and collect TUMF on behalf of its member agencies that wish to enroll in this process; 2) directed staff to prepare an amendment to the TUMF Ordinance to allow WRCOG to collect TUMF on behalf of its member agencies that wish to enroll in this process; 3) directed staff to consult with each member agency to formally determine those that wish to enroll in this process; 4) directed staff to work with legislative bodies with each agency wishing to enroll in this process to adopt an update to their TUMF Ordinance; 5) directed staff to allow those agencies who do not wish at this time to enroll in this process to continue calculating and collecting TUMF; 6) directed staff to contact all member agencies on an annual basis to verify enrollment status.

September 13, 2018: The Public Works Committee and the Planning Directors Committee 1) recommended that the Executive Committee adopt changes to the Administrative Plan to allow for WRCOG to calculate and collect TUMF on behalf of its member agencies that wish to enroll in this process; 2) recommended that the Executive Committee direct staff to prepare an amendment to the TUMF Ordinance to allow WRCOG to collect TUMF on behalf of its member agencies that wish to enroll in this process; 3) recommended that the Executive Committee direct staff to consult with each member agency to formally determine those that wish to enroll in this process; 4) recommended that the Executive Committee direct staff to work with legislative bodies of each agency wishing to enroll in this process to adopt an update to their TUMF Ordinance; 5) recommended that the Executive Committee direct staff to allow those agencies who do not wish at this time to enroll in this process to continue calculating and collecting TUMF; and, 6) requested that WRCOG staff contact all agencies on an annual basis to confirm enrollment status.

- August 16, 2018: The Technical Advisory Committee recommended that the Executive Committee approve an option that would have WRCOG calculate and collect all project TUMF fees and exemptions.
- August 9, 2018: The Public Works Committee and the Planning Directors Committee reviewed and provided input on the proposed TUMF calculation policy change.
- May 17, 2018: The Technical Advisory Committee 1) recommended that the Executive Committee approve an option that would have WRCOG verify all project TUMF fees and verify exemptions; 2) directed staff to complete a comprehensive update to the TUMF Calculator Tool by August 2018; 3) directed staff to complete the TUMF Administrative Plan update with the process for implementing an option that would have WRCOG calculate all project TUMF fees and verify exemptions by August 2018.
- May 10, 2018: The Public Works Committee 1) recommended that the Executive Committee approve an option that would have WRCOG verify all project TUMF fees and verify exemptions; 2) directed staff to complete a comprehensive update to the TUMF Calculator Tool by August 2018; 3) directed staff to complete the TUMF Administrative Plan update with the process for implementing an option that would have WRCOG verify all project TUMF fees and verify exemptions by August 2018.

Fiscal Impact:

Transportation Department activities are included in the Agency's adopted Fiscal Year 2018/2019 Budget under the Transportation Department.

Attachment:

None.

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Draft 2018 TUMF Program Annual Report

Contact: Daniel Ramirez-Cornejo, Program Manager, dramirez-cornejo@wrcog.us, (951) 405-6712

Date: October 11, 2018

The purpose of this item is to present the Draft 2018 TUMF Annual Report. WRCOG is required to report annually on project revenue and expenditures pursuant to the California Mitigation Fee Act (AB 1600).

Requested Action:

1. Receive and file.
-

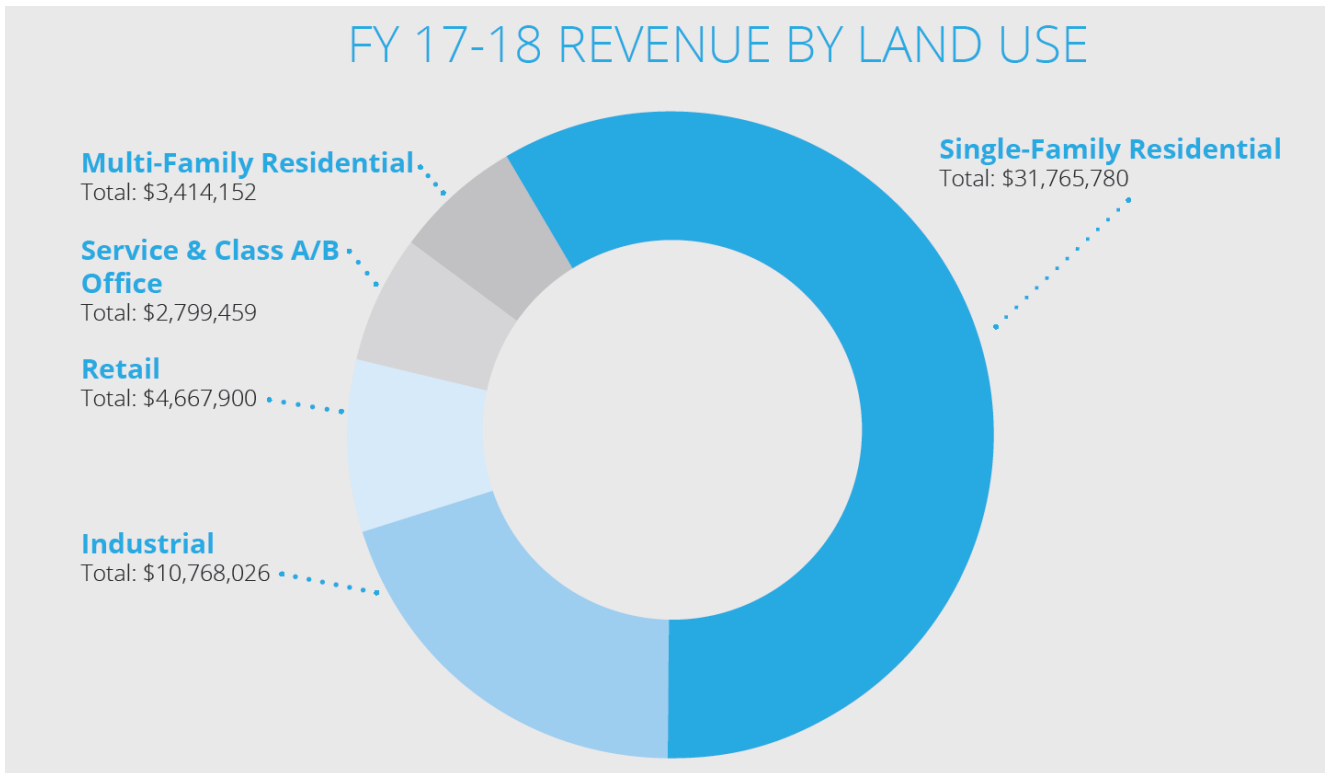
WRCOG's Transportation Uniform Mitigation Fee (TUMF) Program is a regional fee program designed to provide transportation and transit infrastructure that mitigates the impact of new growth in Western Riverside County. Each of WRCOG's member jurisdictions and the March JPA participates in the Program 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, the Regional Conservation Authority (RCA) and the Riverside Transit Agency (RTA).

