



Western Riverside Council of Governments Public Works Committee

AGENDA

**Thursday, October 12, 2023
2:00 PM**

**Western Riverside Council of Governments
3390 University Avenue, Suite 200
Riverside, CA 92501**

Remote Meeting Locations:

**March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside, CA 92518**

**County of Riverside Administrative Center
4080 Lemon Street, 8th Floor, Conference Room A
Riverside, CA 92501**

**City of Calimesa
908 Park Avenue
Calimesa, CA 92320**

Committee members are asked to attend this meeting in person unless remote accommodations have previously been requested and noted on the agenda. The below Zoom link is provided for the convenience of members of the public, presenters, and support staff.

[Public Zoom Link](#)

**Meeting ID: 839 2356 3123
Passcode: 274458**

Dial in: (669) 900 9128 U.S.

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) 405-6706. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting. In compliance with Government Code Section 54957.5, agenda materials distributed within 72 hours prior to the meeting which are public records relating to an open session agenda item will be available for inspection by members of the public prior to the meeting at 3390 University Avenue, Suite 200, Riverside, CA, 92501.

In addition to commenting at the Committee meeting, members of the public may also submit written comments before or during the meeting, prior to the close of public comment to lfelix@wrcog.us.

Any member of the public requiring a reasonable accommodation to participate in this meeting in light of this announcement shall contact Lucy Felix 72 hours prior to the meeting at (951) 405-6706 or lfelix@wrcog.us. Later requests will be accommodated to the extent feasible.

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

1. CALL TO ORDER (Paul Toor, Chair)

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. PUBLIC COMMENTS

At this time members of the public can address the Committee regarding any items within 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. 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. Action Minutes from the August 10, 2023, Public Works Committee Meeting

Requested Action(s): 1. Approve the Action Minutes from the August 10, 2023, Public Works Committee meeting.

6. REPORTS / DISCUSSION

Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion.

A. TUMF Project Phases in the Transportation Improvement Program

Requested Action(s): 1. Receive and file.

B. TUMF Nexus Study Activities Update

Requested Action(s): 1. Receive and file.

C. VMT Mitigation Program Activities Update

Requested Action(s):

1. Receive and file.

D. Analysis of Retail and Service Trends in the TUMF Program

Requested Action(s):

1. Receive and file.

7. REPORT FROM THE DEPUTY EXECUTIVE DIRECTOR

Chris Gray

8. ITEMS FOR FUTURE AGENDAS

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

9. GENERAL ANNOUNCEMENTS

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

10. NEXT MEETING

The next Public Works Committee meeting is scheduled for Thursday, December 14, 2023, at 2:00 p.m., in WRCOG's office at 3390 University Avenue, Suite 200, Riverside.

11. ADJOURNMENT

Public Works Committee

Action Minutes

1. CALL TO ORDER

The meeting of the WRCOG Public Works Committee was called to order by Chair Stuart McKibbin at 2:03 p.m. on August 10, 2023, in the WRCOG office, 3390 University Avenue, Citrus Conference Room, Riverside.

2. PLEDGE OF ALLEGIANCE

Chair McKibbin led the Committee members and guests in the Pledge of Allegiance.

3. ROLL CALL

- City of Banning - Nathan Smith
- City of Beaumont - Jeff Hart
- City of Calimesa - Michael Thornton
- City of Corona - Savat Khamphou
- City of Eastvale - Jimmy Chung*
- City of Hemet - Charles Russell
- City of Jurupa Valley - Paul Toor
- City of Menifee - Nick Fiddler
- City of Moreno Valley - Melissa Walker
- City of Murrieta - Bob Moehling
- City of Perris - Stuart McKibbin
- City of Riverside - Gil Hernandez
- City of San Jacinto - Stuart McKibbin
- City of Temecula - Amer Attar
- City of Wildomar - Jason Farag*
- County of Riverside - Mark Lancaster
- March Joint Powers Authority (JPA) - Habib Motlagh
- Riverside County Transportation Commission (RCTC) - Jillian Guizado
- Riverside Transit Agency (RTA) - Jennifer Nguyen

*Arrived after Roll Call

Absent:

- City of Canyon Lake
- City of Lake Elsinore
- City of Norco

4. PUBLIC COMMENTS

There were no public comments.

SELECTION OF PUBLIC WORKS COMMITTEE LEADERSHIP FOR FISCAL YEAR 2023/2024

Leadership Selection for Fiscal Year 2023/2024 and Recognition of Outgoing Chair

Action:

1. Selected Paul Toor, City of Jurupa Valley, as Chair; Stuart McKibbin, City of Perris, as Vice-Chair; and Savat Khamphou, City of Corona, as 2nd Vice Chair.

(County / RCTC) 18 yes; 0 no; 0 abstention. This item was approved.

The meeting was then turned over to new Chair, Paul Toor.

5. CONSENT CALENDAR (County / Murrieta) 19 yes; 0 no; 0 abstention. Item 5.A was approved.

A. Summary Minutes from the June 8, 2023, Public Works Committee Meeting

Action:

1. Approved the minutes from the June 8, 2023, Public Works Committee meeting.

6. REPORTS / DISCUSSION

A. TUMF Nexus Study - Update Regarding TUMF Network Evaluation

Action:

1. Received and filed.

B. Western Riverside County Clean Cities Coalition Activities Update

Action:

1. Received and filed.

C. Santa Ana Municipal Separate Storm Sewer System (MS4) Permit Compliance Program Activities Update

Action:

1. Received and filed.

D. City of Temecula Alternative Compliance Water Quality Credit System

Action:

1. Received and filed

7. REPORT FROM THE DEPUTY EXECUTIVE DIRECTOR

Chris Gray, Deputy Executive Director, reported that TUMF Credit / Reimbursement Agreements will now be signed electronically. Paper agreements will be accepted if submitted before August 31, 2023.

The October meeting will include an update from RCTC, as well as the results from a logistics / warehouse trip generation study, and an update from SCAG regarding Connect SoCal.

8. ITEMS FOR FUTURE AGENDAS

There were no items for future agendas.

9. GENERAL ANNOUNCEMENTS

There were no general announcements.

10. NEXT MEETING

The next Planning Directors Committee meeting is scheduled for Thursday, October 12, 2023, at 2:00 p.m., in WRCOG's office.

11. ADJOURNMENT

The meeting was adjourned at 3:45 p.m.



Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: TUMF Project Phases in the Transportation Improvement Program
Contact: Cameron Brown, Program Manager, cbrown@wrcog.us, (951) 405-6712
Date: October 12, 2023

Recommended Action(s):

1. Receive and file.

Summary:

TUMF projects are allocated funding by phases through the Zone Transportation Improvement Program (TIP). These phases are Planning, Engineering, Right-of-Way, and Construction. During delivery of a project, allocations on these phases may be insufficient, or overly sufficient, causing local staff to amend the reimbursement agreements. WRCOG staff will discuss the possible change to TIP allocation phases by consolidating the current structure to two phases: Pre-Construction and Construction. WRCOG staff will also discuss policy to make all unused Pre-Construction funds available for the Construction phase.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to present a change to project funding allocation in TUMF. This change will allow greater flexibility to local agencies to use their TUMF allocations and deliver critical infrastructure projects. This effort aligns with WRCOG 2022-2027 Strategic Plan Goal #5 (Develop projects and programs that improve infrastructure and sustainable development in our subregion).

Discussion:

Background

The TUMF Program allocates revenue collected by TUMF development back to member agencies where the revenue is generated through the Zone TIP. Local agency staff meet to discuss the available funding and allocate this funding to TUMF-eligible infrastructure projects within the Zone. The funding can be allocated for the next five years. It is also allocated to a particular phase of the project. These phases have been Planning, Design, Right-of-Way, and Construction. Once funding is allocated, WRCOG and the local agencies can enter into reimbursement agreements based on the funding that is allocated in the TIP.

Present Situation

TUMF revenue collection through new development has continued at a steady rate over the last few years. In Fiscal Year (FY) 2022/2023, WRCOG collected \$70.4M in fees. In FY 2021/2022, WRCOG

collected \$78.7M. In FY 2020/2021, WRCOG collected \$60.8M. Despite conservative estimates through the COVID-19 pandemic, development remained steady, if not increasing.

However, during the sustained push for new development driving these fees, construction costs continue to escalate. Studies have shown that costs to deliver these projects have increased by up to 50%. The TUMF Program mitigates for new traffic caused by new development. As such, TUMF often does not provide 100% of a project's total cost. While TUMF funding can be a reliable source for these projects, the funding gap must be filled by other sources. With the increased costs, it is becoming harder for local agencies to find a way forward to deliver their projects.

To help alleviate this difficulty, WRCOG staff is recommending two changes to the method that TUMF funding is allocated:

1. Consolidate the four phases of project allocations of Planning, Design, Right-of-Way (ROW), and Construction to two phases: Pre-Construction and Construction.
2. Allow all allocations that are unspent in the Pre-Construction to be automatically eligible for the Construction phase.

Pre-Construction

This phase would involve all work done prior to the construction of an infrastructure project. It would include both the planning and design phases used in the TIP. Often, WRCOG would also call these phases PA&ED (Project Approval and Environmental Document) and PS&E (Plans, Specifications, and Estimates). This is language consistent with Caltrans projects and will no longer be used. All planning and design activities that are not part of the ROW and Construction process will be grouped together as part of Pre-Construction.

This change will allow flexibility to local staff as they deliver projects. Actual costs for planning or design may be much less for one phase and greater for another. With this change, local staff can administer the funding for the project as it is needed, without having to amend reimbursement agreements. Also, local staff will have less work in determining which costs go to which phase. Often, there is a significant grey area as to what accounts for planning costs and what accounts for design costs. With this change, all Pre-Construction costs are covered under the same funds in a reimbursement.

Construction

This phase would likewise be changed to allow for all costs related to the construction of a project. This would include the costs of the ROW needed. All funds previously designated as ROW and Construction would now be wrapped up into just Construction. Local staff will again be given the flexibility of where to use this funding. For example, if the entirety of the funding needs to be used for ROW, while construction funds are obtained from a different funding source, then local staff can have the flexibility to make that decision and be given greater ability to fully deliver a project.

Unspent Pre-Construction Funds

In the past, WRCOG has not allowed funds from planning and design to be used for ROW and Construction phases. The maximum shares for each phase are set by the Nexus Study. It was the understanding that consistency with these phase allocations was necessary for effective project

delivery. The idea was that WRCOG should not give more funding than what the Nexus Study recommends to planning and design phases, in the event that TUMF funding would not be available for later phases and the project would be undelivered.

Staff is recommending that WRCOG initiate a policy to allow unspent funds that have been allocated to the Pre-Construction phase to be used for the Construction phases. This will again give local staff some flexibility to deliver projects. It also has the added benefit of allowing staff to be cost-effective with their Pre-Construction budget with the knowledge that the funding is not lost and can be moved to the Construction phase.

However, with this policy, WRCOG will not allow Construction funding as allocated in the Nexus Study to be moved to the Pre-Construction phase. This will maintain project flow by not overspending on early planning and design costs, only to then have a shortfall in construction.

This item is presented for discussion. Implementation of this measure will occur through subsequent meetings as it will require updating the TUMF Reimbursement manual and potential amendments to TUMF Credit / Reimbursement Agreements based on legal counsel review.

Prior Action(s):

None.

Financial Summary:

TUMF-related activities are included in the Fiscal Year 2023/2024 Agency Budget under the TUMF Program (1148) in the General Fund (Fund 110). Four percent of all TUMF collections are allocated for Administrative purposes per the most recently adopted Nexus study.

Attachment(s):

None.



Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: TUMF Nexus Study Activities Update
Contact: Chris Gray, Deputy Executive Director, cgray@wrcog.us, (951) 405-6710
Date: October 12, 2023

Recommended Action(s):

1. Receive and file

Summary:

The TUMF Nexus Study draws a connection between the needs of the Program and the TUMF Program Fee Schedule. This Nexus Study identifies projects requiring mitigation from new development, determines what the cost of those projects will be, and what fees need to be assessed to fund these projects. Recent analysis through transportation modeling work has determined a list of projects eligible for mitigation. This list includes freeway interchanges, arterial widenings, bridges, and grade separations.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to provide member agencies with study results showing what projects are eligible for funding in the TUMF Program. This effort aligns with WRCOG 2022-2027 Strategic Plan Goal #5 (Develop projects and programs that improve infrastructure and sustainable development in our subregion).

Discussion:

Background

At its October 4, 2021, meeting, the Executive Committee gave direction for staff to begin work on a TUMF Nexus Study update. The TUMF Nexus Study draws a connection between the needs of the Program and the TUMF Program Fee Schedule. This Nexus Study identifies projects requiring mitigation from new development, determines what the cost of those projects will be, and what fees need to be assessed to fund these projects. TUMF Nexus Study updates have occurred on a regular basis with updates done in 2005, 2009, 2011, and 2017.

The key reasons for a Nexus Study update include the following:

- It is considered a best practice to update on a regular basis
- Underlying growth forecasts have changed since the last update
- Travel behavior has changed, particularly viewed in light of COVID-19

- The project list has changed, with past projects completed and new projects identified
- Opportunity to add new project types, such as Intelligent Transportation System infrastructure

Staff and consultants have worked to update the three key elements of the Nexus Study:

1. Land use forecasts
2. List of TUMF projects
3. Project cost estimates

Present Situation

Land Use Forecasts: The updated Nexus Study uses the land use forecasts for the region developed during the SCAG Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) adopted in 2020. The 2017 Nexus Study uses the SCAG RTP/SCS from 2016. WRCOG, consultants, and member agencies conducted a detailed review of the SCAG data at the Traffic Analysis Zone (TAZ) level to verify that the existing and projected distributions matched local data. Based on these adopted growth projections, SCAG is projecting that the WRCOG subregion will experience a population growth of 33% (from 2016 to 2045) and employment is projected to grow by 46% (from 2016 to 2045).

The forecasts done for the 2020 RTP/SCS differ from the forecasts for the 2016 RTP/SCS. While the growth in population has remained steady from the 2016 RTP/SCS forecast, the growth in employment has declined in the 2020 study. In 2016, the RTP/SCS forecasted 406,591 employees working in the WRCOG subregion. In 2020, employees were forecasted at 277,345. This constitutes a 32% decrease between the two forecasts. For a breakout of changes by jurisdiction, see Attachment 1. As changes in employment directly impact traffic modeling, this will have an impact on the level of mitigation needed when compared with the previous Nexus Study.

Roadway Network: Since 2021, staff has been working with local agencies to update the needs of the TUMF Network. Staff has met with representatives of all TUMF participating agencies. Each agency has had an opportunity to make revisions, corrections, and additions to the TUMF Network. WRCOG has met with all of WRCOG's member agencies which have submitted requests for additions and changes to the Network.

Each project request was submitted by WRCOG member agencies and reviewed during a TUMF Zone staff meeting. Please note that the process to include projects in the updated Nexus Study is as follows:

1. WRCOG member agency requests that a project be added.
2. The Nexus Study consultant includes the proposed project in the Nexus Study travel demand model.
3. WRCOG staff and consultants evaluate the project against objective criteria such as traffic volume, volume to capacity ratio, and number of future lanes. Projects must have a minimum of four lanes to be included in the Nexus Study.
4. If the proposed project meets the above criteria, then the project is included in the Nexus Study project list.

