

**SUBMITTAL TO THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



**FROM:** Supervisor Bob Buster

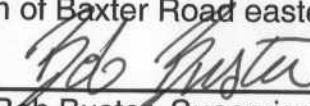
**SUBMITTAL DATE:**

**SUBJECT:** Clinton Keith Road/I-15 Policy Area

**RECOMMENDED MOTION:** That the Board of Supervisors join me to:

- 1) Establish a "Policy Area" as shown in Exhibit A to accelerate construction of the interchange improvements at Clinton Keith Road/I-15 by providing for early collection of the Southwest Road and Bridge Benefit District (RBBB) and TUMF Fees at map recordation.
- 2) Direct the Transportation Department to work with RCTC, WRCOG, the City of Murrieta, and our other regional partners to pursue all possible sources of funding for the interchange improvements, including the RBBB Fee, TUMF Fee, and County DIF Transportation fee.
- 3) Direct the Transportation Department to work with Caltrans and Federal Highways to collectively use their best efforts to expedite the construction of the interchange improvements.
- 4) Direct the Transportation Department to pursue interim improvements to alleviate traffic in the area, including the paved extension of Baxter Road easterly from I-15 to Porras Road.

(continued next page)

  
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 Bob Buster, Supervisor  
 1<sup>st</sup> District

**FINANCIAL DATA**

|                               |      |                         |
|-------------------------------|------|-------------------------|
| Current F.Y. Total Cost:      | \$0  | In Current Year Budget: |
| Current F.Y. Net County Cost: | \$ 0 | Budget Adjustment:      |
| Annual Net County Cost:       | \$ 0 | For Fiscal Year:        |

**SOURCE OF FUNDS:**

|                                  |                          |
|----------------------------------|--------------------------|
| Positions To Be Deleted Per A-30 | <input type="checkbox"/> |
| Requires 4/5 Vote                | <input type="checkbox"/> |

**C.E.O. RECOMMENDATION:**

**County Executive Office Signature**

Dept't Recomm.:  Consent  Policy   
 Per Exec. Ofc.:  Consent  Policy

**Prev. Agn. Ref.:**

**District:** 1<sup>st</sup>

**Agenda Number:**

**3 . 45**

Departmental Concurrence

**BACKGROUND:** There is a need to move forward with construction of the interchange improvements at Clinton Keith Road/I-15 in order to serve the existing traffic demands and expected continued growth in the County and City of Murrieta. It is imperative that we act now to move forward with an aggressive strategy to use fees from development revenues as development activity happens in this area.

The Board approved a contract for the engineering and environmental work for the interchange at its May 4, 2004 meeting. As the project proceeds through the environmental process and reviews by Caltrans and FHWA, our goal is to have the funding in place by the time that the project is ready for construction, and to expedite the schedule. The Transportation Department has been diligent in identifying several strategies to accomplish this. These are shown on the attached Exhibit B and include:

- 1) The County has in place the Southwest Road and Bridge Benefit District. The Clinton Keith Road/I-15 interchange is a listed facility to be funded by Zone A of the District. The boundaries of the policy area as shown on Exhibit A are those of the RBBB Zone A. Collection of the fees at the time that maps record, rather than upon issuance of building permits, will provide for an earlier accumulation of fees. The Transportation Department is also in the process of updating the fees to provide for full cost recovery of the interchange costs.

The Transportation Department has done an analysis of expected revenues based on the proposed development projects that are either approved or in process at this time. The Department projects that, along with other cash contributions from the Transportation Uniform Mitigation Fee (TUMF) program or the transportation fee component of the Development Impact Fee (DIF) program, the funding can be assembled by the time that we are ready to go to construction if most of the active development projects move forward and pay their fees. To further assure that the funding will be in place when we are ready to go to construction, the Department is also proposing to retain the entire TUMF fee on projects within the policy area until the necessary funds are accrued, and then repay the TUMF program out of the future RBBB fees collected to keep the TUMF program whole.