TUMF Program Annual Report

The 2018 TUMF Annual Report provides background on the TUMF Program, describes revenues for Fiscal Year (FY) 2017/2018, and highlights TUMF projects that were planned, underway, or completed in FY 2017/2018.

Highlights from the report include:

- Highlighted projects include, but are not limited to: Clinton Keith Road Extension, Perris Boulevard Widening, the I-15/Cajalco Road Interchange, and Heacock Street Widening.
- A total of \$53,415,318 was collected during FY 2017/2018. The graph on the following page, taken from the Annual Report, illustrates collections by land use for FY 2017/2018:



Copies of the Draft 2018 TUMF Program Annual Report (Attachment 1) will be distributed at the meeting for review by the Committee.

Prior Action:

None.

Fiscal Impact:

The TUMF Program Annual Report is included in the Agency's adopted Fiscal Year 2018/2019 Budget under the Transportation Department.

Attachment:

1. Draft 2018 TUMF Program Annual Report.

Item 7.E

Draft 2018 TUMF Program Annual
Report

Attachment 1

Draft 2018 TUMF Program Annual
Report

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TRANSPORTATION UNIFORM MITIGATION FEE
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS

2018
TUMF PROGRAM
ANNUAL
REPORT

The Transportation Uniform Mitigation Fee (TUMF) Program is a creative way to fund critical transportation infrastructure to accommodate the traffic created by new population growth and commercial development throughout Western Riverside County. Each of WRCOG's member jurisdictions and the March Joint Powers Authority (JPA) participate in the Program. These agencies collect TUMF Program fees from new development, and remit the fees to WRCOG. WRCOG, as administrator of the TUMF Program, reallocates these revenues to the Riverside County Transportation Commission (RCTC) and to groupings of agencies so they can prioritize TUMF projects to be planned and constructed. TUMF revenues are also distributed to the Riverside Transit Agency for transit improvements, and to the Regional Conservation Authority for the acquisition of sensitive environmental habitat. Over the life of the Program, TUMF will provide approximately \$3 billion to improve mobility in Western Riverside County by building critically-needed transportation infrastructure. Collectively, these infrastructure improvements and mitigation projects will help to reduce congestion, create safer roadways, improve air quality, provide open spaces and keep our communities moving.

As the administrator of the TUMF Program, WRCOG is pleased to present this 2018 Annual Report to you. The Report provides information about the history and status of the Program, including revenues collected and projects completed. Our goal is that this Report provides information that is helpful in understanding the direction and accomplishments of the TUMF Program. We hope you find the Report to be useful.

WRCOG strives to help our member agencies – 18 cities, the County of Riverside, the Eastern and Western Municipal Water Districts, the Morongo Band of Mission Indians, and the Riverside County Superintendent of Schools – work together to address important regional issues. Our mission – to provide regional perspective and respect local control – remains a critical cornerstone as we work with members on issues that transcend jurisdictional boundaries such as transportation, economy, health, water, education and environment. For more information please visit the Agency website at www.wrcog.us

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2017-2018 WRCOG EXECUTIVE COMMITTEE

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Chuck Washington

Executive Committee Vice Chair
County Supervisor, District 3

Bonnie Wright

Executive Committee 2nd Vice Chair
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City of Wildomar



INTRODUCTION



History & Overview of the TUMF Program

In August 2000, WRCOG’s Executive Committee initiated the development of a consolidated Transportation Uniform Mitigation Fee Program (TUMF Program) for all of Western Riverside County to mitigate the cumulative regional impacts of new development. In particular, the new Program would fund improvements to the subregion’s arterial highway system.

The subregion’s Public Works Directors identified a network of roads, bridges, interchanges, and railroad grade separations that would be impacted by future development. This network, now called the Regional System of Highways and Arterials (RSHA), serves as the cornerstone of the TUMF Program.



A Nexus Study was subsequently prepared in accordance with the California Mitigation Fee Act, AB 1600, to quantify the impact of future development on the RSHA and project the cost of needed improvements to the RSHA. From this information, a fee structure was developed.

The initial TUMF enabling Ordinance was adopted by each of WRCOG’s member jurisdictions by July 2003, at which point the Program commenced and began to collect fees from new residential and non-residential projects. Today, the Program will make improvements to 3,100 miles of roadway, 47 interchanges, 10 railroad crossings, and 39 bridges.



TUMF Program Updates

In order to ensure that the TUMF Program’s assumptions regarding future growth, transportation needs, and costs remain current, the Nexus Study is periodically updated.

A 2016 Nexus Study update was approved by the WRCOG Executive Committee in July 2017. The updated Nexus Study continues to demonstrate the relationship between the TUMF fee levels and the cost of anticipated improvements to the TUMF RSHA necessitated by new development throughout Western Riverside County.

During this Nexus Study update, representatives from the retail and service industries voiced concern over the proposed TUMF rate for retail and service projects. In response to these concerns, the WRCOG Executive Committee elected to lower the retail rate to \$7.50/square foot (SF) in July 2017. Further, in August 2017, the Executive Committee introduced a 3,000 SF fee reduction for all retail and service uses. Pursuant to the 3,000 SF reduction policy, the first 3,000 SF of all retail and service projects is not charged TUMF. This means that service and retail projects less than 3,000 SF pay no TUMF fee and service and retail projects that are greater than 3,000 SF pay a reduced TUMF fee.