This list of projects was confirmed during the April 13, 2023, WRCOG Public Works Committee (PWC) meeting. Prior to that meeting, WRCOG solicited member agencies to request projects for inclusion in the updated TUMF Nexus Study. These potential projects were evaluated using RIVCOM to determine

whether the potential projects met the various criteria for inclusion in the Nexus Study. During the August 10, 2023, PWC meeting, eligible arterial widening projects were shown by agency and zone. In total, 12 additional roadway projects were added to the network. An analysis on the Volume/Capacity (V/C) ratio and Level of Service (LOS) for all network segments which was revised to show the maximum V/C ratio along a segment rather than an average. This analysis is shown in Attachment 2. Segments with a V/C ratio over 0.9 would be eligible for funding. This funding may be full or partial depending on the existing need. The analysis continues to show that some segments previously eligible in 2017 may no longer be eligible.

The Nexus Study consultant has now provided the same analysis for the interchanges. Using the RIVCOM model, the consultant determined the facilities requiring mitigation. For bridges and grade separations, the eligibility is determined by the eligibility of the road segment where the facility is located. For interchanges, a comprehensive analysis was done analyzing the V/C ratio of all the ramps and overpasses / underpasses for each interchange. The complete list of interchanges is shown in Attachment 3.

Prior Action(s):

August 10, 2023: The Public Works Committee received and filed.

June 8, 2023: The Public Works Committee received and filed.

April 13, 2023: The Public Works Committee approved the updated TUMF Nexus Study Roadway Network.

July 11, 2022: The Executive Committee received and filed.

March 17, 2022: The Technical Advisory Committee received and filed.

March 10, 2022: The Public Works Committee received and filed.

October 4, 2021: The Executive Committee gave direction to 1) begin work on a TUMF Nexus Study update; 2) update the TUMF Administrative Plan to expand the TUMF-eligible project list to include Intelligent Transportation Systems projects; 3) work with the Riverside County Transportation Commission and Riverside Transit Agency to evaluate options to mitigate VMT impacts from new development outside of the TUMF Nexus Study update; and 4) begin work on an update of the Analysis of Development Impact Fees in Western Riverside County.

Financial Summary:

Funding for TUMF activities is included in the Fiscal Year 2023/2024 budget under the TUMF Program (1148) in the General Fund (110). 4% of all TUMF collections are allocated for administrative purposes.

Attachment(s):

[Attachment 1 - RTP SCS Emp Comparison](#)

[Attachment 2 - TUMF Segments Evaluation](#)

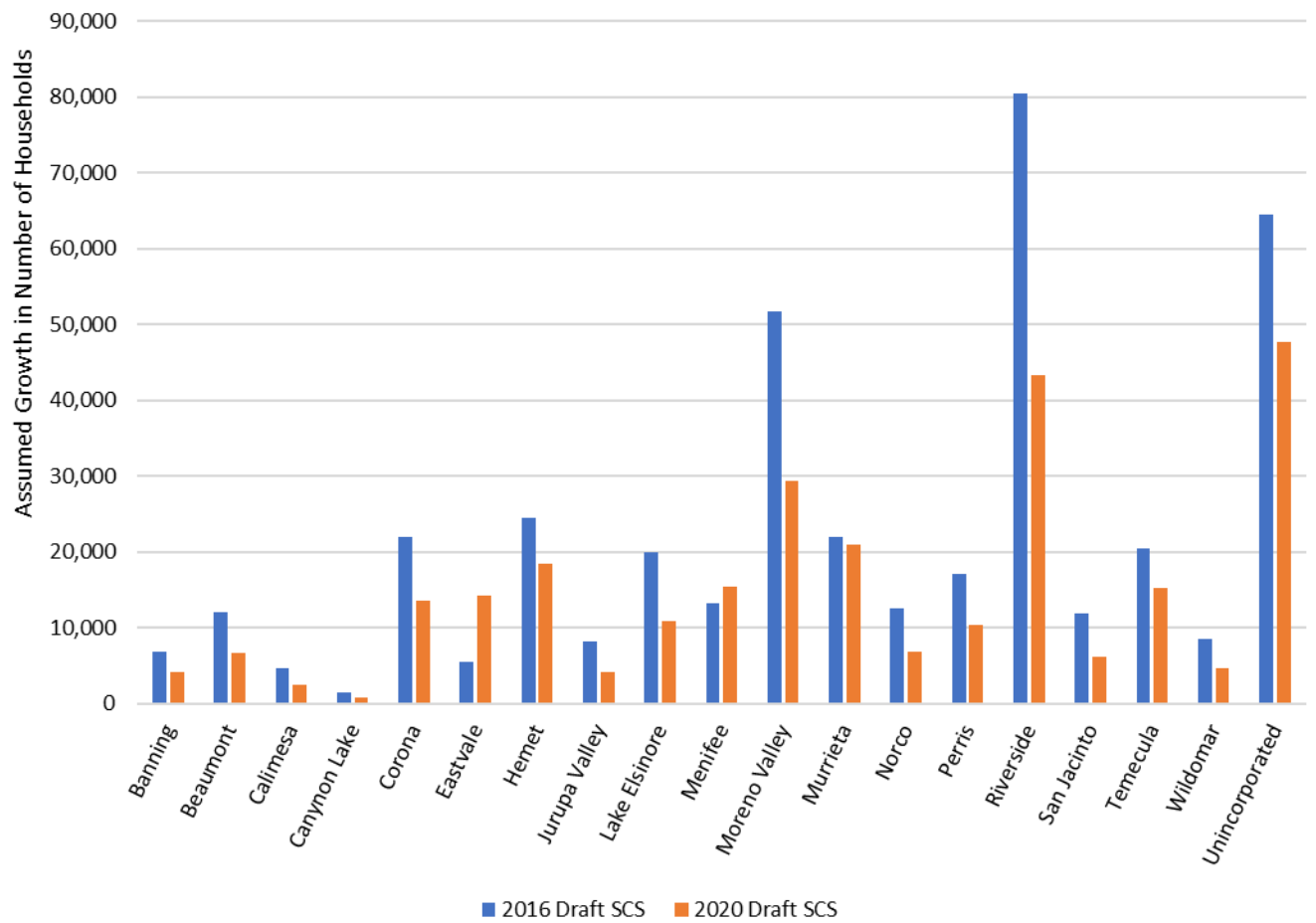
[Attachment 3 - TUMF Interchange Evaluation](#)

Attachment

Comparison of RTP/SCS Employment Growth Assumptions

Jurisdiction	Employment Growth		
	2016	2020	Difference
Banning	6,900	4,100	-2,800
Beaumont	12,100	6,600	-5,500
Calimesa	4,600	2,500	-2,100
Canynon Lake	1,500	800	-700
Corona	22,000	13,600	-8,400
Eastvale	5,500	14,200	8,700
Hemet	24,500	18,500	-6,000
Jurupa Valley	8,100	4,200	-3,900
Lake Elsinore	19,900	10,900	-9,000
Menifee	13,200	15,400	2,200
Moreno Valley	51,800	29,400	-22,400
Murrieta	21,900	20,900	-1,000
Norco	12,500	6,900	-5,600
Perris	17,100	10,300	-6,800
Riverside	80,500	43,300	-37,200
San Jacinto	11,900	6,200	-5,700
Temecula	20,500	15,200	-5,300
Wildomar	8,500	4,700	-3,800
Unincorporated	64,575	47,625	-16,950
Totals	409,591	277,345	-132,246
Percent Change			-32%

Comparison of Employment Growth Assumptions



Attachment

TUMF Network Segment Evaluation
by V/C and LOS

City	Street	From	To	Length (Miles)	Future Weighted ADT	Existing Weighted V/C	Existing Weighted LOS	Future No- Build Weighted V/C	Future Weighted LOS	% of need attributable to New Development	Future Worst V/C	Future Worst LOS	LOS Change from Weighted	2017 Nexus Future No Build V/C	2017 Nexus Future Worst LOS
Banning	8th	Wilson	I-10	0.57	4,819	0.25	C	0.37	C	0%	0.70	C		0.40	C
Banning	Highland Springs	Cherry Valley	Oak Valley (14th)	1.54	5,735	0.28	C	0.49	C	0%	0.78	C		0.28	C
Banning	Highland Springs	Oak Valley (14th)	Wilson (8th)	0.73	11,886	0.29	C	0.48	C	0%	0.54	C		1.05	F
Banning	Highland Springs	Wilson (8th)	Sun Lakes	0.76	19,435	0.45	C	0.67	C	0%	0.77	C		0.53	C
Banning	Lincoln	Sunset	SR-243	1.51	2,447	0.14	C	0.16	C	0%	0.33	C		0.84	D
Banning	Ramsey	I-10	8th	1.71	1,739	0.10	C	0.13	C	0%	0.36	C		0.80	D
Banning	Ramsey	8th	Highland Springs	3.56	7,322	0.24	C	0.33	C	0%	0.65	C		0.74	C
Banning	SR-243	I-10	Wesley	1.31	5,693	0.31	C	0.48	C	0%	0.70	C		0.92	E
Banning	Sun Lakes	Highland Springs	Highland Home	1.13	2,281	0.04	C	0.05	C	0%	0.08	C		0.43	C
Banning	Sunset	Ramsey	Lincoln	0.28	5,771	0.13	C	0.22	C	0%	0.59	C		0.77	C
Banning	Wilson	Highland Home	8th	2.52	1,861	0.06	C	0.12	C	0%	0.27	C		0.70	C
Banning	Wilson	Highland Springs	Highland Home	1.01	6,558	0.14	C	0.24	C	0%	0.26	C		0.87	D
Beaumont	1st	Viele	Pennsylvania	0.88	8,487	0.47	C	0.59	C	0%	0.80	C		0.75	C
Beaumont	1st	Pennsylvania	Highland Springs	1.11	12,923	0.50	C	0.68	C	0%	0.83	D		0.60	C
Beaumont	6th	I-10	Highland Springs	2.33	11,090	0.23	C	0.47	C	0%	1.47	F	Y	0.90	E
Beaumont	Beaumont	Oak Valley (14th)	I-10	1.38	12,174	0.31	C	0.38	C	0%	0.81	D		0.41	C
Beaumont	Desert Lawn	Champions	Oak Valley (STC)	0.92	12,201	0.45	C	0.80	C	0%	0.80	C		0.34	C
Beaumont	Oak Valley (14th)	Pennsylvania	Oak View	1.69	5,628	0.13	C	0.26	C	0%	0.75	C		0.66	C
Beaumont	Oak Valley (14th)	Highland Springs	Pennsylvania	1.14	2,704	0.05	C	0.11	C	0%	0.13	C		0.34	C
Beaumont	Oak Valley (14th)	I-10	interchange	0.47	18,386	0.69	C	1.04	F	100%	1.37	F		1.15	F
Beaumont	Oak Valley (STC)	Beaumont City Limits	Cherry Valley (J St / Ce	1.81	1,322	0.01	C	0.24	C	0%	0.34	C		0.55	C
Beaumont	Oak Valley (STC)	Cherry Valley (J St / Ce	I-10	2.77	7,344	0.09	C	0.38	C	0%	1.50	F	Y	0.59	C
Beaumont	Pennsylvania	I-10	interchange	0.53	12,652	0.53	C	0.73	C	0%	0.92	E	Y	1.03	F
Beaumont	Potrero	SR-60	4th	0.44	3,482	0.01	C	0.24	C	0%	0.25	C		0.00	C
Beaumont	Potrero	SR-60	interchange	0.74	8,011	0.01	C	0.37	C	0%	0.64	C		0.00	C
Beaumont	SR-79 (Beaumont)	I-10	interchange	0.76	47,549	1.05	F	1.17	F	46%	1.25	F		1.50	F
Calimesa	Bryant	County Line	Avenue L	0.38	7,900	0.38	C	0.61	C	0%	0.61	C		0.24	C
Calimesa	Calimesa	County Line	I-10	1.02	6,884	0.13	C	0.38	C	0%	1.34	F	Y	0.29	C
Calimesa	Cherry Valley	Roberts	Desert Lawn	3.94	9,048	0.41	C	0.61	C	0%	1.38	F	Y	0.73	C
Calimesa	County Line	Roberts	Bryant	1.83	8,930	0.54	C	0.71	C	0%	1.24	F	Y	0.41	C
Calimesa	Desert Lawn	Palmer	Champions	1.68	2,265	0.04	C	0.45	C	0%	0.53	C		0.27	C
Calimesa	Singleton	Condit	Roberts	0.94	18,558	0.74	C	1.14	F	100%	1.35	F		0.80	C
Calimesa	Singleton	Avenue L	Condit	1.05	18,138	0.43	C	0.65	C	0%	1.25	F	Y	0.00	C
Calimesa	Tukwet Canyon	Roberts	Palmer	0.24	15,297	0.71	C	1.37	F	100%	1.37	F		0.00	C
Canyon Lake	Railroad Canyon	Canyon Hills	Goetz	1.97	50,379	0.72	C	0.96	E	100%	1.11	F		0.91	E
Corona	6th	SR-91	Magnolia	4.87	12,314	0.43	C	0.55	C	0%	0.78	C		0.91	E
Corona	Cajalco	Bedford Canyon	I-15	0.81	15,433	0.39	C	0.50	C	0%	0.84	D		1.70	F
Corona	Cajalco	I-15	Temescal Canyon	0.50	27,864	0.47	C	0.62	C	0%	0.78	C		1.26	F
Corona	Foothill	California	I-15	0.88	10,797	0.29	C	0.42	C	0%	0.51	C		1.49	F
Corona	Foothill	Lincoln	California	2.89	10,033	0.30	C	0.42	C	0%	0.56	C		0.43	C
Corona	Foothill	Paseo Grande	Lincoln	2.53	15,100	0.45	C	0.60	C	0%	0.63	C		0.00	C
Corona	Green River	Dominguez Ranch	Palisades	0.56	26,693	0.53	C	0.60	C	0%	0.61	C		1.26	F
Corona	Green River	SR-91	Dominguez Ranch	0.41	28,858	0.54	C	0.61	C	0%	0.63	C		1.35	F
Corona	Green River	Palisades	Paseo Grande	2.01	23,657	0.67	C	0.77	C	0%	0.90	E	Y	0.83	D
Corona	Hidden Valley	Norco Hills	McKinley	0.47	20,098	0.52	C	0.71	C	0%	0.72	C		0.68	C
Corona	Lincoln	Parkridge	Ontario	3.22	20,450	0.58	C	0.65	C	0%	0.90	D		0.55	C
Corona	Magnolia	6th	Sherborn Bridge	0.36	38,597	0.91	E	1.07	F	92%	1.08	F		0.92	E
Corona	Magnolia	Sherborn Bridge	Rimpau	0.63	46,733	0.93	E	1.04	F	78%	1.17	F		1.08	F
Corona	Magnolia	Rimpau	Ontario	1.17	30,179	0.71	C	0.73	C	0%	0.84	D		0.47	C
Corona	Main	Hidden Valley	Parkridge	0.35	40,539	0.94	E	1.12	F	82%	1.14	F		1.42	F
Corona	Main	Ontario	Foothill	0.89	11,949	0.40	C	0.50	C	0%	0.65	C		0.63	C
Corona	Main	SR-91	S. Grand	0.81	25,820	0.66	C	0.65	C	0%	0.76	C		0.54	C
Corona	Main	Parkridge	SR-91	0.91	39,927	0.62	C	0.74	C	0%	1.04	F	Y	0.75	C

