Western Riverside Council of Governments
Public Works Committee

AGENDA

Thursday, January 11, 2018
2:00 p.m.

Western Riverside Council of Governments
Citrus Tower
3390 University Avenue, Suite 450
Riverside, CA 92501

Please Note Meeting Location

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the Public Works Committee meeting, please contact WRCOG at (951) 405-6703. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting. In compliance with the Government Code Section 54957.5, agenda materials distributed within 72 hours prior to the meeting, which are public records relating to an open session agenda items, will be available for inspection by members of the public prior to the meeting at 3390 University Avenue, Suite 450, Riverside, CA, 92501.

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

1. CALL TO ORDER (Art Vela, Chair)

2. SELF INTRODUCTIONS

3. PUBLIC COMMENTS

At this time members of the public can address the Public Works Committee regarding any items with the subject matter jurisdiction of the Committee that are not separately listed on this agenda. Members of the public will have an opportunity to speak on agendized items at the time the item is called for discussion. No action may be taken on items not listed on the agenda unless authorized by law. Whenever possible, lengthy testimony should be presented to the Committee in writing and only pertinent points presented orally.

4. CONSENT CALENDAR

All items listed under the Consent Calendar are considered to be routine and may be enacted by one motion. Prior to the motion to consider any action by the Committee, any public comments on any of the Consent Items will be heard. There will be no separate action unless members of the Committee request specific items be removed from the Consent Calendar.

A. **Summary Minutes from the December 14, 2017, Public Works Committee Meeting are Available for Consideration.** **P. 1**

Requested Action: *1. Approve the Summary Minutes from the December 14, 2017, Public Works Committee meeting.*

B. **TUMF Revenue and Expenditures Update** ***Andrew Ruiz*** **P. 7**

Requested Action: *1. Receive and file.*

C. **Finance Department Activities Update** ***Ernie Reyna*** **P. 15**

Requested Action: *1. Receive and file.*

5. REPORTS / DISCUSSION

A. **Regional Streetlight Program Activities Update** ***Tyler Masters, WRCOG*** **P. 21**

Requested Action: *1. Receive and file.*

B. **Diverging Diamond Interchanges** ***Christopher Gray, WRCOG*** **P. 25**

Requested Action: *1. Receive and file.*

C. **TUMF Program Communications Review** ***Christopher Gray, WRCOG*** **P. 27**

***Requested Action*:** *1. Request five volunteers to participate in interviews regarding the existing communications strategies WRCOG utilizes for the TUMF Program.*

D. **Big Data Examples** ***Christopher Gray, WRCOG*** **P. 43**

***Requested Action*:** *1. Receive and file.*

E. **Coachella Valley Association of Governments Transportation Project Prioritization Study** ***Christopher Gray, WRCOG*** **P. 45**

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

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

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

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

8. GENERAL ANNOUCEMENTS ***Members***

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

9. NEXT MEETING: **The next Public Works Committee meeting is scheduled for Thursday, February 8, 2018, at 2:00 p.m., at WRCOG's office located at 3390 University Avenue, Suite 450, Riverside.**

10. **ADJOURNMENT**

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Public Works Committee **Item 4.A**
December 14, 2017
Summary Minutes

1. CALL TO ORDER

The meeting of the Public Works Committee (PWC) was called to order at 2:05 p.m. by Chairman Art Vela at County of Riverside Administrative Center, 5th Floor, Conference Room C.

2. SELF INTRODUCTIONS

Members present:

Art Vela, City of Banning (Chair)
Lori Askew, City of Calimesa
Nelson Nelson, City of Corona
Craig Bradshaw, City of Eastvale
Mike Meyers, City of Jurupa Valley
Brad Fagrell, City of Lake Elsinore
Michael Wolfe, City of Moreno Valley
Bob Moehling, City of Murrieta
Sam Nelson, City of Norco
Brad Brophy, Cities of Perris and San Jacinto
Jeff Hart, City of Riverside
Patricia Romo, County of Riverside, Transportation & Land Management Agency (TLMA)
Amer Attar, City of Temecula
Dan York, City of Wildomar
Jeffrey Smith, March Joint Powers Authority
Kristen Warsinksi, Riverside Transit Agency

Staff present:

Christopher Gray, Director of Transportation
Christopher Tzeng, Program Manager
Andrew Ruiz, Program Manager
Daniel Ramirez-Cornejo, Senior Analyst

Guests present:

Henry Ngo, City of Moreno Valley
Glenn Higa, County of Riverside, TLMA
Darren Henderson, WSP

3. PUBLIC COMMENTS

There were no public comments.

4. CONSENT CALENDAR – *(Corona / Murrieta) 17 yes; 0 no; 0 abstention. Items 4.A through 4.C were approved by a unanimous vote of those members present. The Cities of Beaumont, Canyon Lake, Menifee, and Wildomar, and the Riverside County Transportation Commission were not present.*

A. Summary Minutes from the November 9, 2017, Public Works Committee Meeting are Available for Consideration.

Action: *1. Approved the Summary Minutes from the November 9, 2017, Public Works Committee meeting with a correction to the date and location of the next meeting.*

B. TUMF Revenue and Expenditures Update

Action: *1. Received and filed.*

C. Finance Department Update

Action: *1. Received and filed.*

5. REPORTS / DISCUSSION

A. Annual Transportation Uniform Mitigation Fee (TUMF) Review for Fiscal Year 2016/2017

Daniel Ramirez-Cornejo reported on the annual TUMF review that is conducted by staff to ensure the proper procedures are in place at each member agency for the TUMF assessment, collection, and remittance on new development. The annual review will be completed by the end of 2017 and reports to each member agency will be distributed in early January 2018. During the review for Fiscal Year 2016/2017 staff noted the miscalculation of TUMF for gas stations in a couple of agencies. Gas stations have unique trip generating characteristics and there is a specific calculation worksheet included in the TUMF Calculation Handbook for the fee assessment on gas stations. Staff is following up with the member agencies to develop a remedy to the miscalculations. Mr. Ramirez-Cornejo mentioned that there is language in the TUMF Administrative Plan that states if WRCOG staff reviews a TUMF calculation on behalf of a member agency, the calculation is not subject to further review.