TUMF BY THE NUMBERS

 **\$780 million** in TUMF revenue collected since 2003

 **98** completed projects across Western Riverside County

Current TUMF-Funded Projects Underway

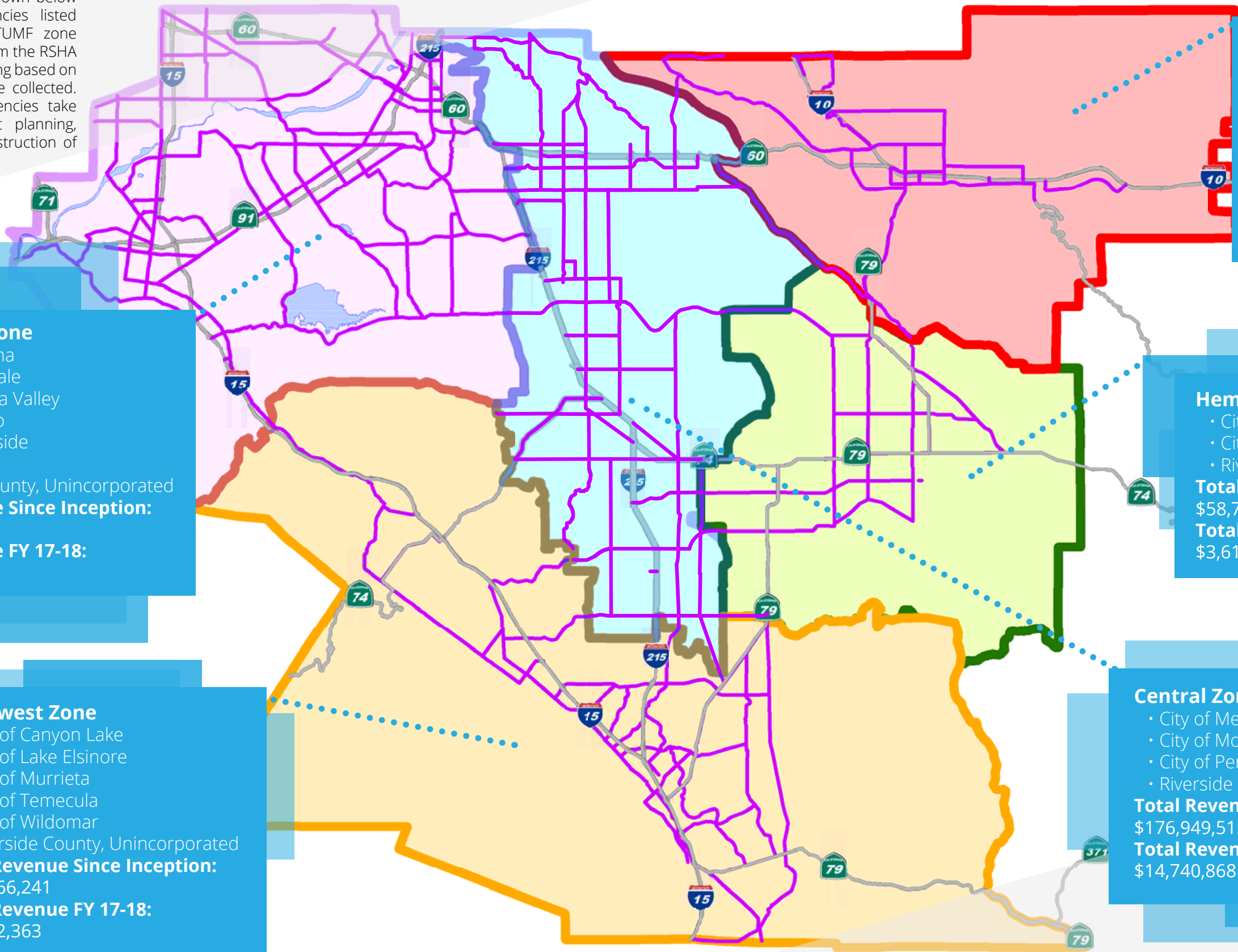
-  **4** Bridges
-  **5** Grade Separations
-  **14** Interchange Projects
-  **24** Roadway Improvement/Widening Projects
-  **11** Transit Improvements Projects

Over the life of the Program, TUMF will provide:

-  **\$3 billion** for improving mobility in Western Riverside County by building critical transportation infrastructure
- \$92 million** for regional transit enhancements
- \$43 million** for open space preservation

TUMF ZONES AND REVENUE FOR FY 17-18

The TUMF RSHA is shown below in purple. The agencies listed below within each TUMF zone nominate projects from the RSHA to receive TUMF funding based on the projected revenue collected. WRCOG member agencies take the lead on project planning, engineering, and construction of selected projects.



Northwest Zone

- City of Corona
- City of Eastvale
- City of Jurupa Valley
- City of Norco
- City of Riverside
- March JPA
- Riverside County, Unincorporated

Total Revenue Since Inception:
\$289,615,485

Total Revenue FY 17-18:
\$19,636,692

Southwest Zone

- City of Canyon Lake
- City of Lake Elsinore
- City of Murrieta
- City of Temecula
- City of Wildomar
- Riverside County, Unincorporated

Total Revenue Since Inception:
\$242,766,241

Total Revenue FY 17-18:
\$14,102,363

Central Zone

- City of Menifee
- City of Moreno Valley
- City of Perris
- Riverside County, Unincorporated

Total Revenue Since Inception:
\$176,949,515

Total Revenue FY 17-18:
\$14,740,868

Hemet-San Jacinto Zone

- City of Hemet
- City of San Jacinto
- Riverside County, Unincorporated

Total Revenue Since Inception:
\$58,745,649

Total Revenue FY 17-18:
\$3,615,655

Pass Zone

- City of Banning
- City of Beaumont
- City of Calimesa
- Riverside County, Unincorporated

Total Revenue Since Inception:
\$15,891,301

Total Revenue FY 17-18:
\$1,319,740

REVENUE BY LAND USE

The TUMF Program collects fees from new residential and non-residential projects. Residential projects are categorized as Single-Family Residential or Multi-Family Residential. Non-residential projects are in the following categories: Industrial, Retail, Service and Class A/B Office. The current fee schedule is shown in the table below.