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Corona	Main	Grand	Ontario	0.88	15,685	0.78	C	0.81	D	0%	0.90	D		1.09	F
Corona	McKinley	Promenade	SR-91	0.41	31,232	0.61	C	0.66	C	0%	0.89	D		0.71	C
Corona	McKinley	SR-91	Magnolia	0.36	25,862	0.76	C	0.81	D	0%	0.89	D		1.07	F
Corona	McKinley	Hidden Valley	Promenade	0.70	25,988	0.70	C	0.85	D	0%	0.87	D		0.90	D
Corona	Ontario	I-15	El Cerrito	0.88	13,029	0.69	C	0.93	E	100%	1.18	F		1.48	F
Corona	Ontario	Main	Kellogg	0.78	20,890	0.39	C	0.41	C	0%	0.52	C		0.83	D
Corona	Ontario	Kellogg	Fullerton	0.32	18,415	0.36	C	0.42	C	0%	0.42	C		1.44	F
Corona	Ontario	Buena Vista	Main	0.65	23,206	0.47	C	0.47	C	0%	0.48	C		0.77	C
Corona	Ontario	Fullerton	Rimpau	0.42	18,745	0.36	C	0.49	C	0%	0.50	C		0.85	D
Corona	Ontario	Rimpau	I-15	0.67	20,468	0.45	C	0.57	C	0%	1.12	F	Y	1.18	F
Corona	Ontario	Lincoln	Buena Vista	0.32	20,733	0.67	C	0.71	C	0%	0.71	C		1.15	F
Corona	Railroad	Auto Club	Buena Vista	2.51	7,071	0.26	C	0.30	C	0%	0.47	C		0.84	D
Corona	Railroad	Buena Vista	Main (at Grand)	0.59	9,670	0.69	C	0.73	C	0%	0.84	D		1.30	F
Corona	River	Corydon	Main	2.28	25,521	0.71	C	0.85	D	0%	1.26	F	Y	0.99	E
Corona	Serfas Club	SR-91	Green River	0.91	13,431	0.58	C	0.59	C	0%	0.92	E	Y	0.52	C
Eastvale	Archibald	San Bernardino County	River	3.57	33,325	0.62	C	0.93	E	100%	1.89	F		0.85	D
Eastvale	Hamner	Amberhill	Limonite	0.70	32,275	0.68	C	1.08	F	100%	1.57	F		0.97	E
Eastvale	Hamner	Schleisman	Santa Ana River	0.82	24,458	1.24	F	1.41	F	33%	1.67	F		1.26	F
Eastvale	Hamner	Bellegrave	Amberhill	0.21	40,825	0.57	C	1.16	F	100%	1.16	F		0.64	C
Eastvale	Hamner	Mission	Bellegrave	3.03	39,270	0.86	D	1.30	F	100%	1.89	F		0.00	C
Eastvale	Hamner	Limonite	Schleisman	1.27	21,491	0.38	C	0.63	C	0%	0.94	E	Y	0.27	C
Eastvale	Hellman Ave	River Road	Walters Ave	1.41	18,153	0.69	C	1.44	F	100%	1.78	F		0.00	C
Eastvale	Limonite	Hamner	Sumner	1.00	50,822	0.80	D	1.16	F	100%	1.46	F		0.75	C
Eastvale	Limonite	Sumner	Harrison	0.50	56,625	0.77	C	0.97	E	100%	1.01	F		0.47	C
Eastvale	Limonite	East Center	Hamner	0.26	70,387	0.95	E	1.36	F	89%	1.36	F		1.38	F
Eastvale	Limonite	I-15	East Center	0.29	72,123	0.93	E	1.32	F	92%	1.40	F		1.38	F
Eastvale	Limonite	Archibald	Hellman (Keller SBD C	0.23	27,536	0.00	C	0.35	C	0%	0.35	C		0.00	C
Eastvale	Limonite	Harrison	Archibald	0.50	40,835	0.55	C	0.70	C	0%	0.70	C		0.52	C
Eastvale	River Rd	Archibald Ave	Hellman Ave	0.76	18,756	0.67	C	1.01	F	100%	1.20	F		0.00	C
Eastvale	Schleisman	Sumner	Scholar	0.50	17,566	0.85	D	0.97	E	100%	0.97	E		0.69	C
Eastvale	Schleisman	Harrison	Sumner	0.50	20,778	0.61	C	0.96	E	100%	1.31	F		0.36	C
Eastvale	Schleisman	600' e/o Cucamonga C	Harrison	0.75	39,539	0.69	C	1.17	F	100%	1.27	F		0.47	C
Eastvale	Schleisman	San Bernardino County	600' e/o Cucamonga C	0.79	40,056	0.66	C	1.23	F	100%	1.27	F		0.62	C
Eastvale	Schleisman	Scholar	A Street	0.30	26,974	0.51	C	0.80	D	0%	0.80	D		0.94	E
Eastvale	Schleisman	A Street	Hamner	0.29	26,974	0.51	C	0.84	D	0%	0.85	D		0.94	E
Hemet	(New) Stetson Ave	Warren Rd	0.85 Miles w/o Warren	0.84	7,664	0.38	C	0.90	D	0%	0.93	E	Y	0.00	C
Hemet	Domenigoni	Sanderson	State	2.15	24,272	0.42	C	0.70	C	0%	0.74	C		0.56	C
Hemet	Domenigoni	Warren	Sanderson	1.67	35,261	0.82	D	1.14	F	100%	1.21	F		1.41	F
Hemet	Sanderson	RR Crossing	Acacia	0.63	28,887	0.83	D	0.97	E	100%	1.17	F		0.98	E
Hemet	Sanderson	Stetson	RR Crossing	0.38	30,925	0.77	C	1.11	F	100%	1.17	F		1.00	E
Hemet	Sanderson	Menlo	Esplanade	1.00	28,709	0.71	C	0.96	E	100%	0.98	E		0.98	E
Hemet	Sanderson	Domenigoni	Stetson	1.09	31,114	0.79	C	1.11	F	100%	1.20	F		1.05	F
Hemet	Sanderson	Acacia	Menlo	0.98	30,243	0.74	C	0.93	E	100%	1.00	F		1.06	F
Hemet	SR-74 (Florida)	Columbia	Ramona	2.58	15,965	0.47	C	0.57	C	0%	0.65	C		0.64	C
Hemet	SR-74 (Florida)	Warren	Cawston	1.02	33,463	0.64	C	0.97	E	100%	1.08	F		1.17	F
Hemet	SR-74 (Florida)	Winchester	Warren	2.59	39,968	0.83	D	1.05	F	100%	1.17	F		1.37	F
Hemet	SR-74/SR-79 (Florida)	Cawston	Columbia	4.04	20,107	0.40	C	0.63	C	0%	0.70	C		0.83	D
Hemet	State	Florida	Esplanade	1.75	13,516	0.33	C	0.53	C	0%	0.66	C		0.51	C
Hemet	State	Stetson	Florida	1.25	12,807	0.57	C	0.81	D	0%	1.09	F	Y	0.89	D
Hemet	State	Chambers	Stetson	0.51	25,438	0.51	C	0.93	E	100%	0.99	E		0.61	C
Hemet	State	Domenigoni	Chambers	1.31	23,378	0.44	C	0.93	E	100%	0.95	E		0.78	C
Hemet	Stetson	Warren	Cawston	1.00	15,211	0.59	C	0.96	E	100%	1.04	F		1.20	F
Hemet	Stetson	Cawston	State	2.52	22,445	0.49	C	0.68	C	0%	0.97	E	Y	0.81	D

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Hemet	Warren	Esplanade	Domenigoni	5.02	16,229	0.79	C	1.11	F	100%	1.26	F		1.24	F
Jurupa Valley	Armstrong	San Bernardino County	Valley	1.53	28,277	0.83	D	1.14	F	100%	1.45	F		1.23	F
Jurupa Valley	Bellegrave	Cantu-Galleano Ranch	Van Buren	0.39	12,892	0.43	C	0.78	C	0%	0.90	E	Y	1.19	F
Jurupa Valley	Cantu-Galleano Ranch	Wineville	Bellegrave	1.63	6,921	0.14	C	0.27	C	0%	0.57	C		0.39	C
Jurupa Valley	Etiwanda	San Bernardino County	SR-60	1.05	55,675	1.10	F	1.49	F	65%	1.98	F		0.96	E
Jurupa Valley	Etiwanda	SR-60	Limonite	2.95	23,053	0.61	C	0.83	D	0%	1.78	F	Y	0.77	C
Jurupa Valley	Limonite	Etiwanda	Van Buren	2.73	31,566	0.80	C	0.91	E	100%	1.38	F		1.29	F
Jurupa Valley	Limonite	Clay	Riverview	2.73	27,722	0.64	C	0.79	C	0%	0.92	E	Y	0.82	D
Jurupa Valley	Limonite	Wineville	Etiwanda	0.99	29,780	0.76	C	0.80	C	0%	1.16	F	Y	1.32	F
Jurupa Valley	Limonite	Van Buren	Clay	0.79	31,024	0.67	C	0.84	D	0%	0.84	D		0.98	E
Jurupa Valley	Limonite	I-15	Wineville	0.47	46,698	0.82	D	0.89	D	0%	1.10	F	Y	1.02	F
Jurupa Valley	Market	Rubidoux	Santa Ana River	1.19	15,271	0.86	D	1.06	F	100%	1.44	F		1.31	F
Jurupa Valley	Mission	Milliken	SR-60	2.10	35,380	0.90	D	1.06	F	100%	1.32	F		0.89	D
Jurupa Valley	Mission	SR-60	Santa Ana River	7.24	22,919	0.57	C	0.78	C	0%	1.41	F	Y	0.96	E
Jurupa Valley	Riverview	Limonite	Mission	0.67	23,126	0.55	C	0.57	C	0%	0.69	C		0.81	D
Jurupa Valley	Rubidoux	San Bernardino County	Mission	2.90	34,681	0.86	D	1.11	F	100%	1.29	F		0.77	C
Jurupa Valley	Valley	Armstrong	Mission	0.48	54,860	1.22	F	1.46	F	44%	1.61	F		1.58	F
Jurupa Valley	Van Buren	Bellegrave	Santa Ana River	3.99	42,253	1.02	F	1.12	F	44%	1.81	F		1.32	F
Jurupa Valley	Van Buren	SR-60	Bellegrave	1.57	46,621	1.01	F	1.10	F	44%	1.23	F		1.34	F
Lake Elsinore	Camino del Norte	Summerhill Dr	Main St	1.71	10,769	0.70	C	1.04	F	100%	1.05	F		0.00	C
Lake Elsinore	Corydon	Mission	Grand	1.53	14,454	0.73	C	1.02	F	100%	1.21	F		0.86	D
Lake Elsinore	Diamond	Mission	I-15	0.18	42,199	0.73	C	0.93	E	100%	1.06	F		1.48	F
Lake Elsinore	Grand	Toft	SR-74 (Riverside)	1.02	13,078	0.68	C	0.92	E	100%	0.98	E		0.71	C
Lake Elsinore	Grand	Lincoln	Toft	1.14	13,210	0.47	C	0.65	C	0%	0.90	D		0.40	C
Lake Elsinore	Lake	I-15	Lincoln	3.25	20,944	0.99	E	1.28	F	76%	1.66	F		1.38	F
Lake Elsinore	Mission	Railroad Canyon	Bundy Canyon	2.39	22,912	0.48	C	0.74	C	0%	1.00	F	Y	0.88	D
Lake Elsinore	Nichols	I-15	Lake	1.80	13,833	0.59	C	0.96	E	100%	1.42	F		1.20	F
Lake Elsinore	Railroad Canyon	I-15	Canyon Hills	2.36	54,831	0.87	D	1.14	F	100%	1.79	F		0.71	C
Lake Elsinore	SR-74 (Collier/Riverside)	I-15	Lakeshore	2.15	25,621	0.85	D	1.05	F	100%	1.52	F		1.36	F
Lake Elsinore	SR-74 (Grand)	Riverside	SR-74 (Ortega)	0.64	23,813	1.19	F	1.37	F	38%	1.48	F		1.55	F
Lake Elsinore	SR-74 (Riverside)	Lakeshore	Grand	1.74	19,700	0.78	C	0.91	E	100%	1.21	F		1.17	F
Lake Elsinore	Summerhill Dr	Railroad Canyon Rd	Greenwald Ave	2.13	21,350	0.24	C	0.24	C	0%	0.50	C		0.00	C
Lake Elsinore	Temescal Canyon	I-15	Lake	1.23	11,341	0.65	C	1.18	F	100%	1.20	F		1.41	F
Menifee	Briggs	Newport	Scott	3.00	10,511	0.18	C	0.47	C	0%	0.76	C		0.78	C
Menifee	Ethanac	Goetz	Murrieta	0.99	29,267	0.27	C	0.86	D	0%	0.86	D		0.90	D
Menifee	Ethanac	Murrieta	I-215	0.97	26,164	0.27	C	0.76	C	0%	1.14	F	Y	0.89	D
Menifee	Garbani Rd	Menifee Rd	Briggs Rd	0.99	8,879	0.13	C	0.45	C	0%	0.46	C		0.00	C
Menifee	Garbani Rd	Antelope Rd	Menifee Rd	0.95	12,108	0.20	C	0.59	C	0%	0.61	C		0.00	C
Menifee	Goetz	Juanita	Lesser Lane	2.05	12,925	0.71	C	0.95	E	100%	0.96	E		1.13	F
Menifee	Goetz	Newport	Juanita	1.46	16,416	0.54	C	0.82	D	0%	1.30	F	Y	1.08	F
Menifee	Holland Rd	Murrieta Rd	Bradley Rd	1.03	11,047	0.52	C	0.87	D	0%	1.11	F	Y	0.00	C
Menifee	Holland Rd	Bradley Rd	Haun Rd	0.75	14,304	0.62	C	0.94	E	100%	1.09	F		0.00	C
Menifee	Holland Rd	City Limits (West)	Murrieta Rd	0.60	12,177	0.52	C	0.89	D	0%	0.90	D		0.00	C
Menifee	McCall	Aspel	Menifee	0.96	14,669	0.39	C	0.74	C	0%	0.96	E	Y	1.03	F
Menifee	McCall	I-215	Aspel	1.17	21,535	0.34	C	0.68	C	0%	1.02	F	Y	0.79	C
Menifee	Menifee	Holland	Garbani	1.07	11,406	0.41	C	0.54	C	0%	0.69	C		0.69	C
Menifee	Menifee	Garbani	Scott	1.00	10,940	0.64	C	0.97	E	100%	1.00	E		1.06	F
Menifee	Menifee	Aldergate	Newport	0.98	16,746	0.45	C	0.62	C	0%	0.72	C		0.66	C
Menifee	Menifee	Newport	Holland	1.08	21,025	0.44	C	0.72	C	0%	0.93	E	Y	0.71	C
Menifee	Menifee	Simpson	Aldergate	0.64	17,213	0.39	C	0.73	C	0%	0.75	C		0.65	C
Menifee	Menifee	SR-74 (Pinacate)	Simpson	2.50	23,239	0.70	C	0.98	E	100%	1.79	F		0.77	C
Menifee	Menifee/Whitewood	Scott	Murrieta City Limit	0.36	13,788	0.44	C	0.77	C	0%	1.22	F	Y	0.75	C
Menifee	Murrieta	Newport	Bundy Canyon	3.01	9,874	0.44	C	0.69	C	0%	1.25	F	Y	0.69	C