Christopher Gray added that review of a calculation would be something in writing from WRCOG staff. Committee members are encouraged to reach out to staff if any questions arise during the calculation of TUMF for developments.

Darren Henderson noted that the TUMF calculation for gas stations is based on the greater of the actual square footage of any building associated with the gas station (car wash / convenience store) or the square footage equivalent of the fueling pumps themselves as outlined in the TUMF Calculation Handbook.

Action: *1. Received and filed.*

B. Transportation Uniform Mitigation Fee (TUMF) Program Ad Hoc Committee Activities Update

Daniel Ramirez-Cornejo presented an update on the recommendations made by the TUMF Program Ad Hoc Committee. The Ad Hoc Committee was convened by the Executive Committee in early 2017 to discuss a variety of topics related to the TUMF Program, including the administration and management of the Program, Zone process, fee calculations, and the types of projects that can be funded. The Ad Hoc Committee was comprised of members of the Executive, Technical Advisory, and Public Works Committees. The first meeting the Ad Hoc Committee was held in April 2017, specifically to review the administration and management of the TUMF Program. A request was made at a Riverside County Transportation Commission (RCTC) meeting to review whether it would be more efficient for RCTC to manage the TUMF Program. Staff presented the history of the Program and the linkages to Measure A. The Ad Hoc Committee indicated that there was no compelling reason to change the administration and management of the TUMF Program.

Christopher Gray added that WRCOG has received no formal request from RCTC to transfer the TUMF Program to RCTC. The request was made by a County Supervisor at an RCTC meeting to review the pros and cons of RCTC managing the TUMF Program.

Mr. Ramirez-Cornejo added that the second meeting of the Ad Hoc Committee was held in May 2017 to discuss the TUMF Zone process. At this meeting staff provided options to the Ad Hoc Committee for the rearrangement of Zones based on the low revenue collections of a couple Zones. The consensus of the Ad Hoc Committee was to leave the TUMF Zone process as it currently functions.

Mr. Ramirez-Cornejo reported on the third meeting of the Ad Hoc Committee held in July 2017 to discuss fee calculations in regard to local serving service and retail developments. The Ad Hoc Committee recommended that the Executive Committee approve a 3,000 square foot reduction for all service and retail developments to account for local serving uses. This recommendation was approved in August 2017.

Mr. Ramirez-Cornejo reported on the fourth and final meeting of the Ad Hoc Committee held in November 2017 in which the framework for a future Nexus Study update was discussed. Staff presented a series of questions to the Ad Hoc Committee relating to the types of projects the TUMF Program can fund and the criteria required for a project to be included in the TUMF Program.

Committee member Nelson Nelson asked whether the prioritization of projects would relate to funding.

Mr. Gray mentioned a past effort in the Pass Zone in which projects were ranked for implementation. A framework would still need to be established but the result could be that the highest ranking projects would receive additional funding.

Chairman Art Vela requested that the PWC review the efforts in the Coachella Valley to prioritize projects.

Mr. Gray stated that staff will follow up with the Coachella Valley Association of Governments for the availability of staff and consultant to provide a presentation to the PWC.

Darren Henderson mentioned an effort at the inception of the TUMF Program to develop a strategic plan for the implementation of TUMF facilities.

Mr. Gray stated that staff would like the PWC to develop a framework and guidance that works for member agencies.

Committee member Patricia Romo discussed SB 1 and whether funding should be set aside for projects that provide congestion relief other than the addition of lanes.

Mr. Gray mentioned that there are other fee programs that have funding allocated to projects such as transit and active transportation.

Action:

1. *Recommended that the Executive Committee approve the TUMF Program Ad Hoc Committee's recommendation to maintain the current administration and management structure of the TUMF Program.*
2. *Recommended that the Executive Committee approve the TUMF Program Ad Hoc Committee's recommendation to maintain the current structure of the TUMF Zone process.*
3. *Recommended that the Executive Committee approve the TUMF Program Ad Hoc Committee's recommendation to have the Public Works Committee review the TUMF Network criteria and project type for future Nexus Study updates to address the following areas: a) expanding the types of projects that can be funded by TUMF, including active transportation projects; b) formalizing a process for each TUMF Zone to prioritize projects within the Zone; and c) updating the criteria that is used to determine how projects are added to the Program through the Nexus Study update.*

(County / Corona) 17 yes; 0 no; 0 abstention. Item 5.B was approved by a unanimous vote of those members present. The Cities of Beaumont, Canyon Lake, Menifee, Wildomar, and the Riverside County Transportation Commission were not present.

C. Transportation Uniform Mitigation Fee (TUMF) Fee Schedule / Revenue Update

Daniel Ramirez-Cornejo provided an update on the fee schedule that was approved by the WRCOG Executive Committee in July 2017. Staff attended all member agency public hearings on the TUMF Ordinance and Fee Resolution for the 2016 TUMF Nexus Study.

An updated TUMF Fee Calculation Handbook with revisions based on the 2016 TUMF Nexus Study was approved at the December 4, 2017, Executive Committee meeting.

Mr. Ramirez-Cornejo provided an update on TUMF revenue through October 2017, which is approximately $19 million.

Darren Henderson mentioned that when the Class A & B office rate was approved by the Executive Committee, there was a caveat that the definition would be subject to review.

Christopher Gray stated that staff will be researching and reviewing why revenue from this reduced rate has been minimal since its approval.

D. Transportation Uniform Mitigation Fee (TUMF) Credit Agreements

Christopher Gray provided an update on the process of TUMF Credit Agreements for developers and member agencies. Staff has received a number of questions from member agencies regarding the process for developers to provide TUMF improvements for credit against fee obligations.