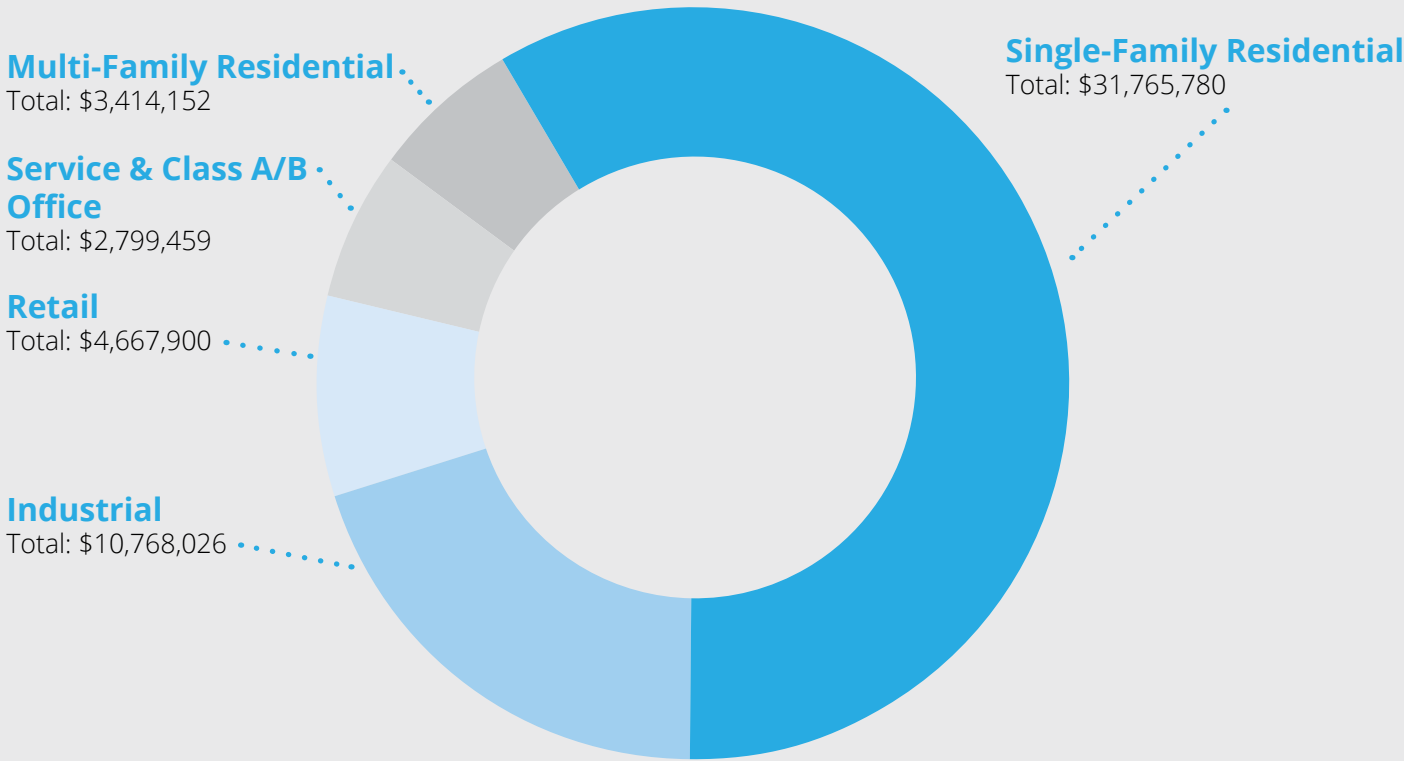
A number of special fee calculations for certain uses are found in the TUMF Calculation Handbook, including but not limited to: gas stations, congregate care facilities, and transit oriented developments. These specialized calculations more accurately reflect trip generation from these unique uses.



TUMF FEES IN EFFECT: JUNE 2018		
Land Use Type	Units	Fee Per Unit
Single-Family Residential	DU	\$ 8,873
Multi-Family Residential	DU	\$ 6,134
Industrial	SF GFA	\$ 1.77
Retail	SF GFA	\$ 7.50
Service	SF GFA	\$ 4.56
Class A & B Office	SF GFA	\$ 2.19
Key: DU = Dwelling Unit; SF GFA = Square Foot Gross Floor Area		

TUMF rates changed for several land uses in FY 17-18 based on increased costs for improvements as identified in the 2016 Nexus Study. These revisions ensure that sufficient TUMF revenue will be available to continue to fund projects throughout the region.

FY 17-18 REVENUE BY LAND USE



FUNDING ALLOCATION

After administrative costs are extracted from the revenues collected, WRCOG allocates TUMF revenues as follows:

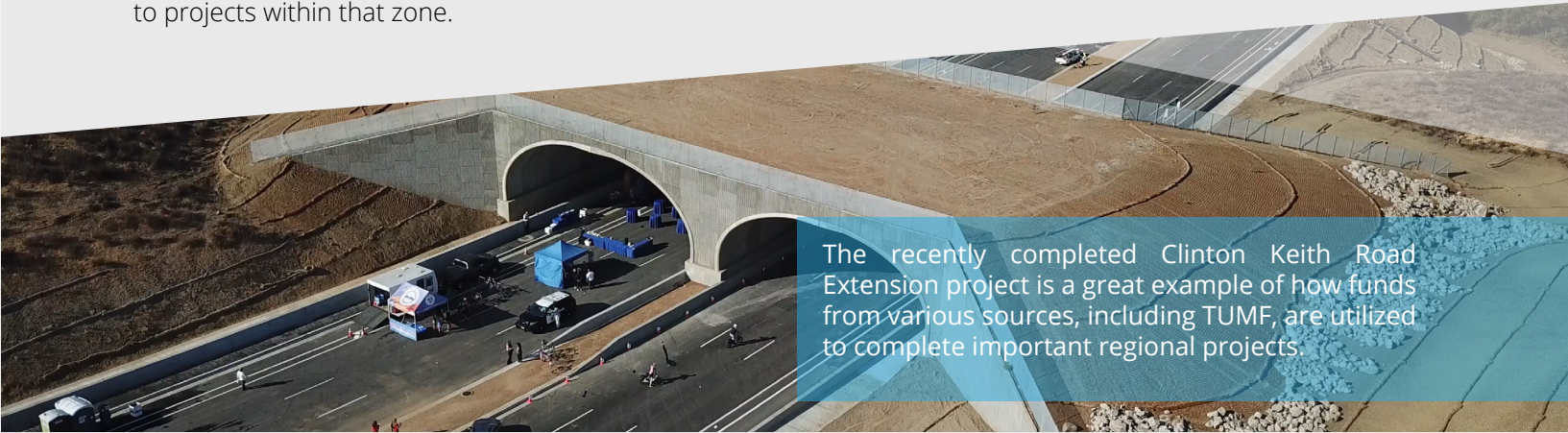
TUMF Zones

45.7 percent of TUMF collections are allocated to each of the five geographic zones displayed on pages 5-6. Representatives from each jurisdiction within each zone participate on a Zone Committee for purposes of determining funding priorities for their zone.

Fee allocations to each zone are geographically based. Almost half of the fees collected from jurisdictions within each zone are directly returned to projects within that zone.

Riverside County Transportation Commission

45.7 percent of TUMF collections are allocated to the Riverside County Transportation Commission (RCTC) for regionally significant transportation projects. These revenues are programmed by RCTC pursuant to a Memorandum of Understanding between RCTC and WRCOG.



The recently completed Clinton Keith Road Extension project is a great example of how funds from various sources, including TUMF, are utilized to complete important regional projects.

Regional Conservation Authority

1.47 percent of TUMF collections are allocated to the Western Riverside Regional Conservation Authority (RCA) for habitat acquisitions to mitigate impacts created by regional transportation projects.



TUMF revenue will help RCA meet its goal of preserving a half-million acres to protect habitat for 146 native species, while allowing development and transportation projects required for a vibrant economy to proceed.

Riverside Transit Agency

3.13 percent of TUMF collections are allocated to the Riverside Transit Agency (RTA) to support regional public transportation improvements. TUMF funds are used by RTA for a variety of projects to aimed at efficiently expanding transit service to accommodate anticipated ridership growth.

