

RIVERSIDE TRANSIT AGENCY  
1825 Third Street  
Riverside, CA 92507

September 28, 2006

TO: BOARD OF DIRECTORS

THRU: Larry Rubio,  Chief Executive Officer

FROM: Mark Stanley,  Director of Planning

SUBJECT: Transportation Uniform Mitigation Fee (TUMF) Program of Projects (POP)  
Fiscal Year 2007 Through 2011 Update and Short Range Transit Plan  
(SRTP) Amendment

Summary: In September 2005, the Board adopted a TUMF POP that included an expenditure plan for the use of TUMF revenues during the fiscal year 2006 through 2010 time period. Per the adopted TUMF Administrative Plan, the Agency is required to prepare a POP update that reflects changes in estimated project costs, project schedules, and updated TUMF revenue forecasts. These projects that are being updated were approved by the Board of Directors as part of the Agency's Ten Year Strategic Plan in fiscal year 2001.

The updated project listing is based on regional transit needs and will help reduce dependence on single occupancy automobiles, thereby increasing the capacity of the Regional System of Highways and Arterials (RSHA). These projects continue to meet the funding criteria for using TUMF revenues.

Staff requests that this updated POP be approved by the Board and be forwarded to the Western Riverside Council of Governments (WRCOG) and Riverside County Transportation Commission (RCTC) for inclusion in the transit facilities portion of the TUMF POP document and SRTP respectively.

The POP update is based on the following guiding principles:

- Expenditure plan and time phasing is based on Federal Section 5309 funding that has been appropriated per the Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21) and Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), as well as the “realistic growth scenario” that appears in the current WRCOG TUMF revenue forecast.

- All Federal grant funds will require a twenty percent local match. TUMF funds may be used as the local match for the development of the transit centers and bus rapid transit projects. Cost escalation and refinement of transit center design scope are factored in the cost calculations where applicable.
- This year's POP includes 82 percent for transit facilities and 18 percent for operating infrastructure.

## **Transit Facilities**

To obtain information on transit center project cost data, staff conducted a study of transit center projects in selected Southern California areas. Based on the result of the study, staff has updated cost information on the transit center projects. Staff is recommending the following transit center configurations for implementation in the Agency's service area:

### *Multi-modal Transit Centers:*

These are transportation centers that include bus transit operations, existing or proposed commuter rail transit operations and/or adjoining parking facilities with customer convenient amenities integrated into the center. The transit centers will serve as regional connection hubs for commuters traveling to surrounding counties, i.e., Orange, San Bernardino, Los Angeles and San Diego counties. The range of cost for this category of transit center is estimated at between \$6.0 to \$12.0 million, including land acquisition. When the multi-modal transit center includes commercial retail, the upper range of cost may increase to \$14 million.

### *Bus Transit Centers:*

These are transit centers developed for bus transit operations almost exclusively. They serve as sub-regional hubs that will provide bus commuter services and connections to adjoining communities. The cost for this category of transit center is estimated in a range of \$4.5 to \$10.0 million, including land acquisition.

Transit center projects are broken down into four project components: Land Acquisition (0-20 percent of transit center cost), Preliminary Engineering/Design (10-12 percent of transit center cost), Construction (72-87 percent of transit center cost)/Transit Enhancement (Additional funds for security and aesthetics).

Transit center project priority is established based on actual Federal Section 5309 funding appropriations and the TUMF revenue forecast.

*Summary of Transit Center Configurations and Recommended Features:*

The following table presents transit center configurations and recommended features for specific transit centers followed by a brief description of each center.

SUMMARY OF RIVERSIDE TRANSIT AGENCY TRANSIT CENTER DATA			
Location	Classification	Amenities	Total Expenditure
Corona Transit Center	Multi-modal Transit Center	Bus Transfer Station, 6-10 Bays, Shelters, Parking, Mixed-use retail	\$9.0 Million
Riverside Transit Center	Multi-modal Transit Center	Bus Transfer Station, 8-10 Bus Bays, Shelters Parking,	\$4.5 Million
Perris Transit Center Phase One	Multi-modal Transit Center	Bus Transfer Station, 8-10 Bus Bays, Shelters, Parking	\$5.3 Million
Hemet Transit Center	Bus Transit Center	Bus Transfer station, 2-4 Bus Bays, Shelters, Parking	\$1.4 Million
Temecula/Murrieta Transit Center	Bus Transit Center	Bus Transfer Station, 10-14 Bays, Shelters, Park -n-ride, Mixed-use retail, Parking	\$8.0 Million
Moreno Valley Transit Center	Multi-modal Transit Center	Bus Transfer Station, 8-10 Bus Bays, Park-n-ride, Mixed-use retail, Shelters, Parking	\$6.0 Million
Total Expenditures			\$34.2 Million

The remaining transit centers, including Norco/Eastvale, Lake Elsinore/Canyon Lake, Menifee and Banning/Beaumont transit centers have no assigned funding and are in the early stage of development. The location, size and type of facility may be influenced heavily by the recommendations from completion of the Comprehensive Operational Analysis (COA). The following are key points for each center:

*Corona Transit Center:*

The land for development of this transit center, \$1.0 million, was acquired using TUMF funds. The estimated design, engineering and construction costs have been escalated from \$7.2 to \$8.0 million to include project options for pedestrian bridge connection to Metrolink and current construction cost estimates, for a total project cost of \$9.0 million. The project development schedule has been extended to fiscal year 2008 to allow adequate time to incorporate enhancement features.

*Riverside Multi-modal Transit Center:*

The Agency has entered into a land acquisition agreement with the City of Riverside for a Vine Street transit center in the heart of Marketplace. The linear facility will be designed for eight to ten buses connecting at the

center. The estimated cost has been conservatively escalated to \$4.5 million since the initial conceptualizing of the project. The land acquisition has influenced project design and the configuration.

*Perris Multi-Modal Transit Center:*

The addition of federally appropriated Transit Enhancement Grant and TUMF funds for construction brought the total project revenues to just under \$5.3 million.

The facility features eight bus-bays and the ability to accommodate a minimum of six buses per hour. Two driveway approaches will be constructed along 'C' Street to provide on-site bi-directional flow. The facility will also feature 141 vehicle parking spaces. The project has undergone environmental review and preliminary engineering and final design are scheduled to start in mid FY 2007 with completion of construction scheduled for calendar year 2008.

*Hemet Transit Center:*

The funding for the Hemet Transit Center remains at \$1.4 million. The center will be located at 200 East Menlo Avenue. Regional and commuter service will make connections at the center. The facility is anticipated to be complete in fiscal year 2009.

*Temecula/Murrieta Transit Center:*

The funding for the Temecula Transit Center escalated from \$6.0 to \$8.0 million based on increased construction cost estimates and the addition of a retail unit. Land selection is complete, design and engineering is scheduled for 2008. The project is estimated to be completed in fiscal year 2009.

*Moreno Valley Multi-modal Transit Center:*

The Moreno Valley transit center conceptually will include customer parking, possible rail and retail. Initial cost estimates for completion of the center is \$6.0 million. The estimated schedule for project preliminary design and engineering starts in fiscal year 2008.

*Potential Transit Center Sites:*

Locations for transit centers previously reviewed are: Lake Elsinore/Canyon Lake, Banning/Beaumont-Calimesa, Norco/Eastvale and Menifee are considered for future development beyond fiscal years 2006 through 2011 funding period.