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Menifee	Murrieta	Ethanac	McCall	1.97	12,470	0.53	C	0.86	D	0%	1.26	F	Y	0.78	C
Menifee	Murrieta	McCall	Newport	2.03	16,045	0.60	C	0.84	D	0%	1.18	F	Y	0.92	E
Menifee	Newport	Lindenberger	SR-79 (Winchester)	3.55	46,646	0.52	C	0.71	C	0%	0.83	D		0.51	C
Menifee	Newport	Menifee	Lindenberger	0.82	48,837	0.67	C	0.97	E	100%	0.97	E		0.69	C
Menifee	Newport	Goetz	Murrieta	1.77	47,747	0.59	C	0.84	D	0%	1.06	F	Y	0.94	E
Menifee	Newport	I-215	Menifee	1.02	57,764	0.93	E	1.10	F	83%	1.55	F		1.01	F
Menifee	Newport	Murrieta	I-215	1.99	53,858	0.84	D	1.08	F	100%	1.53	F		1.21	F
Menifee	Scott	I-215	Briggs	2.23	13,581	0.40	C	0.74	C	0%	1.23	F	Y	0.83	D
Menifee	Scott	Sunset	Murrieta	1.01	20,987	0.94	E	1.31	F	91%	1.36	F		1.35	F
Menifee	Scott	Murrieta	I-215	2.01	17,373	0.72	C	1.03	F	100%	1.06	F		1.10	F
Menifee	SR-74 (Pinacate)	Matthews	Briggs	1.90	37,886	0.77	C	1.02	F	100%	1.11	F		1.14	F
Moreno Valley	Alessandro	Nason	Moreno Beach	0.99	8,112	0.25	C	0.50	C	0%	0.54	C		0.58	C
Moreno Valley	Alessandro	Perris	Nason	2.01	16,688	0.56	C	0.75	C	0%	0.88	D		0.93	E
Moreno Valley	Alessandro	Moreno Beach	Gilman Springs	4.15	8,311	0.27	C	0.69	C	0%	1.05	F	Y	0.70	C
Moreno Valley	Alessandro	I-215	Perris	3.52	33,652	0.61	C	0.80	C	0%	1.08	F	Y	1.00	F
Moreno Valley	Cactus	I-215	Heacock	2.17	34,407	0.66	C	0.84	D	0%	1.45	F	Y	1.06	F
Moreno Valley	Day	Ironwood	SR-60	0.28	18,719	0.52	C	0.63	C	0%	0.98	E	Y	0.68	C
Moreno Valley	Day	SR-60	Eucalyptus	0.76	18,530	0.45	C	0.58	C	0%	0.98	E	Y	0.43	C
Moreno Valley	Eucalyptus	Moreno Beach	Theodore	2.27	2,031	0.01	C	0.25	C	0%	0.88	D		0.07	C
Moreno Valley	Eucalyptus	Kitching	Moreno Beach	2.43	6,898	0.19	C	0.29	C	0%	0.46	C		0.29	C
Moreno Valley	Eucalyptus	Heacock	Kitching	1.50	10,376	0.53	C	0.70	C	0%	0.92	E	Y	0.90	E
Moreno Valley	Eucalyptus	I-215	Towngate	1.00	16,267	0.52	C	0.72	C	0%	0.87	D		0.93	E
Moreno Valley	Eucalyptus	Towngate	Frederick	0.67	11,908	0.43	C	0.69	C	0%	0.81	D		0.70	C
Moreno Valley	Eucalyptus	Frederick	Heacock	1.02	16,798	0.51	C	0.67	C	0%	0.79	C		0.66	C
Moreno Valley	Frederick	SR-60	Alessandro	1.63	16,234	0.42	C	0.58	C	0%	1.39	F	Y	0.78	C
Moreno Valley	Gilman Springs	SR-60	Alessandro	1.93	13,242	0.66	C	0.77	C	0%	0.84	D		1.08	F
Moreno Valley	Heacock	San Michele	Harley Knox	0.76	2,159	0.11	C	0.21	C	0%	0.64	C		1.65	F
Moreno Valley	Heacock	Reche Vista	Cactus	4.83	17,423	0.47	C	0.66	C	0%	1.05	F	Y	0.62	C
Moreno Valley	Heacock	Cactus	San Michele	2.76	21,424	0.55	C	0.96	E	100%	1.44	F		1.07	F
Moreno Valley	Ironwood	Day	Heacock	2.02	15,454	0.69	C	0.84	D	0%	0.97	E	Y	0.75	C
Moreno Valley	Ironwood	SR-60	Day	1.00	17,098	0.82	D	1.03	F	100%	1.03	F		1.17	F
Moreno Valley	Lasselle	John F Kennedy	Oleander	3.09	27,846	0.71	C	0.99	E	100%	1.13	F		0.89	D
Moreno Valley	Lasselle	Alessandro	John F Kennedy	1.00	27,166	0.68	C	0.78	C	0%	0.88	D		0.76	C
Moreno Valley	Moreno Beach	Reche Canyon	SR-60	1.23	8,120	0.31	C	0.67	C	0%	1.25	F	Y	1.00	F
Moreno Valley	Nason	SR-60	Alessandro	1.51	25,149	0.67	C	0.83	D	0%	1.03	F	Y	0.62	C
Moreno Valley	Perris	Reche Vista	Ironwood	2.11	15,978	0.34	C	0.46	C	0%	0.73	C		0.65	C
Moreno Valley	Perris	Sunnymead	Cactus	2.00	30,876	0.62	C	0.76	C	0%	0.99	E	Y	0.87	D
Moreno Valley	Perris	Ironwood	Sunnymead	0.52	38,315	0.73	C	0.94	E	100%	1.12	F		0.89	D
Moreno Valley	Perris	Cactus	Harley Knox	3.64	45,319	0.68	C	0.99	E	100%	1.36	F		1.08	F
Moreno Valley	Pigeon Pass	Ironwood	SR-60	0.40	31,344	0.94	E	1.06	F	72%	1.27	F		0.93	E
Moreno Valley	Pigeon Pass/CETAP C	Cantarini	Ironwood	3.24	12,206	0.40	C	0.48	C	0%	0.95	E	Y	0.80	D
Moreno Valley	Reche Canyon	Moreno Valley City Lim	Locust	0.25	1,618	0.02	C	0.19	C	0%	0.19	C		0.28	C
Moreno Valley	Reche Vista	Moreno Valley City Lim	Heacock	0.68	17,937	0.92	E	0.95	E	49%	0.95	E		1.23	F
Moreno Valley	Redlands	Locust	Alessandro	2.75	17,584	0.80	D	0.98	E	100%	1.19	F		1.17	F
Moreno Valley	Theodore	SR-60	Eucalyptus	0.27	9,263	0.46	C	1.05	F	100%	1.07	F		0.92	E
Murrieta	Adams Ave	Murrieta Hot Springs/H	Cherry St	2.26	366	0.03	C	0.04	C	0%	0.23	C		0.00	C
Murrieta	California Oaks	Jackson	Clinton Keith	1.75	18,149	0.65	C	0.78	C	0%	0.95	E	Y	0.48	C
Murrieta	California Oaks	I-15	Jackson	0.47	37,049	0.76	C	0.89	D	0%	0.92	E	Y	0.47	C
Murrieta	California Oaks	Jefferson	I-15	0.36	24,408	0.46	C	0.61	C	0%	0.85	D		0.99	E
Murrieta	Calle del Oso Oro	Vineyard Pkwy	Washington Ave	0.75	12,695	0.45	C	0.72	C	0%	1.31	F	Y	0.00	C
Murrieta	Clinton Keith	I-215	Whitewood	0.68	41,560	0.67	C	0.77	C	0%	0.84	D		0.71	C
Murrieta	Clinton Keith	Copper Craft	Toulon	1.72	26,758	0.58	C	0.73	C	0%	1.21	F	Y	1.22	F
Murrieta	Clinton Keith	Toulon	I-215	0.90	45,251	0.88	D	1.06	F	100%	1.21	F		1.23	F

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Murrieta	French Valley (Date)	Winchester Creek	Margarita	0.62	2,131	0.04	C	0.08	C	0%	0.16	C		0.00	C
Murrieta	Jackson	Whitewood	Ynez	0.33	15,799	0.33	C	0.63	C	0%	0.69	C		0.70	C
Murrieta	Jefferson	Palomar	Nutmeg	0.70	4,957	0.07	C	0.10	C	0%	0.15	C		0.00	C
Murrieta	Jefferson	Nutmeg	Murrieta Hot Springs	2.37	15,053	0.46	C	0.63	C	0%	0.86	D		1.11	F
Murrieta	Jefferson	Murrieta Hot Springs	Cherry	2.27	18,069	0.47	C	0.80	D	0%	1.05	F	Y	1.10	F
Murrieta	Keller	I-215	Whitewood	1.25	7,541	0.27	C	0.51	C	0%	0.84	D		0.67	C
Murrieta	Los Alamos	Jefferson	I-215	0.46	10,396	0.24	C	0.38	C	0%	0.75	C		0.78	C
Murrieta	Murrieta Hot Springs	Margarita	SR-79 (Winchester)	1.01	42,481	0.93	E	1.34	F	93%	1.41	F		1.19	F
Murrieta	Murrieta Hot Springs	Jefferson	I-215	1.16	43,130	0.62	C	0.90	D	0%	1.40	F	Y	0.97	E
Murrieta	Murrieta Hot Springs	I-215	Margarita	1.45	56,100	0.82	D	1.08	F	100%	1.40	F		0.92	E
Murrieta	Nutmeg	Jefferson	Clinton Keith	1.98	17,149	0.45	C	0.69	C	0%	0.81	D		0.72	C
Murrieta	Whitewood	Murrieta Hot Springs	Jackson	0.27	0	0.00	C	0.00	C	0%	0.00	C		0.00	C
Murrieta	Whitewood	Los Alamos	Murrieta Hot Springs	1.93	10,596	0.45	C	0.76	C	0%	1.08	F	Y	0.75	C
Murrieta	Whitewood	Clinton Keith	Los Alamos	2.03	11,316	0.45	C	0.76	C	0%	0.84	D		0.57	C
Murrieta	Whitewood	Menifee City Limit	Keller	0.73	13,025	0.39	C	0.75	C	0%	0.78	C		0.70	C
Murrieta	Whitewood	Keller	Clinton Keith	2.07	19,374	0.53	C	0.84	D	0%	0.98	E	Y	0.93	E
Murrieta	Ynez	Jackson	SR-79 (Winchester)	1.47	23,274	0.62	C	1.00	F	100%	1.27	F		0.85	D
Norco	1st	Mountain	Hamner	0.26	6,174	0.38	C	0.51	C	0%	0.51	C		0.00	C
Norco	1st	Parkridge	Mountain	0.26	13,379	0.75	C	0.89	D	0%	0.89	D		0.00	C
Norco	2nd	River	I-15	1.39	14,760	0.74	C	0.85	D	0%	1.18	F	Y	1.21	F
Norco	6th	Hamner	California	1.71	25,228	0.68	C	0.76	C	0%	1.12	F	Y	0.42	C
Norco	Arlington	North	Arlington	1.59	20,199	0.79	C	0.93	E	100%	1.18	F		1.01	F
Norco	California	Arlington	6th	1.05	19,324	0.95	E	1.14	F	77%	1.19	F		0.95	E
Norco	Corydon	River	5th	1.33	8,476	0.52	C	0.77	C	0%	0.86	D		0.79	C
Norco	Hamner	Santa Ana River	Hidden Valley	3.25	20,370	0.65	C	0.80	D	0%	1.67	F	Y	1.24	F
Norco	Hidden Valley	I-15	Norco Hills	1.46	20,874	0.55	C	0.69	C	0%	0.98	E	Y	0.64	C
Norco	Hidden Valley	Hamner	I-15	0.19	35,035	1.14	F	1.23	F	28%	1.37	F		1.54	F
Norco	Norco	Corydon	Hamner	1.35	6,034	0.33	C	0.49	C	0%	0.71	C		0.72	C
Norco	North	California	Arlington	0.25	20,130	0.96	E	1.19	F	79%	1.19	F		1.02	F
Norco	River	Archibald	Corydon	1.14	42,251	1.20	F	1.56	F	54%	2.18	F		1.85	F
Perris	11th/Case	Perris	Goetz	0.19	15,074	0.77	C	0.85	D	0%	0.85	D		0.61	C
Perris	Case	Goetz	I-215	2.62	16,304	0.82	D	1.23	F	100%	1.95	F		1.46	F
Perris	Ethanac	Keystone	Goetz	0.80	15,718	0.07	C	0.29	C	0%	0.59	C		0.00	C
Perris	Ethanac	I-215	Sherman	0.51	21,085	0.56	C	1.18	F	100%	1.39	F		1.59	F
Perris	Evans	Rider	Placentia	0.56	19,582	0.56	C	0.73	C	0%	1.21	F	Y	0.83	D
Perris	Evans	Placentia	Nuevo	1.52	21,273	0.56	C	0.82	D	0%	1.35	F	Y	1.08	F
Perris	Evans	Ramona	Morgan	0.59	26,243	0.82	D	1.03	F	100%	1.10	F		1.27	F
Perris	Evans	Oleander	Ramona	1.06	28,287	0.70	C	1.06	F	100%	1.14	F		1.87	F
Perris	Evans	Morgan	Rider	0.50	32,784	0.87	D	1.11	F	100%	1.14	F		0.80	D
Perris	Goetz	Lesser	Ethanac	2.04	14,342	0.80	D	1.13	F	100%	1.38	F		1.44	F
Perris	Goetz	Case	Ethanac	2.16	20,939	1.07	F	1.39	F	65%	1.69	F		1.81	F
Perris	Harley Knox	Indian	Perris	0.50	6,159	0.11	C	0.14	C	0%	0.15	C		0.53	C
Perris	Harley Knox	I-215	Indian	1.60	14,862	0.32	C	0.36	C	0%	0.60	C		0.54	C
Perris	Harley Knox	Perris	Redlands	0.53	7,200	0.22	C	0.44	C	0%	0.45	C		0.16	C
Perris	Mid-County	Perris	Evans	1.01	764	0.04	C	0.11	C	0%	0.38	C		0.39	C
Perris	Mid-County (Placentia)	I-215	Perris	0.68	2,164	0.05	C	0.23	C	0%	0.36	C		0.36	C
Perris	Nuevo	Murrieta	Dunlap	1.00	32,411	0.42	C	0.74	C	0%	0.89	D		1.36	F
Perris	Nuevo	I-215	Murrieta	1.41	31,084	0.55	C	0.85	D	0%	1.27	F	Y	1.02	F
Perris	Perris	Nuevo	11th	1.75	28,656	0.73	C	1.02	F	100%	1.14	F		1.55	F
Perris	Perris	Ramona	Citrus	2.49	41,516	0.84	D	1.07	F	100%	1.21	F		0.97	E
Perris	Perris	Citrus	Nuevo	0.50	48,256	0.67	C	1.00	E	100%	1.01	F		0.69	C
Perris	Perris	Harley Knox	Ramona	0.88	57,120	0.87	D	1.03	F	100%	1.03	F		1.94	F
Perris	Ramona	Evans	Mid-County (2,800 ft E	2.58	12,931	0.29	C	0.58	C	0%	1.19	F	Y	0.84	D