For example, RTA is in the process of constructing a new mobility hub at the Temecula Promenade Mall. The Promenade Mall is an epicenter for dining, shopping, and entertainment in Southwestern Riverside County featuring more than 100 retail establishments and dozens of restaurants; however, it currently has a single bus stop that serves six RTA bus routes.

The new mobility hub will increase efficiency and is just one example of RTA's efforts to meet the public transportation demands of the future.

FEATURED PROJECTS

CLINTON KEITH ROAD EXTENSION

A ribbon cutting ceremony celebrating the Clinton Keith Road Extension Project was held in summer 2018. The County of Riverside, in cooperation with the City of Murrieta and Regional Conservation Authority (RCA), worked together many years to complete this new six lane roadway. This project will positively impact residents and visitors in the southwest region by providing a safe and efficient east-west connection between Interstate 215 and State Route 79. In addition to Measure A sales tax revenue, Road and Bridge Benefit District funds, and Community Facility District funds, a total of \$17 million of TUMF was provided for this project.

This project crosses sensitive habitat protected by the RCA and incorporates a bridge across Warm Springs Creek, the County's first wildlife overcrossing to minimize impacts to habitat connectivity and species.



The wildlife crossing, pictured above during project construction, provides a safe way for wildlife to access habitat on both sides of the new roadway. The bridge over Warm Springs Creek is also pictured.



Members of the public were invited to bike and walk the new roadway, pictured above, at the well-attended ribbon cutting ceremony held in summer 2018. Various vendors and community organizations also attended the ribbon cutting ceremony.



The Clinton Keith Road extension features wide sidewalks, bike lanes, and bus pull-out areas to safely accommodate alternative modes of transportation.

ETHANAC ROAD

A groundbreaking ceremony for the Ethanac Road widening project was held in the City of Perris in February 2018, and construction is underway. This 1.75 mile widening project will add two lanes to this portion of Ethanac Road, bringing the roadway from two to four lanes between Case Road and Goetz Road. The project is important as it will improve traffic flow between Interstate 215 and downtown Perris.

Increased capacity on this roadway will improve the lives of thousands of residents by lessening commute times and encouraging business development within the downtown Perris area. The TUMF Program will contribute \$6.5 million to this project.



PERRIS BOULEVARD



The City of Perris also celebrated the opening of the new and improved Perris Boulevard in April 2018. This project included widening and repaving the roadway in addition to the installation of landscaping and new lighting intended to beautify and improve transit through a vital commercial district in the City. New bicycle lanes and additional sidewalks also make this segment of Perris Boulevard more friendly to non-motorized transportation. According to the City, the average daily number of vehicles using this 1.25-mile stretch of road is 20,000, making it the most heavily traveled north-south surface street in the City.

The TUMF Program contributed \$4.47 million to this project, in addition to \$650,000 in Measure A sales tax funding from the Riverside County Transportation Commission.

HEACOCK STREET

The City of Moreno Valley recently opened the newly widened Heacock Street between Iris Avenue and Gentian Street. This project increased the capacity of the roadway to four lanes of travel. Additional project features include, but are not limited to, installation of sidewalks, bicycle lane striping, drainage improvements, and intersection improvements.

Heacock Street is an important north-south connector in the Central Zone and is one of the major streets used by visitors to the March Air Reserve Base. The City received \$1.1 million from the TUMF Program for this project.

Before



After



RAPIDLINK GOLD LINE

The Riverside Transit Agency (RTA) recently debuted their RapidLink Gold Line, which provides service between Riverside and Corona with departures every 15 minutes during peak commuting hours. There are fourteen stops at a number of convenient locations between Riverside and Corona along this route, including several universities, retail centers, and the Kaiser Medical Center. This route is 30 percent faster than similar non-peak hour RTA routes along this corridor and also connects to the Metrolink at Corona Transit Center.

Modern bus stops were constructed to support the RapidLink Gold Line. Buses along this line use clean-burning Compressed Natural Gas (CNG) and feature free wifi, USB chargers, and bike racks. A new BusWatch app was also unveiled to allow riders to track these buses in real-time. The TUMF Program contributed \$1 million to the implementation of the RapidLink Gold Line.



INTERSTATE 15 / CAJALCO ROAD INTERCHANGE

The City of Corona, in partnership with the California Department of Transportation (Caltrans), is in the process of reconstructing the Interstate 15 (I-15) Interchange at Cajalco Road. This project will relieve existing congestion and accommodate future growth by widening the Cajalco Road bridge over I-15 from two-lanes to six-lanes and will also realign the interchange to accommodate additional traffic. Construction for this project, shown below, began in Fall 2017 and is anticipated to be completed in late 2019.

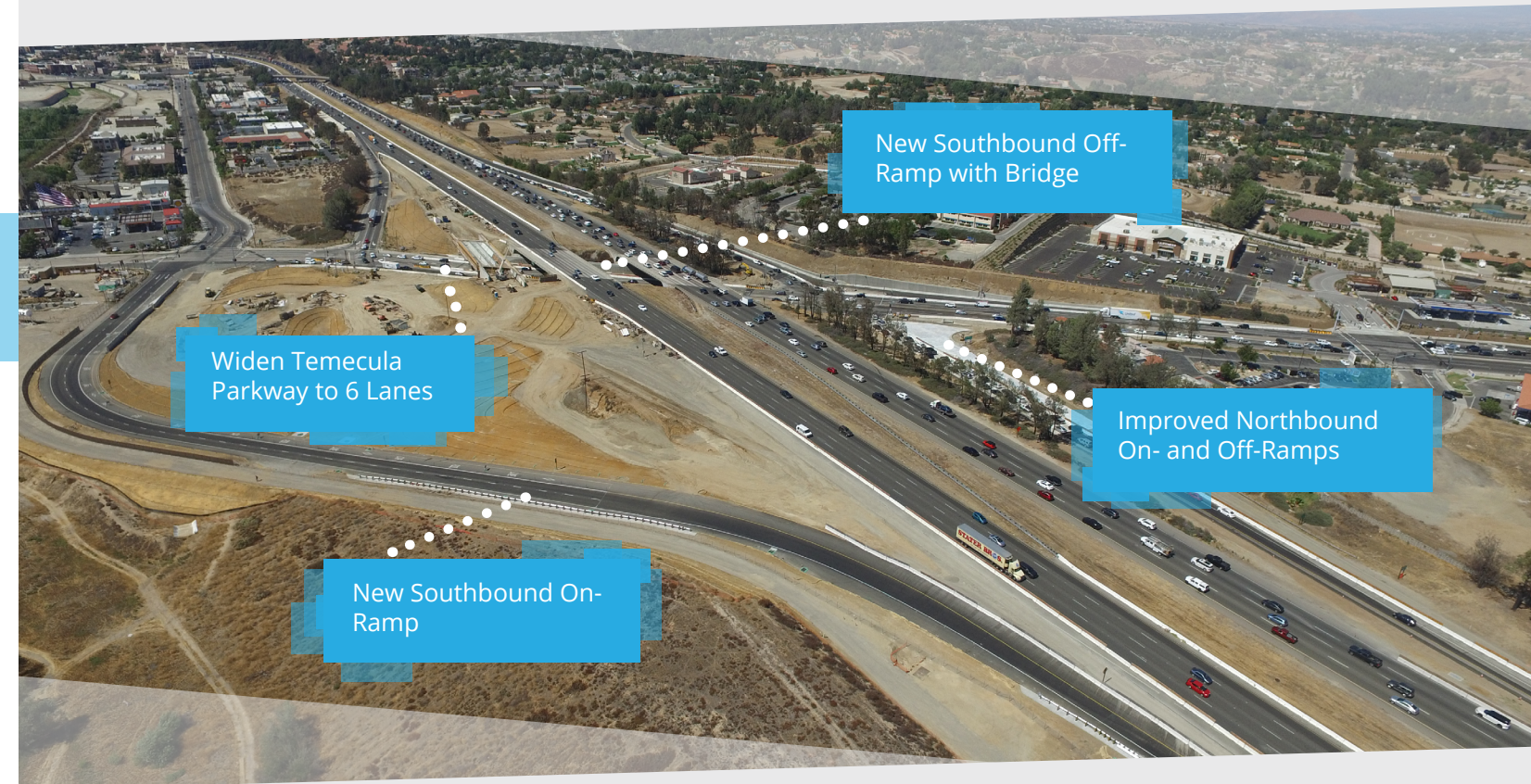
The City and Caltrans are taking the lead on design and construction of this project which is funded via a TUMF Credit Agreement with a developer building a large residential project near the interchange. The developer is receiving TUMF credit / reimbursement against its obligation for the contribution of approximately \$45 million for construction of the interchange and associated roadway improvements.