Mr. Gray stated that staff is available to assist member agencies through the Credit Agreement process. WRCOG has tasked a consultant on the on-call engineering bench to develop a credit tracking spreadsheet for member agencies to utilize.

Mr. Gray added that staff will be providing member agencies with information on Credit Agreements executed within each respective Zone.

Action: *1. Received and file.*

E. Regional Transportation Summit

Christopher Tzeng reported that WRCOG is partnering with the City of Moreno Valley to host a Regional Transportation Summit on January 17, 2018, and will have two panels followed by a keynote speaker. One panel will be on the future of transportation and the second panel will cover funding and policies.

Action: *1. Received and filed.*

F. Big Data Examples

Christopher Gray reported that WRCOG has received demographic data from Streetlight Data, and WRCOG is determining whether it would be beneficial to purchase the data to make available to member agencies.

Mr. Gray mentioned that WRCOG is reviewing the potential to conduct a regional commuting study to determine where Riverside County residents go to work in surrounding counties.

Committee member Nelson Nelson mentioned that the purchase of this data could provide a benefit to the region.

Mr. Gray stated that WRCOG will be reviewing how the purchase of the data could be funded.

Chairman Art Vela ask if there are any grants that could fund the purchase of the data.

Mr. Gray stated that there is a Caltrans planning grant coming out in the near future.

Staff will request that the vendor of this data provide a presentation in January 2018.

Action: *1. Received and filed.*

6. REPORT FROM THE DIRECTOR OF TRANSPORTATION

Christopher Gray reported that WRCOG will be moving offices and will be back open for business on December 19, 2017. The January 11, 2018, PWC meeting will be held at the new WRCOG office.

Mr. Gray provided an update on the initiatives staff will be undertaking in 2018, including the Active Transportation Plan, the framework for future Nexus Study updates, TUMF Credit Agreement workshops, Complete Streets workshops, Transportation Improvement Program updates, and the Grant Writing Assistance Program.

7. ITEMS FOR FUTURE AGENDAS

There were no items for future agendas.

8. GENERAL ANNOUNCEMENTS

There were no general announcements.

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

10. ADJOURNMENT: The meeting was adjourned at 3:16 p.m.

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Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **TUMF Revenue and Expenditures Update**

Contact: **Andrew Ruiz, Program Manager, aruiz@wrcog.us, (951) 405-6741**

Date: **January 11, 2018**

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

Requested Action:

1. Receive and file.

For the month of November 2017, the TUMF Program received $3,718,819 in revenue.

To date, revenues received into the TUMF Program total $748,498,829. Interest amounts to $33,106,706, for a total collection of $781,605,535.

WRCOG has dispersed a total of $355,492,318 primarily through project reimbursements and refunds, and $21,898,283 in administrative expenses.

The Riverside County Transportation Commission share payments have totaled $336,401,551 through October 31, 2017.

Prior Action:

December 14, 2017: The Public Works Committee received and filed.

Fiscal Impact:

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

Attachment:

1. Summary TUMF Program revenues.

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Item 4.B

TUMF Revenue and Expenditures Update

Attachment 1

Summary TUMF Program revenues

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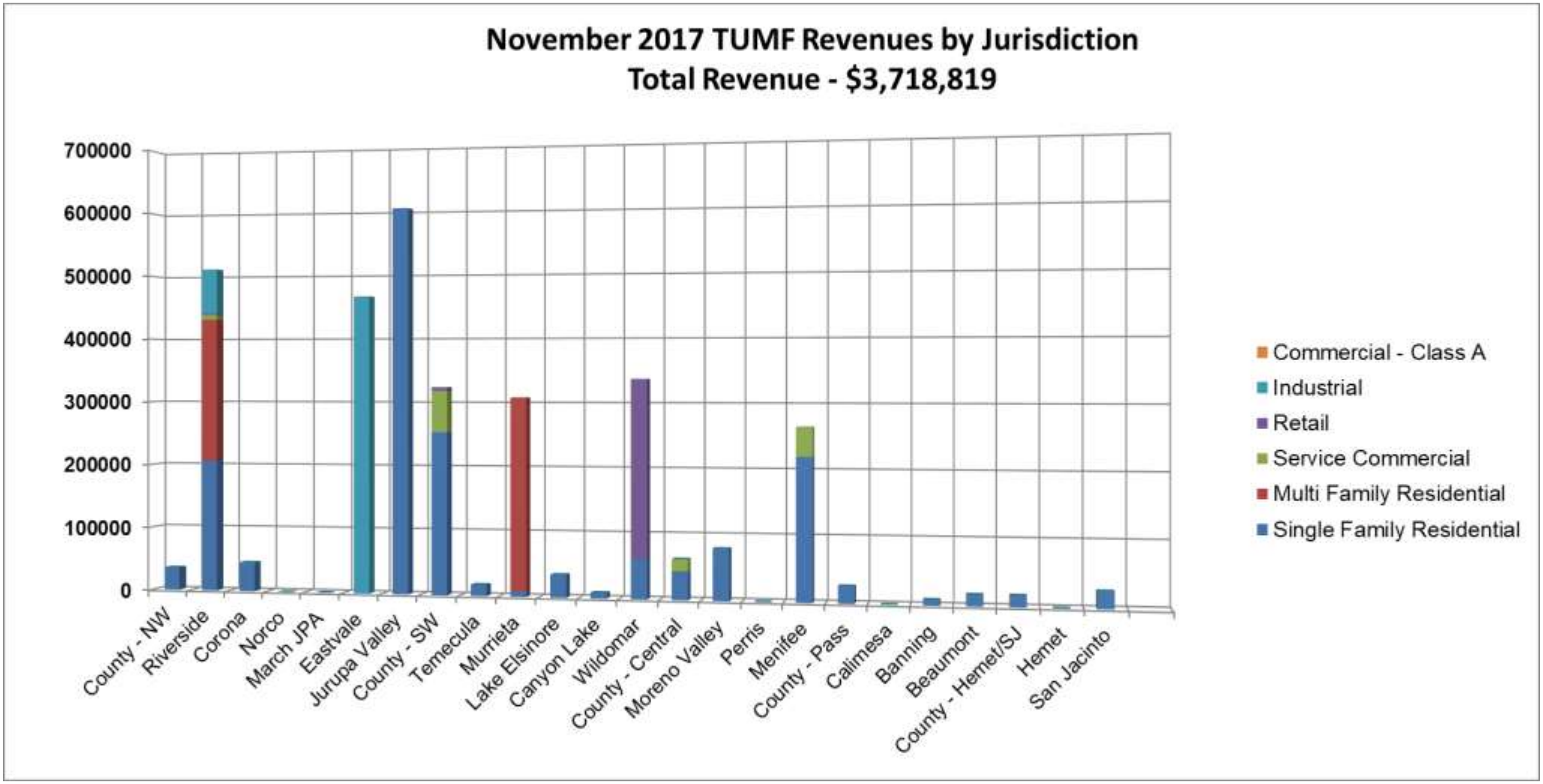
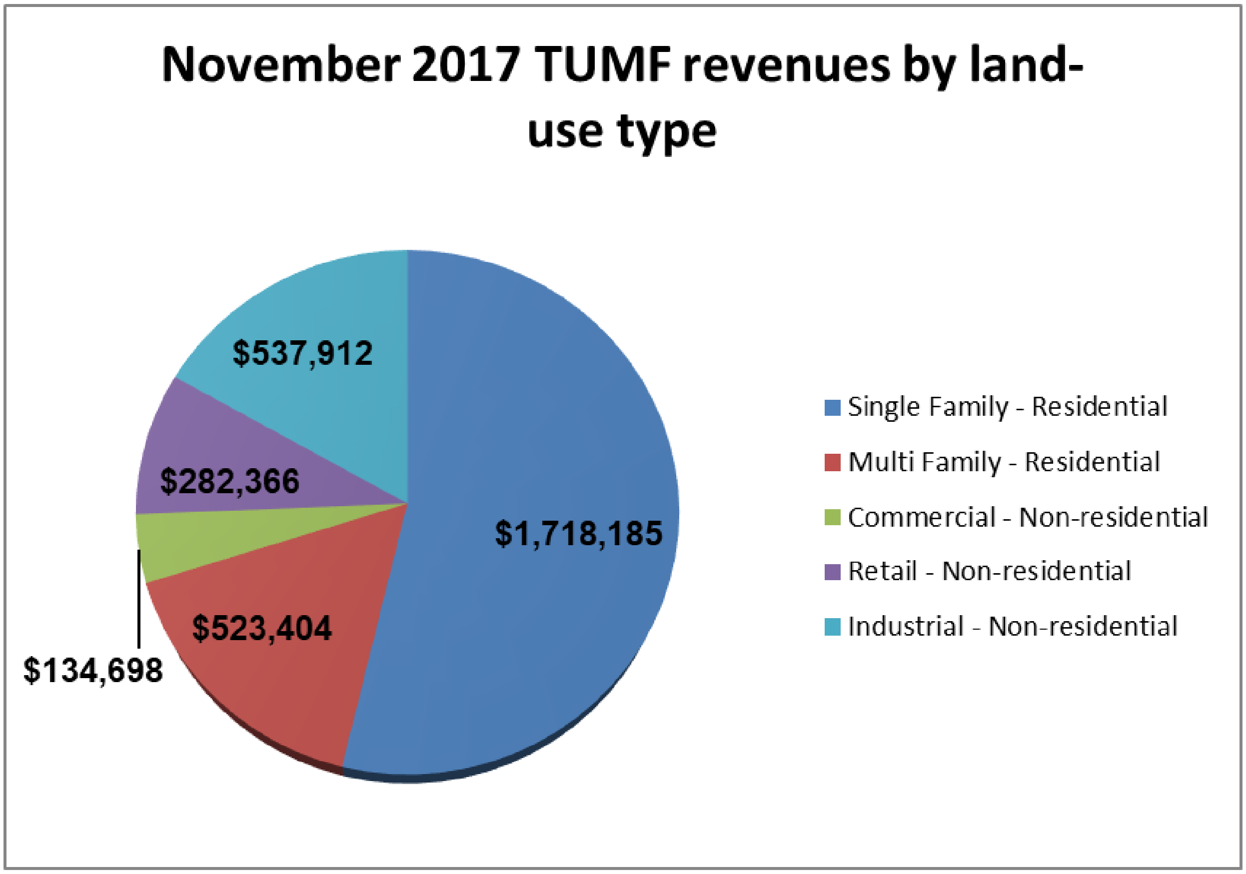
Jurisdiction	Fiscal Year 16/17	2017 July	August	September	October	November	Fiscal Year 17/18
Banning	$88,230	$0	$0	$0	$0	$8,873	$8,873
Beaumont	$0	$0	-	$0	$0	$17,746	$17,746
Calimesa	$223,831	$8,873	$0	$0	$0	$0	$8,873
Canyon Lake	$39,933	$0	$4,437	$4,437	$13,311	$8,874	$31,059
Corona	$2,586,051	$278,858	$53,238	$0	$212,952	$45,714	$590,763
Eastvale	$2,693,729	$0	$540,105	$0	$346,047	$465,969	$1,352,121
Hemet	$112,938	$0	$0	$0	$188,534	$0	$188,534
Jurupa Valley	$5,173,764	$230,698	$541,253	$697,938	$319,428	$603,364	$2,392,681
Lake Elsinore	$1,726,071	$665,475	$381,539	$612,237	$449,110	$35,492	$2,143,853
March JPA	$1,650,414	$0	$0	$0	$0	$0	$0
Menifee	$3,149,477	$280,300	$460,613	$544,531	$83,243	$264,615	$1,633,302
Moreno Valley	$1,904,640	$443,650	$464,285	$0	$2,065,071	$79,857	$3,052,863
Murrieta	$1,906,426	$141,419	$531,868	$527,343	$0	$307,961	$1,508,591
Norco	$656,200	$0	$8,873	$154,906	$77,531	$0	$241,310
Perris	$2,662,913	$0	$8,873	$8,873	$35,492	$0	$53,238
Riverside	$6,714,464	$164,321	$667,529	$118,925	$368,495	$510,443	$1,829,712
San Jacinto	$1,818,965	$106,476	$408,158	$150,880	$44,365	$26,619	$736,498
Temecula	$1,748,088	$290,216	$201,015	$303,172	$176,241	$17,746	$988,390
Wildomar	$1,710,994	$0	$79,857	$133,095	$336,979	$336,979	$886,909
County Central	$1,965,328	$44,365	$1,405,491	$39,565	$745,332	$62,793	$2,297,546
County Hemet/S.J.	$810,845	$159,714	$26,619	$35,492	$17,746	$17,746	$257,317
County Northwest	$1,226,996	$315,873	$70,984	$151,609	$115,349	$35,492	$689,307
County Pass	$26,619	$0	$8,873	$0	$0	$26,619	$35,492
County Southwest	$2,909,179	$164,328	$435,948	$109,315	$153,325	$323,664	$1,186,581
Total	**$ 43,506,094**	**$ 3,294,567**	**$6,299,558**	**$ 3,592,316**	**$ 5,748,551**	**$3,196,565**	**$ 22,131,557**