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Perris	Ramona	I-215	interchange	1.44	36,688	0.73	C	0.73	C	0%	1.32	F	Y	1.68	F
Perris	Ramona	Perris	Evans	1.00	33,785	0.53	C	0.74	C	0%	0.94	E	Y	0.88	D
Perris	SR-74 (4th)	Ellis	I-215	2.33	37,417	0.78	C	1.03	F	100%	1.46	F		0.97	E
Perris	SR-74 (Matthews)	I-215	Ethanac	1.39	34,940	0.74	C	1.03	F	100%	1.35	F		1.15	F
Riverside	14th	Market	Martin Luther King	0.89	28,468	0.66	C	0.76	C	0%	0.96	E	Y	0.90	D
Riverside	1st	Market	Main	0.09	4,661	0.24	C	0.50	C	0%	0.50	C		0.89	D
Riverside	3rd	SR-91	I-215	1.34	15,829	0.49	C	0.58	C	0%	0.98	E	Y	0.77	C
Riverside	Adams	Arlington	SR-91	1.54	16,882	0.49	C	0.48	C	0%	0.82	D		0.70	C
Riverside	Adams	SR-91	Lincoln	0.57	14,540	0.44	C	0.64	C	0%	0.98	E	Y	0.62	C
Riverside	Alessandro	Arlington	Trautwein	2.42	55,495	1.03	F	1.15	F	48%	1.38	F		1.59	F
Riverside	Arlington	North	Magnolia	5.84	26,185	0.68	C	0.77	C	0%	1.08	F	Y	0.79	C
Riverside	Arlington	Magnolia	Alessandro	2.73	30,326	0.80	D	0.93	E	100%	1.28	F		1.40	F
Riverside	Buena Vista	Santa Ana River	Redwood	0.53	34,754	0.83	D	1.18	F	100%	1.18	F		1.56	F
Riverside	Canyon Crest	Via Vista	Alessandro	0.70	23,756	0.59	C	0.72	C	0%	0.82	D		0.79	C
Riverside	Canyon Crest	Central	Country Club	0.59	26,481	0.70	C	0.77	C	0%	0.80	D		1.00	E
Riverside	Canyon Crest	Country Club	Via Vista	0.93	24,301	1.30	F	1.48	F	32%	1.51	F		1.73	F
Riverside	Canyon Crest	Martin Luther King	Central	0.95	30,668	1.02	F	1.16	F	54%	1.28	F		1.40	F
Riverside	Central	Van Buren	Magnolia	3.54	16,487	0.43	C	0.53	C	0%	0.79	C		0.50	C
Riverside	Central	SR-91	Magnolia	0.73	26,337	0.64	C	0.71	C	0%	1.02	F	Y	0.79	C
Riverside	Central	Alessandro	SR-91	2.09	26,410	0.75	C	0.87	D	0%	1.18	F	Y	1.55	F
Riverside	Central	Chicago	I-215/SR-60	2.25	25,495	0.80	D	0.96	E	100%	1.19	F		1.27	F
Riverside	Chicago	Spruce	Columbia	0.75	25,252	0.72	C	0.85	D	0%	0.98	E	Y	0.94	E
Riverside	Chicago	Alessandro	Spruce	3.43	27,560	0.85	D	0.99	E	100%	1.19	F		1.29	F
Riverside	Columbia	Main	Iowa	1.46	21,922	0.62	C	0.71	C	0%	1.03	F	Y	0.65	C
Riverside	Iowa	University	Martin Luther King	1.02	14,251	0.44	C	0.54	C	0%	0.76	C		1.37	F
Riverside	Iowa	Center	3rd	2.26	30,973	0.82	D	0.93	E	100%	1.10	F		1.07	F
Riverside	JFK	Trautwein	Wood	0.29	9,268	0.54	C	0.67	C	0%	0.67	C		1.22	F
Riverside	La Sierra	Arlington	SR-91	3.52	16,415	0.43	C	0.51	C	0%	0.89	D		0.48	C
Riverside	La Sierra	Indiana	Victoria	0.78	26,865	0.71	C	0.80	C	0%	1.02	F	Y	1.05	F
Riverside	La Sierra	SR-91	Indiana	0.23	33,982	0.76	C	0.84	D	0%	0.85	D		1.14	F
Riverside	Lemon (NB One way)	Mission Inn	University	0.08	2,474	0.11	C	0.15	C	0%	0.19	C		0.43	C
Riverside	Lincoln	Van Buren	Jefferson	2.07	8,515	0.23	C	0.48	C	0%	0.58	C		0.45	C
Riverside	Lincoln	Jefferson	Washington	1.03	4,961	0.26	C	0.49	C	0%	0.60	C		0.71	C
Riverside	Lincoln	Washington	Victoria	1.43	7,171	0.40	C	0.56	C	0%	0.67	C		0.98	E
Riverside	Madison	SR-91	Victoria	0.84	7,841	0.65	C	0.66	C	0%	1.08	F	Y	0.64	C
Riverside	Magnolia	Tyler	Harrison	0.65	27,094	0.52	C	0.66	C	0%	1.03	F	Y	0.58	C
Riverside	Magnolia	Harrison	14th	6.00	20,822	0.62	C	0.79	C	0%	1.01	F	Y	0.97	E
Riverside	Magnolia	BNSF Railroad	Tyler	5.13	17,837	0.82	D	0.96	E	100%	1.23	F		1.02	F
Riverside	Main	1st	San Bernardino County	2.19	35,597	0.76	C	0.94	E	100%	1.20	F		1.07	F
Riverside	Market	14th	Santa Ana River	2.59	26,126	0.72	C	0.92	E	100%	1.48	F		1.01	F
Riverside	Martin Luther King	14th	I-215/SR-60	2.22	32,976	0.78	C	0.87	D	0%	1.15	F	Y	1.24	F
Riverside	Mission Inn	Redwood	Lemon	0.80	9,120	0.26	C	0.47	C	0%	0.84	D		0.82	D
Riverside	Redwood (SB One way)	Mission Inn	University	0.08	25,893	0.59	C	0.74	C	0%	0.74	C		0.86	D
Riverside	Trautwein	Alessandro	Van Buren	2.19	31,466	0.88	D	1.04	F	100%	1.45	F		1.29	F
Riverside	Tyler	Magnolia	Hole	0.28	16,555	0.30	C	0.30	C	0%	0.30	C		0.49	C
Riverside	Tyler	SR-91	Magnolia	0.47	21,892	0.31	C	0.37	C	0%	0.77	C		0.57	C
Riverside	Tyler	Hole	Wells	1.06	18,257	0.51	C	0.53	C	0%	0.62	C		0.43	C
Riverside	Tyler	Wells	Arlington	1.35	10,157	0.59	C	0.62	C	0%	0.69	C		0.62	C
Riverside	University	SR-91	I-215/SR-60	2.08	16,571	0.52	C	0.65	C	0%	1.21	F	Y	0.97	E
Riverside	University	Redwood	SR-91	0.92	21,992	0.60	C	0.71	C	0%	1.01	F	Y	0.66	C
Riverside	Van Buren	Wood	Trautwein	0.43	45,794	0.79	C	0.85	D	0%	0.87	D		0.96	E
Riverside	Van Buren	Trautwein	Orange Terrace	1.28	40,266	0.68	C	0.89	D	0%	0.94	E	Y	1.08	F
Riverside	Van Buren	Santa Ana River	SR-91	4.34	45,187	0.94	E	1.04	F	72%	1.81	F		1.10	F

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Riverside	Van Buren	SR-91	Mockingbird Canyon	3.08	41,458	1.00	E	1.10	F	50%	1.54	F		1.50	F
Riverside	Victoria	Madison	Washington	0.52	5,511	0.36	C	0.55	C	0%	0.59	C		0.71	C
Riverside	Victoria	Lincoln	Arlington	0.16	16,202	0.86	D	1.11	F	100%	1.11	F		0.00	C
Riverside	Washington	Victoria	Hermosa	2.06	13,886	0.83	D	0.94	E	100%	1.52	F		1.20	F
Riverside	Wood	Van Buren	Bergamont	0.11	18,359	0.50	C	0.68	C	0%	0.68	C		0.49	C
Riverside	Wood	Bergamont	Krameria	0.39	19,938	0.55	C	0.77	C	0%	0.80	C		0.47	C
Riverside	Wood	JFK	Van Buren	1.01	9,626	0.81	D	1.02	F	100%	1.06	F		1.06	F
San Jacinto	Esplanade	Mountain	State	2.55	11,368	0.32	C	0.39	C	0%	0.63	C		0.43	C
San Jacinto	Esplanade	State	Warren	3.54	14,478	0.37	C	0.56	C	0%	0.83	D		0.68	C
San Jacinto	Mid-County (Ramona)	Warren	Sanderson	1.73	15,441	0.40	C	0.58	C	0%	0.62	C		0.76	C
San Jacinto	Ramona	Cedar	SR-74	1.10	11,652	0.28	C	0.35	C	0%	0.41	C		0.31	C
San Jacinto	Ramona	Main	Cedar	2.40	17,845	0.90	E	0.95	E	92%	1.10	F		1.11	F
San Jacinto	Ramona	State	Main	2.67	19,202	0.53	C	0.64	C	0%	0.74	C		0.94	E
San Jacinto	Ramona	Sanderson	State	2.40	15,179	0.44	C	0.59	C	0%	0.82	D		0.74	C
San Jacinto	Sanderson	Ramona	Esplanade	3.56	17,131	0.49	C	0.82	D	0%	0.91	E	Y	0.87	D
San Jacinto	SR-79 (North Ramona)	State	San Jacinto	1.03	10,743	0.54	C	0.69	C	0%	0.84	D		1.15	F
San Jacinto	SR-79 (San Jacinto)	North Ramona Blvd	7th	0.25	13,392	0.67	C	0.79	C	0%	0.82	D		1.08	F
San Jacinto	SR-79 (San Jacinto)	7th	SR-74	2.25	13,580	0.31	C	0.46	C	0%	0.63	C		0.58	C
San Jacinto	State	Ramona	Esplanade	2.00	20,872	0.57	C	0.76	C	0%	0.99	E	Y	0.73	C
San Jacinto	State	Quandt Ranch	Ramona	0.70	19,259	0.40	C	0.46	C	0%	0.48	C		1.08	F
San Jacinto	State	Gilman Springs	Quandt Ranch	0.80	22,388	0.85	D	1.02	F	100%	1.05	F		1.24	F
San Jacinto	Warren	Ramona	Esplanade	3.48	11,166	0.67	C	0.88	D	0%	0.97	E	Y	0.95	E
Temecula	French Valley (Cherry)	Jefferson	Diaz	0.30	0	0.00	C	0.00	C	0%	0.00	C		0.00	C
Temecula	French Valley (Date)	Ynez	Jefferson	0.41	4,571	0.07	C	0.15	C	0%	0.26	C		0.00	C
Temecula	French Valley (Date)	Margarita	Ynez	0.92	7,406	0.19	C	0.33	C	0%	0.45	C		0.27	C
Temecula	Jefferson	Cherry	Rancho California	2.30	27,622	0.34	C	0.92	E	100%	1.15	F		1.11	F
Temecula	Margarita	Murrieta Hot Springs	SR-79 (Temecula Pkwy)	7.68	30,030	0.65	C	1.04	F	100%	1.61	F		0.83	D
Temecula	Old Town Front	Rancho California	I-15/SR-79 (Temecula)	1.55	28,349	0.68	C	1.37	F	100%	1.94	F		1.50	F
Temecula	Pechanga Pkwy	Via Gilberto	Pechanga Pkwy	1.43	23,384	0.42	C	0.52	C	0%	0.96	E	Y	0.80	D
Temecula	Pechanga Pkwy	SR-79 (Temecula Pkwy)	Via Gilberto	1.29	51,054	0.72	C	1.02	F	100%	1.15	F		0.69	C
Temecula	Rancho California	Butterfield Stage	Glen Oaks	6.23	16,726	0.65	C	0.87	D	0%	1.00	E	Y	0.99	E
Temecula	Rancho California	Jefferson	Margarita	1.89	58,454	0.90	E	1.38	F	99%	2.24	F		1.04	F
Temecula	SR-79 (Temecula Pkwy)	Pechanga Pkwy	Butterfield Stage	3.03	46,410	0.65	C	0.88	D	0%	1.00	E	Y	0.90	D
Temecula	SR-79 (Temecula Pkwy)	I-15	Pechanga Pkwy	0.77	75,461	1.08	F	1.42	F	65%	1.74	F		1.59	F
Temecula	SR-79 (Winchester)	Murrieta Hot Springs	Jefferson	2.71	67,235	0.96	E	1.24	F	81%	1.57	F		1.23	F
Temecula	Western Bypass (Diaz)	Cherry	Rancho California	2.19	8,017	0.18	C	0.46	C	0%	0.83	D		0.75	C
Temecula	Western Bypass (Vince)	Rancho California	SR-79 (Front)	0.07	751	0.01	C	0.05	C	0%	0.05	C		0.01	C
Temecula	Ynez Road	Rancho California Rd	Santiago Rd	1.22	26,332	0.90	E	1.51	F	99%	1.80	F		0.00	C
Temecula	Ynez Road/DePortola Pkwy	Santiago Rd	Margarita Rd	2.44	12,687	0.49	C	0.92	E	100%	1.14	F		0.00	C
Unincorporated	Alessandro	Trautwein	Vista Grande	1.21	49,664	0.79	C	0.93	E	100%	1.02	F		1.34	F
Unincorporated	Alessandro	Vista Grande	I-215	1.27	55,095	0.84	D	1.03	F	100%	1.17	F		1.55	F
Unincorporated	Benton	SR-79	Eastern Bypass	2.41	9,595	0.26	C	0.35	C	0%	0.79	C		0.37	C
Unincorporated	Briggs	Simpson	Newport	0.24	8,570	0.00	C	0.00	C	0%	0.00	C		0.90	D
Unincorporated	Briggs	SR-74 (Pinacate)	Simpson	2.25	2,752	0.05	C	0.24	C	0%	0.58	C		0.96	E
Unincorporated	Briggs	Scott	SR-79 (Winchester)	3.43	13,303	0.41	C	0.70	C	0%	1.16	F	Y	1.03	F
Unincorporated	Butterfield Stage	Auld	Murrieta Hot Springs	0.93	18,296	0.88	D	0.99	E	100%	1.10	F		0.99	E
Unincorporated	Butterfield Stage	SR-79 (Winchester)	Auld	2.38	15,298	0.42	C	0.57	C	0%	1.43	F	Y	0.56	C
Unincorporated	Butterfield Stage	La Serena	Rancho California	0.91	22,475	0.95	E	1.21	F	85%	1.28	F		1.02	F
Unincorporated	Butterfield Stage	Rancho California	Pauba	0.85	25,073	0.55	C	0.88	D	0%	1.46	F	Y	0.92	E
Unincorporated	Butterfield Stage	Pauba	SR-79 (Temecula Pkwy)	1.71	24,678	0.49	C	0.84	D	0%	1.50	F	Y	0.61	C
Unincorporated	Butterfield Stage	Calle Chapos	La Serena	0.70	31,265	0.58	C	0.93	E	100%	0.93	E		0.20	C
Unincorporated	Butterfield Stage	Murrieta Hot Springs	Calle Chapos	0.82	37,120	0.61	C	1.15	F	100%	1.29	F		0.83	D
Unincorporated	Cajalco	Harvil	I-215	0.32	30,714	0.76	C	0.82	D	0%	1.11	F	Y	0.87	D