INTERSTATE 15 / STATE ROUTE 79 INTERCHANGE

The City of Temecula is working on a number of major improvements to the Interstate 15/State Route 79 (I-15/SR-79) Interchange to address existing congestion and to accommodate future anticipated growth in the southwestern region. This project includes a number of features, shown below, and is eligible for up to \$10 million in TUMF reimbursement.

Additional intersection improvements along Temecula Parkway, in the vicinity of the interchange, will also improve pedestrian safety and access along Temecula Parkway.



Construction began in June 2017 and the project is anticipated to be completed in December 2018. The pictures below show grading for the new southbound on-ramp (left) and construction of bridge footings (right).



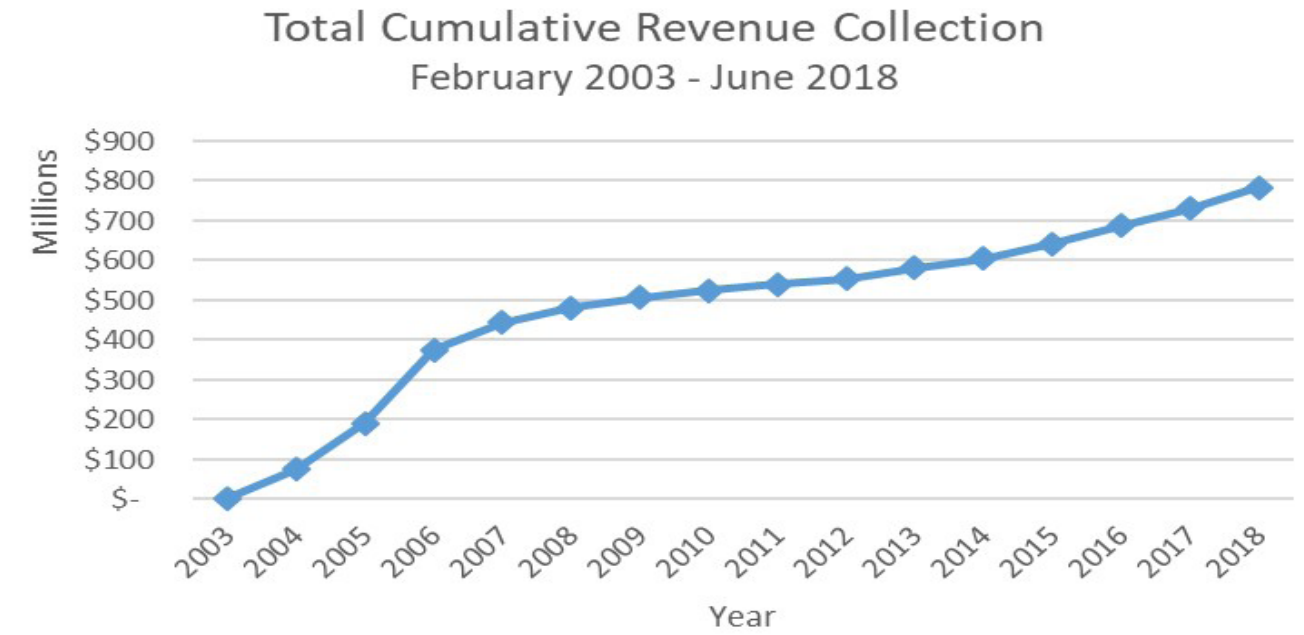
HAMNER AVENUE IMPROVEMENTS



Hamner Avenue is an important north-south corridor that runs parallel to Interstate 15 and connects the Cities of Norco and Eastvale. As shown above, a number of projects have been identified along Hamner Avenue since TUMF Program inception to widen this roadway and accommodate future growth. Interagency cooperation to ultimately widen this multi-jurisdictional roadway illustrates the promise of the TUMF Program - that by working together, member jurisdictions can better plan, prioritize, and construct the roadway network to accommodate regional traffic associated with economic growth for years to come.

TOTAL CUMULATIVE REVENUE

It is clear that the TUMF Program provides funding for a number and variety of projects throughout western Riverside County. WRCOG member agencies have cooperated to identify important projects for the region, and have successfully delivered nearly 100 projects with support from the TUMF Program since 2003. Development in the western Riverside County region has picked up in recent years and revenues for the TUMF Program have experienced a commensurate increase.



COMING SOON...

The County of Riverside, in coordination with the Cities of Menifee and Murrieta, is working to improve the Scott Road/ Interstate 215 Interchange and anticipates starting construction in late 2018. The TUMF Program is contributing \$15 million towards the construction of this project.

This project will improve circulation and meet future traffic needs by constructing a new bridge over the freeway, widening Scott Road, and reconstructing the on- and off-ramps. Current average daily traffic on Scott Road is 19,000 vehicles, and this number is anticipated to increase to 70,000 vehicles by 2035.