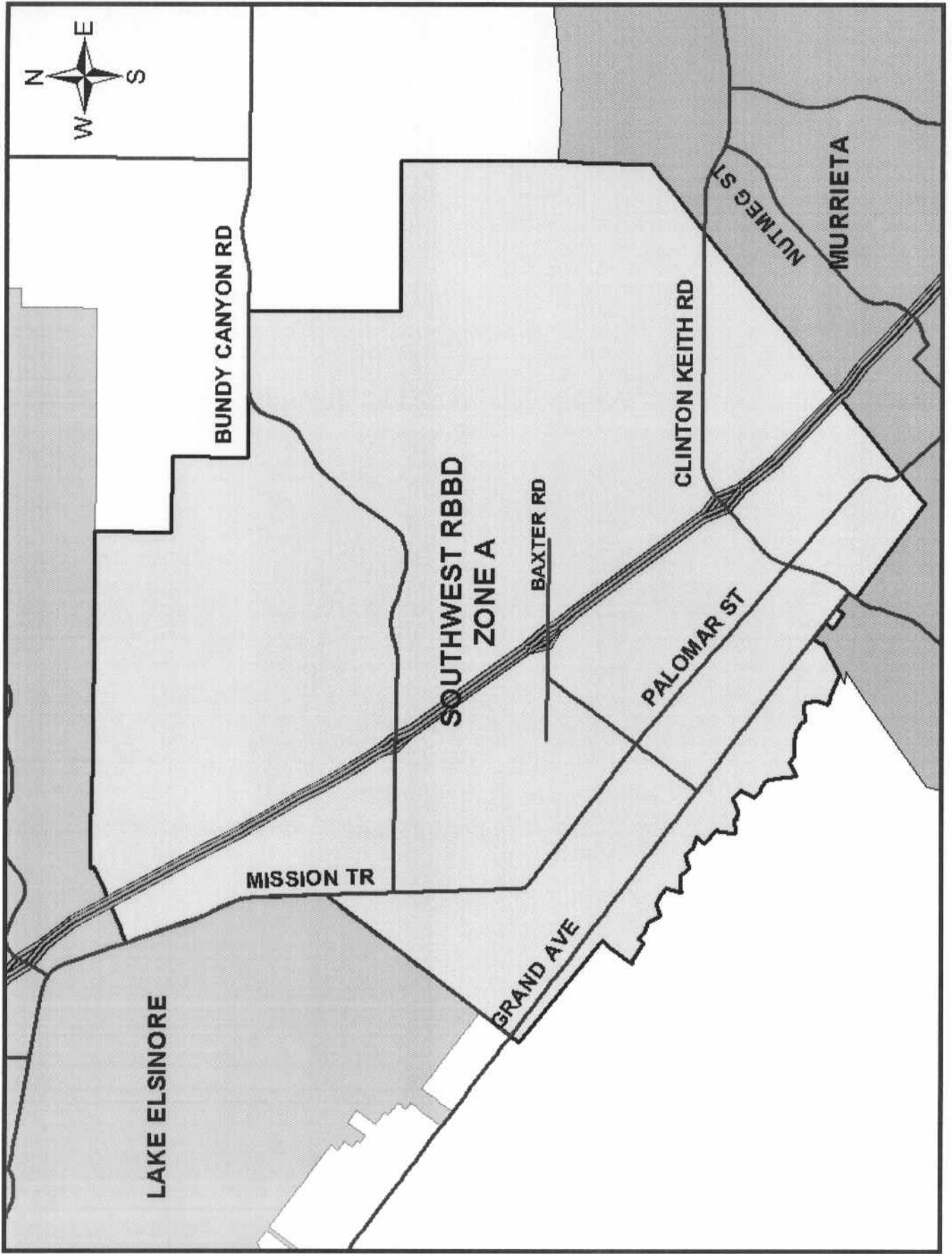
- 2) This interchange is an eligible facility in the TUMF Program, and was also originally named in the County's DIF Program. I would like for the Department to work with our regional partners to pursue all possible funding sources that accelerate construction of the interchange. This interchange is a clear example of a regional type of project that the TUMF is intended to address. New development in both the City and County need to pay their fair share to provide additional capacity at this critical facility.