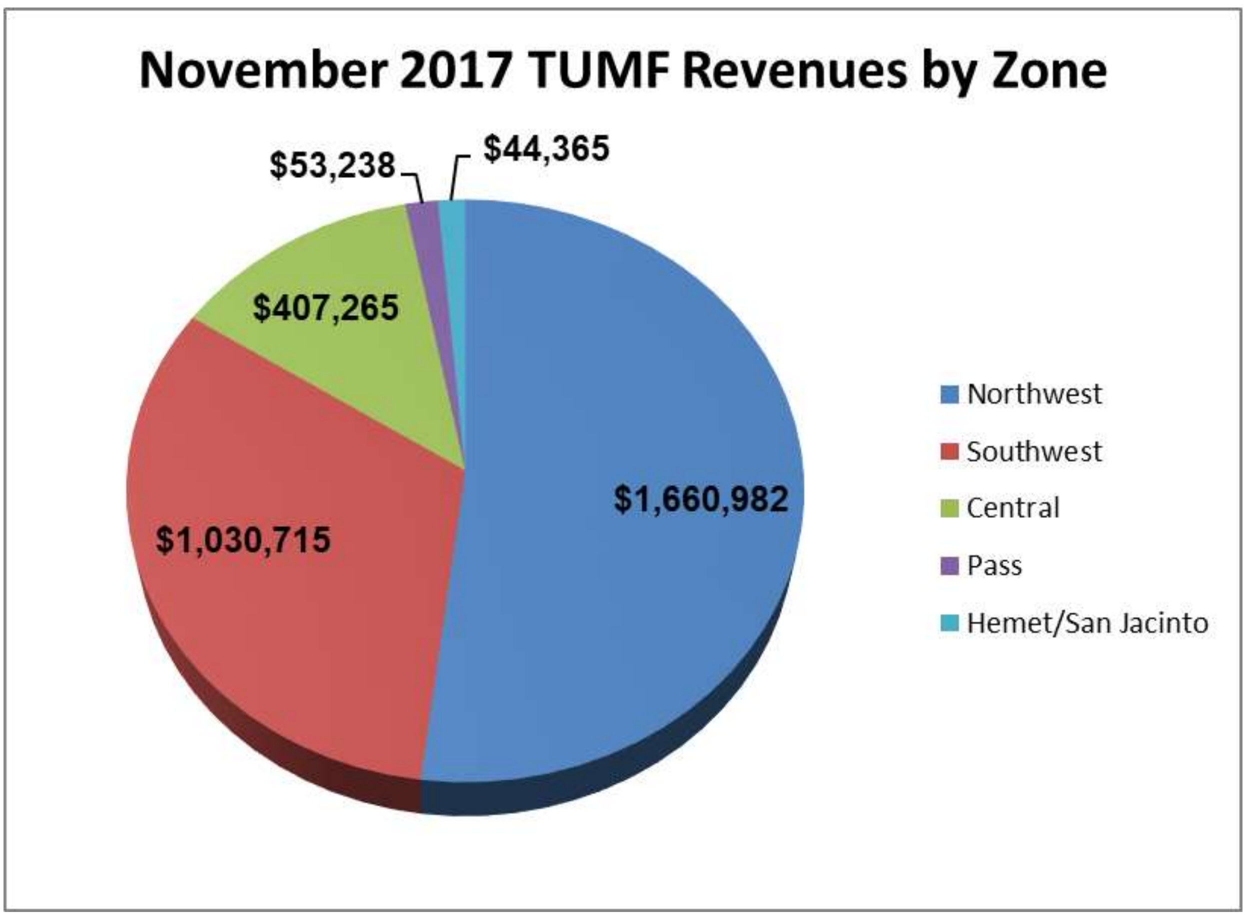
FY 17/18 Revenues by Zone	
Pass	$70,984
Southwest	$6,745,383
Central	$7,036,949
Northwest	$7,095,892
Hemet/SJ	$1,182,349
Total	**$22,131,557**

FY 17/18 Revenues by Land Use	
Single Family	12,056,192
Multi Family	1,738,449
Commercial	1,049,663
Retail	2,473,481
Industrial	4,813,772
Total	**$22,131,557**