City	Street	From	To	Length (Miles)	Future Weighted ADT	Existing Weighted V/C	Existing Weighted LOS	Future No- Build Weighted V/C	Future Weighted LOS	% of need attributable to New Development	Future Worst V/C	Future Worst LOS	LOS Change from Weighted	2017 Nexus Future No Build V/C	2017 Nexus Future Worst LOS
Unincorporated	Cajalco	La Sierra	El Sobrante	6.07	14,604	0.77	C	0.85	D	0%	1.12	F	Y	1.07	F
Unincorporated	Cajalco	El Sobrante	Harley John	0.86	18,294	0.94	E	1.04	F	71%	1.10	F		1.73	F
Unincorporated	Cajalco	Harley John	Harvil	5.81	19,761	0.85	D	1.03	F	100%	1.28	F		1.56	F
Unincorporated	Cajalco	Temescal Canyon	La Sierra	3.21	22,418	1.06	F	1.18	F	43%	1.26	F		1.24	F
Unincorporated	Cantu-Galleano Ranch	Hamner	Wineville	0.98	41,452	0.47	C	0.95	E	100%	1.41	F		0.25	C
Unincorporated	Center (Main)	I-215	Mt Vernon	1.66	18,362	0.40	C	0.66	C	0%	1.21	F	Y	0.47	C
Unincorporated	Cherry Valley	Highland Springs	Bellflower	0.45	706	0.03	C	0.10	C	0%	0.10	C		0.27	C
Unincorporated	Cherry Valley	Bellflower	Noble	0.25	2,288	0.08	C	0.23	C	0%	0.23	C		0.02	C
Unincorporated	Clinton Keith	Whitewood	SR-79	2.08	32,638	0.62	C	0.80	C	0%	1.08	F	Y	1.36	F
Unincorporated	Domenigoni	SR-79 (Winchester)	Warren	3.21	38,156	0.88	D	1.14	F	100%	1.15	F		1.35	F
Unincorporated	Dos Lagos (Weirick)	Temescal Canyon	I-15	0.17	11,756	0.51	C	0.73	C	0%	1.35	F	Y	0.97	E
Unincorporated	El Cerrito	I-15	Ontario	0.48	5,903	0.15	C	0.26	C	0%	0.44	C		1.25	F
Unincorporated	El Sobrante	Mockingbird Canyon	Cajalco	1.06	6,537	0.64	C	0.78	C	0%	0.81	D		1.30	F
Unincorporated	Ellis	Post	SR-74	2.53	4,975	0.21	C	0.46	C	0%	1.09	F	Y	1.12	F
Unincorporated	Ethanac	SR-74	Keystone	1.08	10,178	0.04	C	0.22	C	0%	0.44	C		0.08	C
Unincorporated	Gilman Springs	Alessandro	Bridge	5.00	22,785	0.95	E	1.51	F	92%	1.62	F		1.87	F
Unincorporated	Gilman Springs	Sanderson	State	2.41	22,276	0.86	D	1.07	F	100%	1.11	F		1.79	F
Unincorporated	Gilman Springs	Bridge	Sanderson	3.03	13,282	0.68	C	0.78	C	0%	0.85	D		0.93	E
Unincorporated	Grand Ave	Briggs Rd	SR-79	2.30	8,109	0.09	C	0.54	C	0%	0.60	C		0.00	C
Unincorporated	Harley John	Washington	Scottsdale	0.28	8,904	0.37	C	0.64	C	0%	0.82	D		0.73	C
Unincorporated	Harley John	Scottsdale	Cajalco	1.04	8,047	0.38	C	0.72	C	0%	0.82	D		1.26	F
Unincorporated	Horsethief Canyon	Temescal Canyon	I-15	0.12	9,902	0.81	D	0.63	C	0%	0.63	C		0.88	D
Unincorporated	Indian Truck Trail	Temescal Canyon	I-15	0.11	6,481	0.15	C	0.21	C	0%	0.25	C		0.27	C
Unincorporated	La Sierra	El Sobrante	Cajalco	2.36	8,202	0.50	C	0.84	D	0%	0.86	D		1.44	F
Unincorporated	La Sierra	Victoria	El Sobrante	2.23	20,563	0.85	D	1.04	F	100%	1.13	F		1.25	F
Unincorporated	Live Oak Canyon	Oak Valley (STC)	San Bernardino County	0.93	6,570	0.36	C	0.49	C	0%	0.49	C		0.90	E
Unincorporated	Markham St	Mockingbird Canyon Rd	Wood Rd	2.73	12,507	0.61	C	0.79	C	0%	1.25	F	Y	0.00	C
Unincorporated	Menifee	Nuevo	SR-74 (Pinacate)	4.03	16,394	0.70	C	0.96	E	100%	1.17	F		1.07	F
Unincorporated	Mid-County (Ramona)	Ramona (2,800 ft E of)	Pico Avenue	0.47	0	0.00	C	0.00	C	0%	0.00	C		0.71	C
Unincorporated	Mid-County (Ramona)	Pico Avenue	Bridge	5.97	13,033	0.35	C	0.78	C	0%	1.68	F	Y	1.64	F
Unincorporated	Mid-County (Ramona)	Bridge	Warren	2.36	18,657	0.44	C	0.98	E	100%	0.98	E		1.71	F
Unincorporated	Mockingbird Canyon	Van Buren	El Sobrante	3.41	13,162	0.75	C	0.96	E	100%	1.32	F		1.49	F
Unincorporated	Mount Vernon/CETAP	Center	Pigeon Pass	0.54	11,935	0.58	C	0.96	E	100%	0.96	E		1.39	F
Unincorporated	Murrieta Hot Springs	SR-79 (Winchester)	Pourroy	1.75	26,860	0.46	C	0.86	D	0%	1.87	F	Y	0.61	C
Unincorporated	Nuevo	Dunlap	Menifee	2.00	24,073	0.95	E	1.44	F	91%	1.78	F		1.61	F
Unincorporated	Oak Valley (STC)	San Bernardino County	Beaumont City Limits	6.58	7,737	0.31	C	0.67	C	0%	1.56	F	Y	0.67	C
Unincorporated	Pala	Pechanga	San Diego County	1.39	18,262	0.88	D	1.49	F	100%	1.59	F		1.56	F
Unincorporated	Pigeon Pass/CETAP C	Cantarini	Mount Vernon	2.27	595	0.02	C	0.04	C	0%	0.08	C		1.03	F
Unincorporated	Post	Santa Rosa Mine	Ellis	0.50	9,069	0.61	C	1.07	F	100%	1.09	F		1.69	F
Unincorporated	Reche Canyon	Reche Vista	Moreno Valley City Lim	3.72	1,618	0.02	C	0.19	C	0%	0.19	C		0.46	C
Unincorporated	Reche Canyon	San Bernardino County	Reche Vista	3.45	18,101	0.84	D	0.91	E	100%	0.95	E		1.72	F
Unincorporated	Reche Vista	Reche Canyon	Moreno Valley City Lim	0.97	17,322	0.81	D	0.83	D	0%	0.84	D		1.23	F
Unincorporated	Redlands	San Timoteo Canyon	Locust	2.54	29,073	1.32	F	1.51	F	30%	1.60	F		1.52	F
Unincorporated	Scott	Briggs	SR-79 (Winchester)	3.02	5,699	0.12	C	0.54	C	0%	0.89	D		0.54	C
Unincorporated	SR-74	Ethanac	Ellis	2.71	37,788	0.87	D	1.20	F	100%	1.58	F		1.14	F
Unincorporated	SR-74	I-15	Ethanac	4.97	43,435	0.93	E	1.23	F	92%	1.44	F		1.24	F
Unincorporated	SR-74 (Pinacate)	Briggs	SR-79 (Winchester)	3.54	40,765	0.69	C	1.09	F	100%	1.38	F		1.38	F
Unincorporated	SR-79 (Beaumont)	Mellow	California	0.38	48,312	1.07	F	1.20	F	43%	1.20	F		1.48	F
Unincorporated	SR-79 (Lamb Canyon)	California	Gilman Springs	5.23	57,635	1.22	F	1.46	F	43%	1.63	F		1.91	F
Unincorporated	SR-79 (Sanderson)	Gilman Springs	Ramona	1.58	31,263	1.20	F	1.35	F	34%	1.52	F		1.82	F
Unincorporated	SR-79 (Winchester)	SR-74 (Florida)	Domenigoni	3.24	11,047	0.66	C	1.07	F	100%	1.37	F		1.32	F
Unincorporated	SR-79 (Winchester)	Domenigoni	Keller	4.92	31,201	0.55	C	0.81	D	0%	0.88	D		1.18	F
Unincorporated	SR-79 (Winchester)	Keller	Thompson	2.47	29,635	0.56	C	0.71	C	0%	0.88	D		1.04	F

City	Street	From	To	Length (Miles)	Future Weighted ADT	Existing Weighted V/C	Existing Weighted LOS	Future No- Build Weighted V/C	Future Weighted LOS	% of need attributable to New Development	Future Worst V/C	Future Worst LOS	LOS Change from Weighted	2017 Nexus Future No Build V/C	2017 Nexus Future Worst LOS
Unincorporated	SR-79 (Winchester)	Thompson	La Alba	1.82	36,349	0.82	D	0.98	E	100%	1.15	F		1.23	F
Unincorporated	SR-79 (Winchester)	La Alba	Hunter	0.51	46,412	1.10	F	1.22	F	39%	1.36	F		1.42	F
Unincorporated	SR-79 (Winchester)	Hunter	Murrieta Hot Springs	1.14	50,777	0.95	E	1.04	F	65%	1.36	F		0.95	E
Unincorporated	Temescal Canyon	Park Canyon	Indian Truck Trail	1.45	877	0.02	C	0.12	C	0%	0.22	C		0.38	C
Unincorporated	Temescal Canyon	Leroy	Dawson Canyon	1.45	7,457	0.47	C	0.72	C	0%	0.72	C		0.82	D
Unincorporated	Temescal Canyon	Dos Lagos	Leroy	0.56	10,473	0.49	C	0.75	C	0%	0.77	C		0.82	D
Unincorporated	Temescal Canyon	Tuscany	Dos Lagos	1.41	13,774	0.72	C	1.09	F	100%	1.29	F		1.53	F
Unincorporated	Temescal Canyon	Dawson Canyon	I-15	0.49	8,138	0.67	C	1.02	F	100%	1.47	F		1.65	F
Unincorporated	Temescal Canyon	Ontario	Tuscany	0.89	11,085	0.68	C	1.07	F	100%	1.25	F		1.50	F
Unincorporated	Temescal Canyon	I-15	Park Canyon	2.02	8,542	0.69	C	1.03	F	100%	1.29	F		1.54	F
Unincorporated	Temescal Canyon	Indian Truck Trail	I-15	2.55	8,374	0.64	C	0.98	E	100%	1.18	F		1.14	F
Unincorporated	Van Buren	Mockingbird Canyon	Wood	4.42	34,347	0.88	D	1.03	F	100%	1.30	F		1.40	F
Unincorporated	Van Buren	Orange Terrace	I-215	1.94	52,706	0.70	C	0.99	E	100%	1.12	F		1.35	F
Unincorporated	Washington	Hermosa	Harley John	3.98	12,007	0.73	C	0.92	E	100%	1.34	F		1.31	F
Unincorporated	Wood	Krameria	Cajalco	2.99	11,542	0.56	C	0.83	D	0%	1.53	F	Y	1.02	F
Wildomar	Baxter	I-15	Palomar	0.29	18,840	0.87	D	1.06	F	100%	1.17	F		1.29	F
Wildomar	Bundy Canyon	I-15	Monte Vista	3.37	18,190	0.88	D	1.19	F	100%	1.30	F		1.18	F
Wildomar	Bundy Canyon	Mission	I-15	1.01	14,643	0.60	C	0.90	D	0%	0.99	E	Y	0.95	E
Wildomar	Central	Baxter	Palomar	0.74	16,140	0.82	D	0.93	E	100%	1.17	F		1.22	F
Wildomar	Central	Grand	Palomar	0.51	16,543	0.87	D	1.03	F	100%	1.07	F		0.66	C
Wildomar	Clinton Keith	I-15	Copper Craft	1.96	25,291	0.89	D	1.01	F	100%	1.21	F		1.26	F
Wildomar	Clinton Keith	Palomar	I-15	0.62	29,955	0.68	C	0.80	D	0%	0.90	D		0.89	D
Wildomar	Grand	Corydon	Central	2.04	13,945	0.72	C	0.89	D	0%	1.07	F	Y	1.28	F
Wildomar	Grand	Ortega	Corydon	4.96	17,366	0.80	D	1.07	F	100%	1.35	F		1.58	F
Wildomar	Mission	Bundy Canyon	Palomar	0.84	11,168	0.20	C	0.43	C	0%	0.50	C		0.43	C
Wildomar	Palomar	Clinton Keith	Jefferson	0.74	16,283	0.59	C	0.88	D	0%	0.95	E	Y	1.22	F
Wildomar	Palomar	Mission	Clinton Keith	2.80	15,810	0.60	C	0.88	D	0%	1.28	F	Y	1.37	F
Wildomar	Palomar St	Starbuck Cir	Washington Ave	0.28	10,695	0.58	C	0.95	E	100%	0.95	E		0.00	C