PROJECTS COMPLETED

Central Zone

Menifee / County of Riverside	Newport Road (Goetz Road to Murrieta Road) - widen 0 to 6 lanes
Menifee	Newport Road (Antelope Road to Menifee Road) - widen 4 to 6 lanes
	Menifee Road (Simpson Road to Aldergate Drive) - widen 0 to 4 lanes
	Newport Road / I-215 Interchange
Moreno Valley	Ironwood / Moreno Beach Intersection
	Ironwood / Nason Intersection
	Heacock Avenue (Perris Valley Storm Drain to San Michele Road) - widen 2 to 4 lanes
	Heacock Avenue (Gentian Way to Iris Avenue) - widen 2 to 4 lanes
	Moreno Beach Drive / SR-60 Interchange Phase I
	Nason Street / SR-60 Interchange w/Bridge Phase II
	Ironwood Avenue (Day Street to Barclay Drive) - widen 3 to 4 lanes
	Ironwood Avenue (Heacock Street to Perris Boulevard) - widen 2 to 4 lanes
	Pigeon Pass Road (Climbing Rose Drive to Hidden Springs Road) - widen 2 to 4 lanes
	Lasselle Street (John F Kennedy Drive to Alessandro Boulevard) - widen an additional northbound lane
Perris	Harley Knox Boulevard (Perris Boulevard to Indian Street) - widen 0 to 2 lanes
	Perris Bouelvard (I-15 to Case Road) Phase I
	Placentia Avenue Gap Closure (Redlands Avenue to Wilson Avenue) - construct 2 new lanes
	Ramona Expressway (I-215 to Evans Road) - widen 4 to 6 lanes
	Ramona Expressway / I-215 Interchange
	Ethanac (I-215 to Green Valley Parkway) - widen 2 to 4 lanes
	Nuevo Road / I-215 Interchange
Perris / RCTC	SR-74 (4th) / I-215 Interchange

Hemet/San Jacinto Zone

County of Riverside	Newport Road (Domenigoni Parkway), Leon Road to SR-79 - widen 0 to 6 lanes
Hemet	Sanderson Avenue (Stetson Avenue to Domenigoni Parkway), Salt Creek Bridge - widen 2 to 4 lanes
	Sanderson Avenue (Acacia Avenue to BNSF Railroad Tracks) - widen 2 to 4 lanes
	Sanderson Avenue (Menlo Avenue to Esplanade Avenue) - widen 2 to 4 lanes
	State Street (Chambers Street to Domenigoni Parkway) - widen 2 to 4 lanes with center turn-lane
San Jacinto	Sanderson Avenue (Esplanade Avenue to Ramona Expressway) - widen 2 to 4 lanes
	Sanderson Avenue (Sanderson Ave 579' South to Cottonwood)
	Ramona Expressway (Sanderson Avenue to Main Street) - widen 2 to 4 lanes
San Jacinto / County of Riverside	Sanderson Avenue/Ramona Expressway Intersection Improvements

Northwest Zone

County of Riverside	Cantu Galleano Ranch Road / I-15 Interchange
	Washington Street Improvements
	La Sierra Avenue (Cleveland Avenue to El Sobrante Road) - widen 2 to 4 lanes
	Valley Way (Sierra Avenue to Mission Boulevard) - widen 2 to 4 lanes
	Bellegrave Avenue (Dodd Street to 1,058' East) / Cantu Galleano Ranch (East of Marlatt to 1,177' East)
	Archibald Avenue (Branding Iron to 65th Street) - widen 1 additional lane
	River Road (Archibald Avenue) Bridge
	Schliesman Road (765' West of Cucamonga Creek Bridge to 1690' East) - widen 2 to 6 lanes
	Magnolia Avenue Grade Separation
Corona	Lincoln Avenue / SR-91 Interchange Improvements
	Foothill Parkway (California to Teddy Bear Lane) - widen 2 to 4 lanes
	Ontario Avenue (Compton Avenue to Rimpau Avenue) - widen 5 to 6 lanes
	Auto Center Drive Grade Separation
	Magnolia Avenue (I-15 to Sherborn Street) - widen 4 to 6 lanes
	Magnolia Avenue / I-15 Interchange
Jurupa Valley	Limonite Avenue (Etiwanda Avenue to Bain Street) - widen 2 to 4 lanes
March JPA / County of Riverside	Van Buren Boulevard / I-215 Interchange
Norco	Hamner Avenue (1,500' north of and 1,500' south of Citrus Avenue) - widen 2 to 6 lanes
	Hamner Avenue (Parkridge Avenue to Santa Ana River) - widen 4 to 6 lanes
Riverside	La Sierra Avenue (Cleveland Avenue to Indiana Avenue) - widen 2 to 4 lanes
	La Sierra Avenue / SR-91 Interchange
	SR-60 / Market Street Ramps - widen ramps and install traffic signal
	Wood Road / Van Buren Boulevard Intersection Improvements
	Overlook Parkway except bridge (Chateau Ridge Lane to Sandtrack Road) - 2 to 4 lanes
	Alessandro Boulevard (Arlington Avenue to Trautwein Road) - widen 4 to 6 lanes
	Magnolia Avenue / U.P. Grade Separation (Beatty Drive to Elizabeth Street) - widen 2 to 4 lanes
	Columbia Avenue Grade Separation Overpass

Pass Zone

Banning	Sunset Avenue Grade Separation
Calimesa	Desert Lawn Drive (Palmer Avenue to Cherry Valley Boulevard) - widen 2 to 4 lanes

Southwest Zone

Canyon Lake	Railroad Canyon Road (Goetz Road to City Limits) - widen 4 to 6 lanes
County of Riverside	Anza Road,Eastern Bypass, (El Chismisal Road to 1,325') - widen 0 to 4 lanes
	Indian Truck Trail / I-15 Interchange Improvements
	Clinton Keith Road Extension
Lake Elsinore	SR-74 Ortega / SR-74 Grand Intersection
	SR-74 / I-15 Interchange
Murrieta	Los Alamos Road / I-215 Interchange
	California Oaks Road / I-15 Interchange
	Clinton Keith Road / I-215 Interchange
	Whitewood Road (Clinton Keith Road to Keller Road)
Temecula	Butterfield Stage Road Phase I (Murrieta Hot Springs Road to Calle Chapos)
Wildomar	Clinton Keith Road / I-15 Interchange