November 2017 TUMF Revenues by Jurisdiction
Total Revenue - $3,718,819
700000
600000
500000
400000
300000
200000
100000
0
County - NW
Riverside
Corona
Norco
March JPA
Eastvale
Jurupa Valley
County - SW
Temecula
Murrieta
Lake Elsinore
Canyon Lake
Wildomar
County - Central
Moreno Valley
Perris
Menifee
County - Pass
Calimesa
Banning
Beaumont
County - Hemet/SJ
Hemet
San Jacinto
Commercial - Class A
Industrial
Retail
Service Commercial
Multi Family Residential
Single Family Residential


November 2017 TUMF revenues by land-use type
$537,912
$282,366
$1,718,185
$523,404
$134,698
Single Family - Residential
Multi Family - Residential
Commercial - Non-residential
Retail - Non-residential
Industrial - Non-residential


November 2017 TUMF Revenues by Zone
$53,238
$44,365
$407,265
$1,660,982
$1,030,715
Northwest
Southwest
Central
Pass
Hemet/San Jacinto

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Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Finance Department Activities Update**

Contact: **Ernie Reyna, Chief Financial Officer, ereyna@wrcog.us, (951) 405-6740**

Date: **January 11, 2018**

The purpose of this item is to *provide a monthly summary of WRCOG's financial statements in the form of combined Agency revenues and costs.*

Requested Action:

1. Receive and file.

Attached for Committee review is the Agency Financial Report summary through November 2017.

Prior Action:

December 14, 2017: The Public Works Committee received and filed.

Fiscal Impact:

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

Attachment:

1. Financial Report summary – November 2017.

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Item 4.C

Finance Department Activities Update

Attachment 1

Financial Report summary – November 2017

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Western Riverside Council of Governments
Monthly Budget to Actuals
For the Month Ending November 31, 2017

Revenues	Approved 6/30/2018 Budget	Thru 11/30/2017 Actual	Remaining 6/30/2018 Budget
General Assembly	300,000	18,800	281,200
WRCOG HERO Residential Revenue	816,771	478,369	338,402
CA HERO Residential Revenue	7,639,575	1,811,919	5,827,656
The Gas Company Partnership	50,000	6,521	43,479
SCE WREP Revenue	75,000	21,302	53,698
WRCOG HERO Residential Recording Revenue	182,775	93,060	89,715
CA HERO Residential Recording Revenue	1,508,036	307,725	1,200,311
CA First Residential Revenue	167,000	17,034	149,966
CA First Residential Recording Revenue	86,000	5,832	80,168
Other Misc Revenue	-	5,921	(5,921)
Solid Waste	117,100	22,837	94,263
Active Transportation Revenue	150,000	80,567	69,433
RIVTAM Revenue	25,000	25,000	-
Air Quality-Clean Cities	137,500	26,000	111,500
Commercial/Service - Admin Portion	101,097	36,255	64,842
Retail - Admin Portion	118,867	69,266	49,602
Industrial - Admin Portion	249,133	257,713	(8,580)
Residential/Multi/Single - Admin Portion	1,045,779	554,433	491,345
Multi-Family - Admin Portion	129,787	58,073	71,714
Commercial/Service - Non-Admin Portion	2,426,945	870,116	1,556,829
Retail - Non-Admin Portion	2,852,820	1,731,645	1,121,175
Industrial - Non-Admin Portion	5,979,195	6,442,833	(463,637)
Residential/Multi/Single - Non-Admin Portion	25,098,070	13,758,616	11,339,454
Multi-Family - Non-Admin Portion	3,114,890	1,451,823	1,663,067
Total Revenues	**63,021,435**	**28,151,661**	**34,869,774**

Expenditures			
Wages & Salaries	2,584,095	1,096,710	1,487,385
Fringe Benefits	739,956	298,492	441,463
Total Wages and Benefits	3,384,051	1,395,203	1,988,848
			-
Overhead Allocation	2,219,371	805,493	1,413,878
General Legal Services	590,233	256,075	334,158
Audit Fees	27,500	10,200	17,300
Bank Fees	29,000	23,835	5,165
Commissioners Per Diem	62,500	21,750	40,750
Office Lease	427,060	147,228	279,832
WRCOG Auto Fuel	750	200	550
WRCOG Auto Maintenance	100	16	84
Parking Validations	4,775	2,410	2,365
Event Support	112,600	59,343	53,257
General Supplies	66,536	5,134	61,402
Computer Supplies	12,500	1,943	10,557
Computer Software	18,000	21,453	(3,453)
Rent/Lease Equipment	35,000	12,695	22,305
Membership Dues	31,950	14,136	17,814

Subcriptions/Publications	6,500	279	6,221
Meeting Support/Services	12,100	2,802	9,298
Postage	8,155	2,641	5,514
Other Household Expenditures	4,880	1,125	3,756
Storage	1,000	6,052	(5,052)
Computer Hardware	1,000	1,692	(692)
Misc. Office Equipment	-	688	(688)
Communications-Regular	1,000	4,381	(3,381)
Communications-Long Distance	500	95	405
Communications-Cellular	12,677	3,633	9,044
Communications-Comp Sv	75,000	24,338	50,662
Communications-Web Site	5,600	6,427	(827)
Equipment Maintenance - General	11,000	5,265	5,735
Equipment Maintenance - Computers	25,000	8,654	16,346
Insurance - General/Business Liason	72,950	65,271	7,679
PACE Recording Fees	1,862,811	488,568	1,374,243
Seminars/Conferences	24,550	6,000	18,550
General Assembly Expenditures	304,200	8,154	296,046
Travel - Mileage Reimbursement	15,700	9,410	6,290
Travel - Ground Transportation	13,100	876	12,224
Travel - Airfare	28,704	4,426	24,278
Lodging	17,850	2,645	15,205
Meals	10,419	1,799	8,620
Other Incidentals	13,358	5,588	7,770
Training	14,321	8,060	6,261
Supplies/Materials	35,117	281	34,836
Ads	47,370	17,525	29,845
Consulting Labor	4,159,928	497,764	3,662,164
Consulting Expenses	72,865	2,243	70,622
TUMF Project Reimbursement	39,000,000	6,676,690	32,323,310
BEYOND Expenditures	2,052,917	217,819	1,835,098
Computer Equipment Purchases	41,204	14,608	26,596
Office Furniture Purchases	315,000	173,286	141,714
Total General Operations	61,741,206	9,650,993	52,090,213
Total Expenditures	**65,125,257**	**11,046,196**	**54,079,060**