In addition to raising the needed construction funding for the interchange, I would like to pursue other measures that can be done more immediately to relieve congestion that exists today. The Transportation Department has identified the following, shown as Exhibit C:

- 1) Construction of a westbound right-turn lane for Clinton Keith Road to the northbound I-15 ramp is underway and should be completed within a month.
- 2) A commercial project west of the interchange has been conditioned to extend the length of the northbound and southbound off-ramps, to install a signal at Hidden Springs Road/Clinton Keith Road, and to widen the north side of Clinton Keith Road between Hidden Springs Road and the interchange.
- 3) A residential project that has been approved by the Planning Commission and will be making its way to the Board is being conditioned to extend the westbound right-turn lane approaching the interchange to the east past George Avenue, to install a signal at George Avenue/Clinton Keith Road, and to construct George from La Estrella south to Clinton Keith Road.
- 4) The Transportation Department will be working with Caltrans to coordinate the timing of these new traffic signals with those at the ramps and at Arya.
- 5) The Department has identified the need to pursue the extension of Baxter easterly from I-15 to Porras Road. This extension of Baxter, which is currently an existing unpaved road, is shown on the County's General Plan, and is also a covered facility in the RBBB. This will provide for better area access to the Baxter interchange.

This approach to provide interim improvement solutions while we are working on the larger interchange project is good planning, and will help to reduce congestion in this area as traffic grows.

**Exhibit A**  
**Clinton Keith Road/I-15 Policy Area**  
**(Southwest RBBD Zone A)**



## Exhibit B

### Project Cost & Funding

**Est. Project Cost -**

|                                       |                     |
|---------------------------------------|---------------------|
| Engineering/Environmental             | \$1,600,000         |
| Construction and Construction Support | <u>\$15,000,000</u> |
|                                       | \$16,600,000        |

|                       |             |
|-----------------------|-------------|
| Baxter Road Extension | \$1,500,000 |
|-----------------------|-------------|

**Est. Project Revenues -**

|   |             |
|---|-------------|
| City of Murrieta Contribution (available)               | \$2,000,000 |
| Cash available in RBBB                                  | \$2,700,000 |
| Potential cash or cash advance available in DIF or TUMF | \$4,000,000 |

**Projected Development Revenues - (from projected RBBB Zone A):**

|                               |                    |
|-------------------------------|--------------------|
| Approved projects             | \$2,692,000        |
| Projects at P.C. and/or Board | <u>\$1,300,000</u> |
| Projected available funding   | \$12,692,000       |

|                                 |                      |
|---------------------------------|----------------------|
| Project Cost – I-15 Interchange | \$16,600,000         |
| Project Cost – Baxter Road      | \$1,500,000          |
| Projected available funding     | <u>-\$12,692,000</u> |
| Estimated Funding Shortfall     | \$ 5,408,000         |

|  |             |
|--|-------------|
| Potential revenue from Development project proposals submitted within RBBB Zone A Boundaries | \$6,127,000 |
|--|-------------|

**Development – Approved projects not yet recorded or building permits issued:**

| <u>Category</u>  | <u>Units</u> | <u>Potential RBBB Fee</u> |
|------------------|--------------|---------------------------|
| S.F. Residential | 633          | \$1,920,000               |
| M.F. Residential | 172          | \$362,000                 |
| Manufacturing:   | 5.5 acres    | \$100,000                 |
| Office           | 3.5 acres    | \$204,000                 |
| Commercial       | 4.5 acres    | <u>\$106,000</u>          |
|                  |              | \$2,692,000               |

**Development – Projects at Planning Commission and/or Board of Supervisors Agenda**

| <u>Category</u>  | <u>Units</u> | <u>Potential RBBB Fee</u> |
|------------------|--------------|---------------------------|
| S.F. Residential | 428          | \$1,300,000               |

**Development – Projects with applications Submitted in Development Review**

| <u>Category</u>          | <u>Units</u> | <u>Potential RBBB Fee</u> |
|--------------------------|--------------|---------------------------|
| S.F. Residential         | 849          | \$2,576,000               |
| M.F. Residential         | 416          | \$875,000                 |
| Industrial/Manufacturing | 22 ac        | \$400,000                 |
| Commercial               | 50 ac        | <u>\$2,276,000</u>        |
|                          |              | \$6,127,000               |