Riverside County Transportation Commission

Central Zone	Perris Boulevard (Perris Valley Storm Drain to Cactus Avenue) - widen 4 to 6 lanes
	Perris Boulevard (Manzanita Avenue to Ironwood Avenue) - widen 2 to 4 lanes
Hemet / San Jacinto Zone	Ramona Expressway (SR-79 / Sanderson to West City Limits) - widen 2 to 4 lanes
	Ramona Expressway (Sanderson Avenue to Eagle Road) - widen 2 to 6 lanes
Northwest Zone	Foothill Parkway (El Cerrito Road) / I-15 Interchange
	Van Buren Boulevard Bridges (Clay Street to over Santa Ana River)
	Foothill Parkway Westerly Extension
	Van Buren Boulevard / SR-91 Interchange
	Van Buren Boulevard (Andrew Street to Garfield Street) - widen 4 to 6 lanes
	Van Buren Boulevard (Santa Ana River to Jackson) - widen 4 to 6 lanes
	Green River Road / SR-91 Interchange - widen 2 to 6 lanes
Southwest Zone	SR-79 / Winchester Road (Thompson Road to Domenigoni Parkway) - widen 2 to 4 lanes

Riverside Transit Agency

RapidLink Gold Line
Corona Multi-Modal Transit Center
Perris Transit Center
Limonite and Hamner (Eastvale Gateway)
Menifee Town Center Transfer Station
Moreno Valley Mall Transfer Station
Perris Transit Enhancements
Lake Elsinore Walmart Transit Shelter
Inland Valley Medical Center Shelter
Lake Elsinore Outlet Center
Hemet Transit Enhancements
San Jacinto Transit Enhancements
Galleria at Tyler Bus Stop Improvements
Trautwein FS/NS Van Buren Transit Enhancements



DATA APPENDICES

FISCAL YEAR 17-18 TUMF REVENUE BY LAND USE AND JURISDICTION

	FISCAL YEAR (FY) 17-18 TOTAL					FY 17-18 Total by Agency
	SFR	MFR	Service	Retail	Industrial	
NORTHWEST						
County	\$ 1,570,521	\$ -	\$ 407,004	\$ 129,540	\$ 62,879	\$ 2,169,944
Riverside	\$ 1,125,834	\$ 972,664	\$ 274,467	\$ 355,769	\$ 838,442	\$ 3,567,176
Corona	\$ 709,069	\$ 322,556	\$ 912	\$ 278,858	\$ 478,035	\$ 1,789,431
Norco	\$ 21,195	\$ -	\$ -	\$ 232,437	\$ -	\$ 253,632
March JPA	\$ -	\$ -	\$ -	\$ -	\$ 2,009,269	\$ 2,009,269
Eastvale	\$ 346,047	\$ 30,670	\$ 25,000	\$ 1,932,030	\$ 1,900,272	\$ 4,234,019
Jurupa Valley	\$ 4,616,916	\$ -	\$ -	\$ 90,833	\$ 905,472	\$ 5,613,221
SOUTHWEST						
County	\$ 3,254,956	\$ 74,355	\$ 105,276	\$ 5,438	\$ 260,501	\$ 3,700,525
Temecula	\$ 798,570	\$ 43,617	\$ 614,631	\$ 115,006	\$ 250,725	\$ 1,822,548
Murrieta	\$ 1,126,871	\$ 1,237,350	\$ 690,984	\$ -	\$ 87,215	\$ 3,142,420
Lake Elsinore	\$ 3,921,866	\$ -	\$ -	\$ -	\$ 120,809	\$ 4,042,675
Canyon Lake	\$ 84,301	\$ -	\$ -	\$ -	\$ -	\$ 84,301
Wildomar	\$ 993,776	\$ -	\$ -	\$ 316,118	\$ -	\$ 1,309,894
CENTRAL						
County	\$ 2,457,821	\$ -	\$ 18,428	\$ -	\$ 1,303,088	\$ 3,779,337
Moreno Valley	\$ 3,577,276	\$ 710,140	\$ 153,893	\$ -	\$ 2,529,999	\$ 6,971,308
Perris	\$ 523,507	\$ -	\$ -	\$ 245,577	\$ -	\$ 769,084
Menifee	\$ 2,362,171	\$ -	\$ 331,920	\$ 505,730	\$ 21,319	\$ 3,221,139
PASS						
County	\$ 88,730	\$ -	\$ -	\$ 56,168	\$ -	\$ 144,898
Calimesa	\$ 17,782	\$ -	\$ -	\$ -	\$ -	\$ 17,782
Banning	\$ 17,746	\$ -	\$ -	\$ 17,085	\$ -	\$ 34,831
Beaumont	\$ 940,538	\$ -	\$ 144,195	\$ 37,496	\$ -	\$ 1,122,229
HEMET / SAN JACINTO						
County	\$ 415,254	\$ -	\$ -	\$ 100,020	\$ -	\$ 515,274
Hemet	\$ 372,666	\$ -	\$ 32,749	\$ 249,798	\$ -	\$ 655,213
San Jacinto	\$ 2,422,368	\$ 22,800	\$ -	\$ -	\$ -	\$ 2,445,168

FY 17-18 TUMF REVENUE BY ZONE

Zone	SFR	MFR	Service	Retail	Industrial	FY 17-18 Total by Zone
Northwest	\$ 8,389,582	\$ 1,325,890	\$ 707,384	\$ 3,019,466	\$ 6,194,370	\$ 19,636,692
Southwest	\$ 10,180,340	\$ 1,355,322	\$ 1,410,890	\$ 436,561	\$ 719,250	\$ 14,102,363
Central	\$ 8,920,774	\$ 710,140	\$ 504,240	\$ 751,307	\$ 3,854,406	\$ 14,740,868
Pass	\$ 1,064,796	\$ -	\$ 144,195	\$ 110,748	\$ -	\$ 1,319,740
Hemet/San Jacinto	\$ 3,210,288	\$ 22,800	\$ 32,749	\$ 349,818	\$ -	\$ 3,615,655
FY 17-18 Total	\$ 31,765,780	\$ 3,414,152	\$ 2,799,459	\$ 4,667,900	\$ 10,768,026	\$ 53,415,318

PHOTO CREDITS

City of Eastvale (Hamner Avenue Widening)

City of Moreno Valley (Heacock Street Widening)

City of Temecula & Falcon Engineering (I-15/SR-79 Interchange)

City of Perris (Perris Boulevard & Ethanac Road Widening)

Riverside Transit Agency (RapidLink Gold Line)

Promeli Videoworks (Clinton Keith Road Ribbon Cutting)

Skyview Imaging (I-15/Cajalco Interchange)



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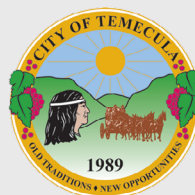
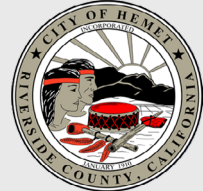
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