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Regional Streetlight Program Activities Update**

Contact: **Tyler Masters, Program Manager, tmasters@wrcog.us, (951) 405-6732**

Date: **January 11, 2018**

The purpose of this item is to *provide the Committee with an update on Western Riverside County LED Procurement RFQ, and streetlight acquisition process schedule.*

Requested Action:

1. Receive and file.

WRCOG's Regional Streetlight Program will assist member jurisdictions with the acquisition and retrofit of their Southern California Edison (SCE)-owned and operated streetlights. The Program has three phases: 1) streetlight inventory; 2) procurement and retrofitting of streetlights; and 3) ongoing operations and maintenance. The overall goal of the Program is to provide significant cost savings to member jurisdictions.

Background

At the direction of the Executive Committee, WRCOG developed a Regional Streetlight Program that will allow jurisdictions (and Community Service Districts) to purchase streetlights within their boundaries that are currently owned and operated by SCE. Once the streetlights are owned by the member jurisdiction, the lamps will be retrofitted to Light Emitting Diode (LED) technology to provide more economical operations (i.e., lower maintenance costs, reduced energy use, and improvements in public safety). Local control of the streetlight system provides jurisdictions with opportunities for future revenue generation such as digital-ready networks and telecommunications and information technology strategies.

The Program seeks to provide cost-efficiencies for local jurisdictions through the purchase, retrofit, and maintenance of streetlights within jurisdictional boundaries, without the need of additional jurisdictional resources. As a regional Program, WRCOG is working with participating jurisdictions to move through the acquisition process, develop financing recommendations, develop and update regional and community-specific streetlight standards, and implement a regional operations & maintenance (O&M) agreement that will enhance the level of service currently provided by SCE.

Regional Streetlight Acquisition Update

To date, 11 jurisdictions (listed below) have decided to move forward and have signed Purchase and Sales Agreements to acquire current SCE-owned streetlights within their jurisdictional boundaries. Collectively, these account for nearly 48,000 streetlights within Western Riverside County. Once each Agreement is signed by the jurisdiction, SCE will transmit the Agreement to the California Public Utilities Commission (CPUC) for review and approval.

In 2017, three jurisdictions Streetlight application have entered the CPUC's review process. The three jurisdictions are as follows: City of Eastvale, City of Murrieta, and City of Temecula. Additionally, the Cities of

Eastvale (approved 12/8/17) and Murrieta (approved 10/10/17) have received CPUC approval on their application. The City of Temecula will receive their approval in Q1 / Q2 of 2018 and the reasoning for the longer approval process is that the City has an acquisition cost of over $5 million which will need to go through the formal filing process.

Staff will continue to keep WRCOG Committees updated as jurisdictions progress through the acquisition process.

Acquisition Process Schedule: The table below provides the estimated status for each jurisdiction participating in the Program. While the Cities of Eastvale, Murrieta, and Temecula have advanced to the CPUC for approval of streetlight acquisition, the eight remaining jurisdictions are awaiting SCE's submission of the Agreements to the CPUC. Staff estimates the next batch of WRCOG cities will advance to the CPUC in early 2018. The below timeline of acquisition approval activities is subject to change as SCE and CPUC progress through the approval processes. WRCOG staff will continue to update the progress as jurisdictions reach each milestone.

	City approves agreement to purchase streetlights	SCE executes agreement	SCE sends to CPUC	CPUC approves streetlight transfer	City approves program participation
Eastvale	4/12/2017	✓	✓	12/8/2017	
Hemet	3/14/2017	✓			
JCSD	3/13/2017	✓			
Lake Elsinore	1/24/2017	✓			
Menifee	2/15/2017				
Moreno Valley	3/21/2017	✓			
Murrieta	3/7/2017	✓	✓	9/29/2017	12/19/2017
Perris	3/28/2017	✓			
San Jacinto	3/28/2017	✓			12/19/2017
Temecula	2/28/2017	✓	✓	Est. Q1 / Q2 2018	
Wildomar	3/8/2017	✓			

Streetlight Request for Quotation (RFQ) LED Procurement

On September 21, 2017, WRCOG released an RFQ to solicit suppliers interested in providing WRCOG's member jurisdictions with LED lights for the replacement of jurisdiction-owned streetlights. The release of the RFQ for LED Procurement is the next step within the Regional Streetlight Program as many of the jurisdictions are in the process of acquiring their streetlights from SCE. One of the goals of the Program is to assist jurisdictions with the identification and installation of new LED technology and this RFQ meets that goal. The RFQ for LED Procurement went through several phases of addendums in order to provide interested proposers with enough time and information on the regions lighting specifications so that it can meet the needs of the members in Western Riverside County.

On December 21, 2017, the RFQ closed and in total WRCOG staff received proposals from 11 different lighting vendors expressing interest in providing lighting products for this regional program. Upon closing of the RFQ, staff is currently in the development process of forming an evaluation committee which will consist of WRCOG's financial consultants (PFM), WRCOG's O&M consultant (Siemens), and interested jurisdictions involved in the Program. The date is being determined, but the working group will meet between Jan.16-18 prior to the WRCOG Technical Advisory Meeting. The goal of the evaluation committee will be to discuss and determine the best qualified LED lighting fixture(s) that meet the region's street lighting needs. Staff will continue to provide updates to WRCOG's Public Works, Technical Advisory, and Executive Committees for final approval.