Attachment

TUMF Network Interchange
Evaluation by V/C and LOS

City	Street		Freeway	Existing Average of Max V/C	Existing Average LOS	Future No- Build Average of Max V/C	Future No- Build Average LOS	New Project Existing Average of Max V/C	New Project Existing Average LOS	New Project Future Average of Max V/C	New Project Future Average LOS	% of need attributable to New Development	2017 Nexus Future No- Build V/C	2017 Nexus Future No- Build LOS	Funded in Previous Study?
Banning	Cottonwood Rd	@	I-10					0.13	C	0.20	C	0%			No (new project)
Banning	Highland Springs	@	I-10	1.16	F	1.40	F					48%	1.33	F	Yes
Banning	Sunset	@	I-10	0.53	C	0.90	E					100%	0.94	E	Yes
Beaumont	Oak Valley (14th)	@	I-10	0.94	E	1.52	F					94%	1.15	F	Yes
Beaumont	Pennsylvania	@	I-10	0.53	C	0.56	C					0%	1.03	F	No (existing need)
Beaumont	SR-79 (Beaumont)	@	I-10	2.19	F	2.38	F					13%	1.50	F	Yes
Calimesa	Calimesa	@	I-10	0.54	C	1.59	F					100%	0.91	E	Yes
Calimesa	Cherry Valley	@	I-10	0.93	E	1.51	F					95%	1.25	F	Yes
Calimesa	County Line	@	I-10	0.88	D	1.26	F					100%	0.36	C	Yes
Calimesa	Singleton	@	I-10	1.04	F	1.00	E					0%	0.42	C	Yes
Corona	Cajalco	@	I-15	1.59	F	2.09	F					42%	1.20	F	Yes
Eastvale	Limonite	@	I-15	0.67	C	1.07	F					100%	1.42	F	No (existing need)
Jurupa Valley	Rubidoux	@	SR-60	1.61	F	1.88	F					28%	1.28	F	Yes
Lake Elsinore	Lake	@	I-15	1.26	F	1.38	F					24%	1.17	F	Yes
Lake Elsinore	Nichols	@	I-15	0.63	C	1.12	F					100%	1.24	F	Yes
Lake Elsinore	Railroad Canyon	@	I-15	2.50	F	3.05	F					26%	2.04	F	Yes
Lake Elsinore	SR-74	@	I-15	1.59	F	2.04	F					39%	1.36	F	Yes
Menifee	Ethanac	@	I-215	0.60	C	1.22	F					100%	1.32	F	Yes
Menifee	Garbani Rd	@	I-215					1.32	F	2.11	F	66%			No (new project)
Menifee	McCall	@	I-215	1.58	F	2.03	F					40%	1.27	F	Yes
Menifee	Scott	@	I-215	1.18	F	1.55	F					58%	1.14	F	Yes
Moreno Valley	Cactus	@	I-215	1.22	F	1.43	F					39%	1.21	F	Yes
Moreno Valley	Day	@	SR-60	1.02	F	1.21	F					61%	1.13	F	Yes
Moreno Valley	Gilman Springs	@	SR-60	0.63	C	0.79	C					0%	0.92	E	Yes
Moreno Valley	Perris	@	SR-60	2.04	F	2.61	F					33%	1.02	F	No (existing need)
Moreno Valley	Redlands	@	SR-60	0.46	C	0.50	C					0%	0.36	C	Yes
Moreno Valley	Theodore	@	SR-60	0.43	C	0.83	D					0%	0.81	D	Yes
Norco	6th	@	I-15	2.57	F	2.77	F					10%	1.38	F	Yes
Perris	Harley Knox	@	I-215	0.97	E	1.50	F					89%	1.63	F	Yes
Perris	Nuevo	@	I-215	1.62	F	2.50	F					55%	1.14	F	Yes
Perris	Ramona	@	I-215	1.93	F	2.14	F					17%	1.68	F	Yes
Perris	SR-74 (Matthews)	@	I-215	1.49	F	2.54	F					64%	1.57	F	Yes
Riverside	Columbia	@	I-215	2.94	F	3.74	F					28%	1.16	F	Yes
Riverside	Tyler	@	SR-91	1.92	F	1.90	F					0%	1.14	F	Yes
Temecula	French Valley (Date)	@	I-15	0.19	C	0.29	C					0%			Yes
Temecula	Rancho California	@	I-15	1.56	F	2.67	F					63%	3.97	F	Yes
Temecula	SR-79 (Winchester)	@	I-15	1.59	F	1.80	F					24%	1.96	F	Yes
Temecula	Western Bypass (Vind	@	I-15	2.30	F	3.07	F					36%	4.89	F	Yes
Unincorporated	Center (Main)	@	I-215	2.37	F	3.21	F					36%	0.77	C	Yes
Unincorporated	Temescal Canyon	@	I-15	0.85	D	1.39	F					100%	1.11	F	Yes
Wildomar	Baxter	@	I-15	0.94	E	1.15	F					85%	1.40	F	Yes
Wildomar	Bundy Canyon	@	I-15	1.12	F	1.78	F					75%	1.50	F	Yes



Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: VMT Mitigation Program Activities Update
Contact: Chris Gray, Deputy Executive Director, cgray@wrcog.us, (951) 405-6710
Date: October 12, 2023

Recommended Action(s):

1. Receive and file.

Summary:

Senate Bill (SB) 743, which was implemented on July 1, 2020, requires development projects to utilize Vehicle Miles Traveled (VMT), rather than Level of Service (LOS), as the metric to determine its transportation impacts under the California Environmental Quality Act. WRCOG assisted in preparing its member agencies in the implementation of SB 743 with guidance on meeting the requirements of the Bill. To continue with the implementation of VMT as a metric, WRCOG has conducted due diligence on a potential regional VMT mitigation program that each member agency may opt-in when available. At this time, WRCOG and its partner agencies remain committed to continue with the development of a potential program, so WRCOG intends to keep moving forward and develop a program guide.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to provide an update and next steps of the potential regional VMT mitigation program which would be available to each member agency to opt-in when available. This report is not requesting any approval of a program. Any approval will be brought forth to this Committee at the appropriate time. This effort aligns with Strategic Plan Goal #5 (Develop Projects and Programs That Improve Infrastructure and Sustainable Development in our Region).

Discussion:

Background

One of WRCOG's Local Transportation Funds (LTF) Program objectives with the Riverside County Transportation Commission (RCTC) is to continue to assist member agencies with SB 743 implementation. As part of this, WRCOG conducted initial research on a possible VMT mitigation program or bank strategies for development projects as part of its SB 743 implementation activities. This initial research was presented to the Public Works Committee in May 2021 and as a result, WRCOG received inquiries from member agencies regarding the development of a potential regional VMT mitigation program for Western Riverside County.

During WRCOG's work on SB 743 implementation, the issue of VMT mitigation was noted to be

problematic. The main reason is that most land-use projects cannot implement transportation system improvements or directly influence the travel of its occupants. VMT is a function of the intensity of use, type of use, and location, so the main challenge is that VMT is ultimately a regional, not local, concern. In comparison, LOS-based impacts are relatively easy to mitigate since payment of fees for improvements or construction of improvements, or some combination thereof, are appropriate mitigation.

WRCOG staff received direction from the Executive Committee at its October 4, 2021, meeting to evaluate options to mitigate VMT impacts from new development. WRCOG commenced an effort to develop a potential program for western Riverside County and has been discussing with RCTC and the Riverside Transit Agency the different elements and options. These two agencies were identified since they would be potential large credit generators and/or credit users if they choose to participate. Participation in any potential program will be on a voluntary basis, so member agencies will participate in a program only if it decides to opt-in.

Since this due diligence process has taken place, the project team has looked at potential benefits and challenges to the different types of mitigation programs and its framework, such as banks, exchanges, and impact fee programs. The project team has also considered the key elements of additionality and equity. In addition, the project team has been exploring potential governing structures of the program and the different elements of operating a program. The project team includes WRCOG's legal counsel to ensure all elements of the program are analyzed from all aspects.

The mitigation measures included will influence the type of program, so the project team has been working with member and partner agencies to identify potential mitigation measures to be included. WRCOG reached out to interested Public Works Committee members in February 2023 to solicit potential projects and programs that could be included in a program to serve as an initial project list. Additional projects and programs may be added. The project team is in the process of estimating the potential VMT reduction associated with the projects and programs, determining which projects and programs will be most effective throughout the subregion, and identifying specific areas that should be targeted for participation to maximize the benefits of the program. The project team is also performing an equity analysis to consider demographic trends, including historically disadvantaged communities when identifying which projects and programs could be included in a regional VMT mitigation program. Lastly, the project team is developing in the program guidance documentation on how a program will approach ongoing monitoring, data collection, and verification of VMT reduction.

Present Situation

WRCOG proposes to continue with development of a potential program, as it continues to work with RCTC, RTA, and the Western Riverside County Regional Conservation Authority (RCA) in evaluating the different aspects of a potential Program. RCTC, RTA, and RCA are committed to partnering with the continued development of a potential program. There remain certain aspects of a program that need to be discussed amongst the different agencies. However, WRCOG intends to develop a program guide while these discussions continue. It is anticipated that a draft program guide will be available for review by this Committee in mid-2024.

Some key elements of the effort proposed by WRCOG are as follows:

- The program would be a regional effort with WRCOG serving as the Program Administrator.

- The effort would be structured as an exchange instead of a bank or fee.
- The Planning Directors Committee would provide direct oversight of the program with the WRCOG Executive Committee retaining final jurisdiction as with all WRCOG activities.
- Agencies would agree to join the program by executing an agreement with WRCOG.
- Agencies which have formally joined the program can then submit VMT-reducing projects to be included in the program.
- Only public agencies can submit VMT-reducing projects to be included in the program.
- WRCOG would compile this list of VMT-reducing projects.
- These VMT-reducing projects would then be available to be purchased to generate VMT credits.
- Any public entity or private entity can purchase VMT credits by selecting one or more projects from those available on the list WRCOG maintains.
- WRCOG would collect a nominal administrative fee (estimated as 2% - 4%) based on the program costs for this transaction.
- WRCOG would refresh the program list as appropriate.

A general outline of how the VMT program would operate is provided below. For purposes of this discussion, let's assume the following:

- VMT credit generator: the City of Temecula has a bicycle lane project (VMT-reducing project) it desires to get VMT credits for.
- VMT credit user: the City of Perris has a residential project which needs VMT credits.

The City of Temecula, as a VMT credit generator, would first enter into an agreement with WRCOG to participate in the program. The City of Temecula would then submit the bicycle lane to be included in the VMT program. WRCOG would evaluate the project submittal and confirm it meets program requirements. Once those requirements are met, WRCOG would add that project to the list of VMT-reducing projects. When that addition is made, WRCOG would verify the bicycle lane cost and VMT reduction.

The City of Perris would then direct the developer of the residential project, as a VMT credit user, to contact WRCOG. WRCOG would provide the list of VMT-reducing projects to the developer, who would identify the bicycle lane as a VMT-reducing project they want to purchase from the list of available VMT-reducing projects. WRCOG would then receive funds from the developer. The bicycle lane would then be removed from the list of VMT-reducing projects. WRCOG would then provide those funds back to the City of Temecula, minus the administrative costs. VMT-reducing projects would then be added to the list and removed from the list and the program would continue.

Prior Action(s):

February 10, 2022: The Planning Directors Committee received and filed.

May 13, 2021: The Public Works Committee received and filed.

Financial Summary:

Costs for initial program evaluation and development are funded by LTF (Fund 210) and included in the Fiscal Year 2023/2024 Agency Budget. Should WRCOG elect to implement a program, on-going funding would be provided by an Administrative Fee which would be assessed on credits purchased by public sector and private sector entities.

Attachment(s):

None.



Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: Analysis of Retail and Service Trends in the TUMF Program
Contact: Karla Felix, Analyst I, kfelix@wrcog.us, (951) 405-6726
Date: October 12, 2023

Recommended Action(s):

1. Receive and file.
-

Summary:

In August 2017, the Executive Committee implemented the 3,000 square foot (SF) reduction for Retail and Service land uses under 20,000 SF due to concerns raised during the 2016 Nexus Study update over the impact of TUMF on commercial uses. The 3,000 SF reduction was implemented to incentivize the development of retail and service land uses through out the region. WRCOG staff has conducted a study of revenue collected from the retail and services uses over the past years to monitor the trends in this sector, and to assess how the reduction has affected development and fee collection.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

As the administrator of the TUMF Program, WRCOG will continue to monitor policies within the Program to ensure delivery of the Program's goals. This effort addresses WRCOG 2022-2027 Strategic Plan Goal #5 (Develop projects and programs that improve infrastructure and sustainable development in our subregion).

Discussion:

Background

Since 2003, WRCOG has managed the Transportation Uniform Mitigation Fee (TUMF) Program on behalf of its member agencies, including all 18 incorporated cities, the County of Riverside, and the March Joint Powers Authority (JPA). The purpose of the TUMF Program is to assess a regional impact fee for transportation infrastructure from new development. Through this mechanism, new development pays for a portion of the cost for new roadways, bridges, and interchanges that are needed to offset the additional traffic these projects generate. As part of this management responsibility, WRCOG collects funds from member agencies and then allocates these funds back to transportation projects in each member agency's jurisdiction.

WRCOG provides regular updates on TUMF Program revenue for three reasons. First, TUMF revenue has a direct impact on WRCOG's revenue since a portion of the funds collected are used by WRCOG for Program administration. Second, the increases or decreases in TUMF revenue affect the amount of

funding available to be distributed back to member agencies for their project planning, engineering, and construction work. Third, TUMF revenue collections by location and development type can be used to infer short-, mid-, and long-term growth trends since it provides a comprehensive picture of both residential and non-residential development throughout the entire WRCOG subregion.

In response to concerns raised during the 2016 Nexus Study update, WRCOG staff undertook a study of several mid-size shopping centers throughout the subregion. Results from this study show that these shopping centers are generally anchored by a large tenant, typically occupying a space over 20,000 SF, and that these large spaces are surrounded by a number of smaller tenant spaces. The larger spaces are commonly occupied by large retailers such as grocery stores, clothing stores, and supermarkets; however, smaller tenant spaces are more commonly occupied by restaurants, beauty salons, dental offices, or electronics shops. Whereas larger spaces may create a regional traffic draw, these smaller uses are generally more local-serving. For example, a new 200,000 SF retail super center may draw traffic from adjacent jurisdictions, as there may be a limited number of these retailers in the region. However, the smaller uses, such as a beauty salon or dental office, are generally located in every jurisdiction and will not likely create a large regional draw. Thus, even if a smaller use does generate additional traffic, this traffic will generally be local (i.e., new drive-through coffee shop locations, as there are numerous locations throughout the sub region).

On August 7, 2017, the Executive Committee implemented a policy waiving the TUMF obligation for the first 3,000 SF of gross floor area for all service and retail land uses due to concerns raised during the 2016 Nexus Study update over the impact of TUMF on retail uses. On October 1, 2018, the Executive Committee updated the provisions of this policy to limit the fee reduction to retail and service uses that have a total gross floor area of less than 20,000 SF.

The policy enacted in August 2017 and updated in October 2018 provides a waiver from the TUMF obligation for the first 3,000 SF of gross floor area for new retail and service development projects. Also, expansions to existing Retail and Service land uses where the net increase in the total gross floor area of the building(s) will be less than 20,000 SF receive the same waiver. As such, no TUMF is paid on retail or service projects that increase the total gross floor area of the building(s) by less than 3,000 SF, and the gross floor area used as the basis to determine the fee obligation is reduced by 3,000 SF for retail or service projects that increase the total gross floor area of the building(s) by more than 3,000 SF, but less than 20,000 SF. For the purposes of this policy, Class A / B offices are considered Service uses. For mixed-use projects or projects with multiple tenants, the 3,000 SF reduction would apply to each individual use or each individual tenant to the extent that each tenant is operating independently of one another, and each is viewed as separate uses. This deduction is applied at the time of the TUMF assessment and is based on the building as shown on plans at that time. Therefore, if a building is subdivided after TUMF is paid, TUMF would not be refunded.

Present Situation

WRCOG is committed to providing regular updates on TUMF revenues including information on both short- and long-term trends. This information allows WRCOG and its member agencies to better program these funds for TUMF Projects. Overall, the TUMF Program continues to report strong revenues throughout the subregion. Total revenue for the past three years for the WRCOG subregion is:

- FY 2020/2021: \$60.6M
- FY 2021/2022: \$78.7M

- FY 2022/2023: \$70.4M

TUMF revenue collected from Retail and Service land uses for the past three years for the WRCOG subregion is:

- FY 2020/2021: \$3.6M or 6% of total revenue
- FY 2021/2022: \$5.6M or 7% of total revenue
- FY 2022/2023: \$2.7M or 4% of total revenue

A 3-year average of 5.7% of TUMF was collected from Retail and Service land uses.

TUMF Zone Revenues

The TUMF Program collects, reports, and allocates funding based on a system of geographic subareas known as TUMF Zones:

- Central Zone (Menifee, Moreno Valley, and Perris)
- Hemet / San Jacinto (Hemet and San Jacinto)
- Northwest Zone (Corona, Eastvale, Jurupa Valley, Norco, and Riverside)
- Pass Zone (Banning, Beaumont, and Calimesa)
- Southwest Zone (Canyon Lake, Lake Elsinore, Wildomar, Murrieta, and Temecula)

March JPA's boundaries extend into both the Northwest and Central Zones. Riverside County unincorporated areas are found in each of the TUMF Zones.

Retail and Service collections by Zone are as follows:

- Northwest Zone
 - FY 2020/2021: \$1.3M
 - FY 2021/2022: \$1.2M
 - FY 2022/2023: \$1M
- Southwest Zone
 - FY 2020/2021: \$117K
 - FY 2021/2022: \$3.5M
 - FY 2022/2023: \$780K
- Central Zone
 - FY 2020/2021: \$1M
 - FY 2021/2022: \$290K
 - FY 2022/2023: \$1M
- Pass Zone
 - FY 2020/2021: \$490K
 - FY 2021/2022: \$515K
 - FY 2022/2023: \$12K
- Hemet/San Jacinto Zone

- FY 2020/2021: \$528K
- FY 2021/2022: \$658K
- FY 2022/2023: \$56K

A study was conducted to determine the impact the 3,000 SF reduction had on TUMF collections over the past three years. This study reviewed all Retail and Service land use applications submitted to determine the overall impact this fee reduction had on the TUMF Program's revenue. This study concluded that the reduction resulted in an average of 2% loss in collections.

Loss of TUMF revenue as a result of the 3,000 SF reduction:

- FY 2020/2021: \$1.4M or 2.3% loss of revenue
- FY 2021/2022: \$1.8M or 2.3% loss of revenue
- FY 2022/2023: \$1.1M or 1.6% loss of revenue

WRCOG saw a \$10M increase in TUMF collections from FY 2020/2021 to FY 2022/2023 (\$60M to \$70M); however, there has been a decrease in Retail and Service revenue collected during that same period (\$3.6M to \$2.7M). The decline in Retail and Service revenue over the same period was 24%.

The Retail and Service collection data was also gathered from FY 2015/2016 to FY 2022/2023 to determine the impact, if any, that the 3,000 SF reduction had on TUMF collections by comparing the Retail and Service collections before and after the reduction was implemented. WRCOG has seen a rise in TUMF collections from FY 2015/2016 to FY 2022/2023 (\$44M to \$70M). However, despite the rise in overall TUMF collections, the Retail collections have decreased from FY 2015/2016 to FY 2022/2023 (\$3.8M to \$1.4M). Service has also seen a decrease in collections from FY 2015/2016 to FY 2022/2023 (\$2.8M to \$1.4M). Despite the implementation of the 3,000 SF reduction, Retail and Service development appear to not be positively impacted by the reduction. During FY 2018/2019, when the reduction was implemented, Retail collections were less than the prior year (\$4.7M to \$3.4M). Likewise, Service collections also saw a slight decrease in collections from FY 2017/2018 to FY 2018/2019 (\$2.4M to \$2.1M). Part of the decrease in collections is due to uncollected revenue from the 3,000 SF reduction; however, the uncollected revenue does not account for this decline. Retail and Service development have slowed, and the reduction does not seem to have a direct impact on the amount of development in this sector.

Attachment 1 shows the Retail and Service collections and Loss of Revenue as a result of the 3,000 SF reduction by Zone. Attachment 2 provides the collections by land use type over the past three years. Attachment 3 shows the Retail and Service Trends from FY 2015/2016 to FY 2022/2023.

Prior Action(s):

None.

Financial Summary:

TUMF-related activities are included in the Fiscal Year 2023/2024 budget under the TUMF Program (1148) in the General Fund (Fund 110). Four percent of all TUMF collections are allocated for Administrative purposes per the most recently adopted Nexus Study.

Attachment(s):

Attachment 1- Retail and Service 3,000 SF Reduction

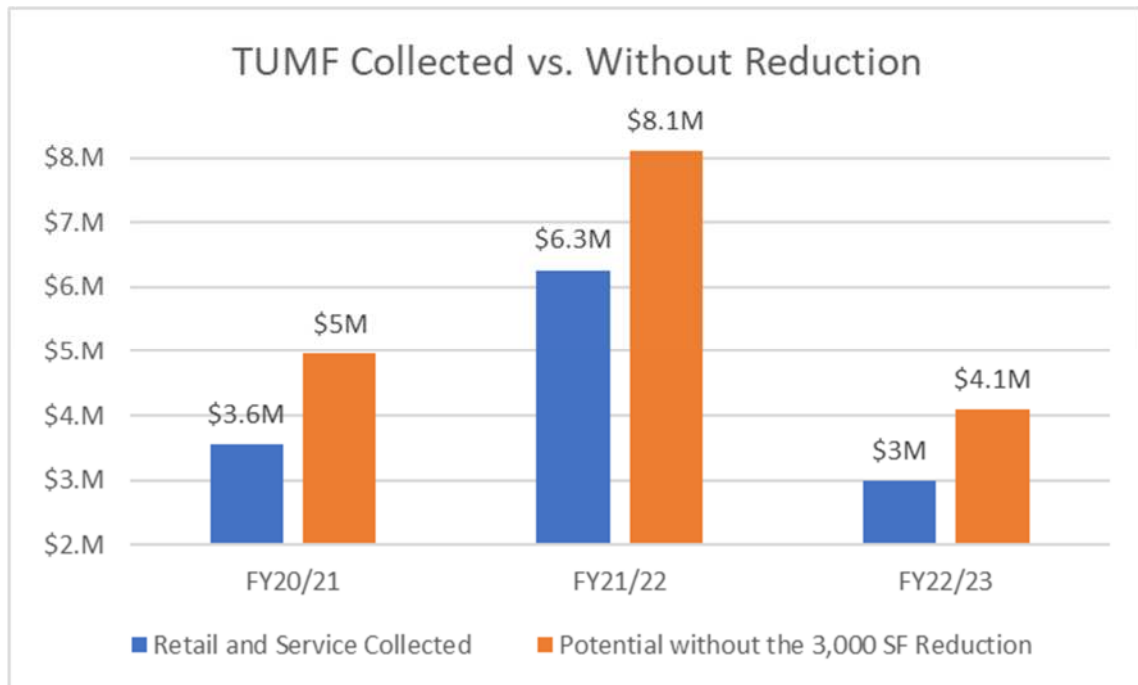
Attachment 2 - TUMF Revenue by Land Use FY20-21 to FY22-23

Attachment 3 - Retail and Service Trends

Attachment

Retail and Service Collections and
Loss of Revenue

FY 2020/2021 to FY 2022/2023



Revenue loss - NW Zone

FY	Retail and Service Collected	Amount w/out Reduction	Loss of Revenue
FY20/21	\$1.4M	\$2M	\$609K
FY21/22	\$1.2M	\$1.8M	\$503K
FY22/23	\$1M	\$1.7M	\$636K
Total Loss of Revenue Over 3 Years:			\$1.7M

Revenue loss - SW Zone

FY	Retail and Service Collected	Amount w/out Reduction	Loss of Revenue
FY20/21	\$118K	\$314K	\$196K
FY21/22	\$3.5M	\$4.2M	\$704K
FY22/23	\$781K	\$968K	\$187K
Total Loss of Revenue Over 3 Years:			\$1.1M

Revenue loss - Central Zone

FY	Retail and Service Collected	Amount w/out Reduction	Loss of Revenue
FY20/21	\$1M	\$1.2M	\$125K
FY21/22	\$290K	\$738K	\$448K
FY22/23	\$1.1M	\$1.3M	\$212K
Total Loss of Revenue Over 3 Years:			\$786K

Revenue loss - Pass Zone

FY	Retail and Service Collected	Amount w/out Reduction	Loss of Revenue
FY20/21	\$491K	\$820K	\$329K
FY21/22	\$518K	\$553K	\$35K
FY22/23	\$13K	\$27K	\$15K
Total Loss of Revenue Over 3 Years:			\$378K

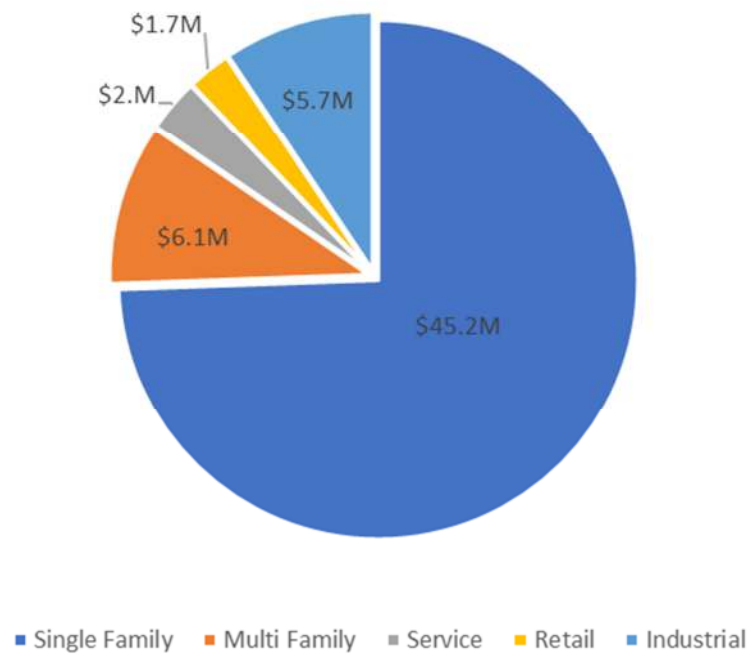
Revenue loss - HSJ Zone

FY	Retail and Service Collected	Amount w/out Reduction	Loss of Revenue
FY20/21	\$528K	\$678K	\$150K
FY21/22	\$659K	\$817K	\$158K
FY22/23	\$56K	\$111K	\$55K
Total Loss of Revenue Over 3 Years:			\$362K

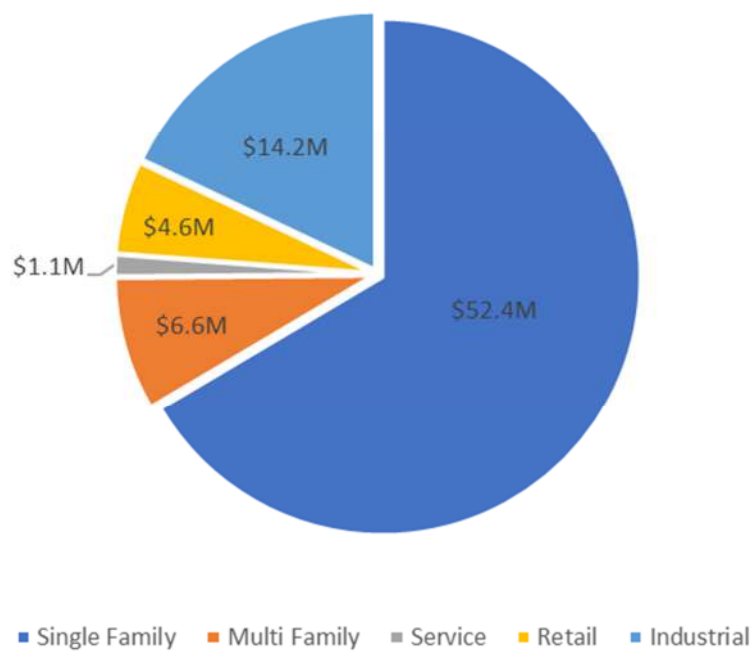
Attachment

TUMF Revenue by Land Use Type
FY 2020/2021 to FY 2022/2023

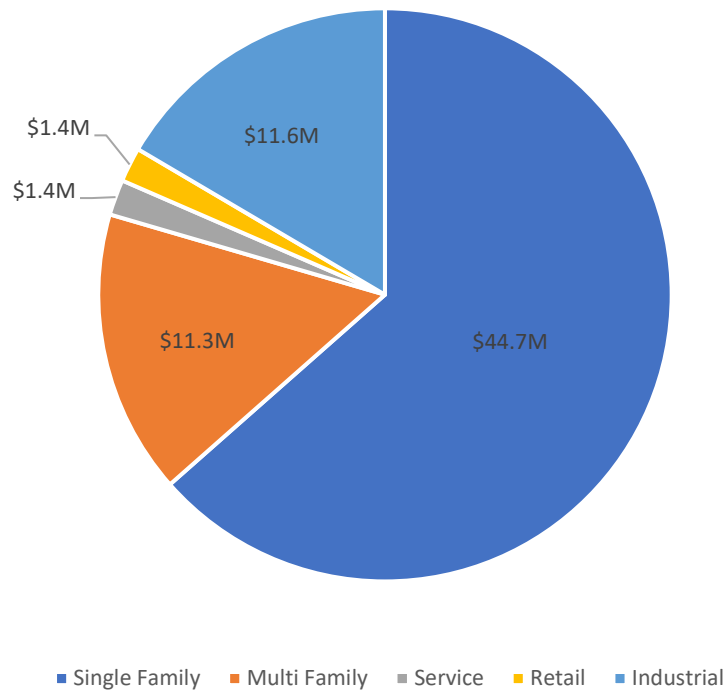
TUMF Collections by Land Use FY 2020/2021



TUMF Collections by Land Use FY 2021/2022



TUMF Collections by Land Use FY 2022/2023



Attachment

Retail and Service Trends
FY 2015/2016 to FY 2022/2023

Retail and Service Trends Over the Years			
FY	Retail	Service	All FY Collections
2015/2016	\$ 3,759,726	\$ 2,780,371	\$ 44,078,037
2016/2017	\$ 3,599,864	\$ 2,144,522	\$ 44,072,606
2017/2018	\$ 4,667,900	\$ 2,799,459	\$ 53,415,318
2018/2019	\$ 3,481,974	\$ 2,416,472	\$ 63,915,185
2019/2020	\$ 4,638,340	\$ 2,102,634	\$ 49,669,391
2020/2021	\$ 1,651,073	\$ 2,026,330	\$ 60,683,743
2021/2022	\$ 4,573,408	\$ 1,064,289	\$ 78,773,633
2022/2023	\$ 1,367,159	\$ 1,413,266	\$ 70,425,543