Prior Action:

December 4, 2017: The Executive Committee 1) adopted WRCOG Resolution Number 47-17; A Resolution of the Executive Committee of the Western Riverside Council of Governments making findings that the maintenance and repair program for the streetlights is exempt from the California Environmental Quality Act, approving the maintenance and repair program, and authorizing the execution of certain agreements in furtherance of the Program; and 2) directed staff to file a Notice of Exemption with the Riverside County Clerk within five working days of approval of this proposed project.

Fiscal Impact:

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

Attachment:

None.

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Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Diverging Diamond Interchanges**

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

Date: **January 11, 2018**

***The purpose of this item is to** provide a presentation on one specific type of interchange improvements – diverging diamond interchanges.*

Requested Action:

1. Receive and file.

Diverging Diamond Interchanges (DDI's) represent a new approach to a typical interchange configuration. What is unique about a DDI is that vehicles on the freeway overpass or underpass briefly drive on the opposite site of the roadway through the interchange. The advantage to the DDI configuration is that it allows for additional capacity interchange through ramp improvements, rather than a full interchange reconstruction. In many instances, the use of a DDI allows for the use of the existing overcrossing without the need for a full replacement. Therefore, a DDI can potentially reduce the overall costs of interchange improvements.

Approximately 100 DDI's are currently operational across the United States, though there is limited usage of these types of interchanges in California. Several DDI's are currently under evaluation in Caltrans District 8.

WRCOG has requested a presentation from Fehr & Peers regarding the traffic operations benefits of these interchange types. Fehr & Peers will also discuss several on-going efforts related to DDI's for clients in Caltrans District 8.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

None.

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Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **TUMF Program Communications Review**

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

Date: **January 11, 2018**

The purpose of this item is to *provide a presentation on the approaches and strategies WRCOG can utilized to reach out to stakeholders of the TUMF Program.*

Requested Action:

1. Request five volunteers to participate in interviews regarding the existing communications strategies WRCOG utilizes for the TUMF Program.

As part of its on-call planning consultant bench, WRCOG tasked Fehr & Peers with a review of the TUMF Program communications strategy. The purpose is to identify areas in which WRCOG can improve with the output of communications to stakeholders, including member agency staff, elected officials, developers, and the public. This review is modeled after efforts similar agencies have completed, including the Contra Costa Transportation Authority (CCTA).

Over the next several months, Fehr & Peers will be conducting a review of the current communications strategy. This review will include an assessment of previous publications, the TUMF portion of the WRCOG website, email communications, and other documents. A key element of this review will be brief interviews with member agency staff to determine how well WRCOG is communicating materials on the TUMF Program and how to make the process more effective and efficient.

Once Fehr & Peers completes this initial effort, they will develop a list of recommendations for WRCOG to implement related to the TUMF Program.

Prior Action:

None.

Fiscal Impact:

Transportation Department activities are included in the Agency's adopted Fiscal Year 2017/2018 Budget under the Transportation Department.

Attachment:

1. TUMF Program Frequently Asked Questions.

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Item 5.C
TUMF Program Communications Review

Attachment 1
TUMF Program Frequently Asked Questions

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Transportation Uniform Mitigation Fee Program

Frequently Asked Questions

The Transportation Uniform Mitigation Fee (TUMF) Program is a regional development impact fee program designed to provide transportation and transit infrastructure that mitigates the impact of new growth in Western Riverside County.

- **Since inception, the TUMF Program has funded over 90 projects with a value of nearly $1 billion dollars**
- **Over the next 20 years, the TUMF Program will provide $3 billion to improve more than 3,000 lane miles, 47 interchanges, 39 bridges, and 10 railroad grade separations in Western Riverside County.**

Frequently Asked Questions: General

Q1: Where did the directive for developing the TUMF Program come from?

The directive came from the citizens of Riverside County. In 2002, Riverside County voters overwhelmingly approved a 1/2 cent transportation sales tax, commonly known as Measure A. As part of Measure A, voters also approved a "Transportation Improvement Plan" which contemplated significant expenditures to come from "revenues to be generated by the cities and the County implementing a Transportation Uniform Mitigation Fee." The TUMF Program was designed and implemented to fulfill voter expectations.

Q2: Why is a regional approach used instead of just having individual jurisdictions set their own fees?

City and county boundaries in western Riverside County do not mean much when it comes to where people drive. People commonly live in one jurisdiction, work in another, and shop in others. The TUMF Program is built around the idea that a community's impact on traffic does not stop at its boundary.

Q3: What are the roles of WRCOG and other Program partners?

WRCOG is the administrator of the TUMF Program. It develops the "Nexus Study," the document that serves as the technical and legal anchor for eligible improvements and the Program fee. WRCOG receives TUMF fees collected from member agencies and then distributes them back to these agencies, to the Riverside County Transportation Commission (RCTC), and Riverside Transit Agency (RTA) to prioritize and to build projects.

Q4: How are TUMF fees determined?

In order for a fee program like TUMF to be established, State law requires that a "Nexus Study" be prepared to establish the relationship between new growth and transportation improvements needed to mitigate traffic impacts. The most recent Nexus Study for the TUMF Program was adopted by the Executive Committee of the Western Riverside Council of Governments (WRCOG) in July 2017. Fees are set based on the impacts that different land use vehicle trips generate.

Q5: Do agencies work together to determine which projects get built?

Yes. Cities, March JPA and the County are grouped into five TUMF Zones for purposes of project selection and prioritization as follows:

- Northwest Zone – The Cities of Corona, Eastvale, Jurupa Valley, Norco, Riverside, the County of Riverside, and the March JPA
- Southwest Zone – The Cities of Canyon Lake, Lake Elsinore, Murrieta, Temecula, Wildomar and the County of Riverside
- Central Zone – The Cities of Menifee, Moreno Valley and Perris, the County of Riverside, and the March JPA
- Pass Zone – The Cities of Banning, Beaumont, Calimesa and the County of Riverside
- Hemet/San Jacinto Zone – The Cities of Hemet and San Jacinto and the County of Riverside

Each of the agencies in the Zones have common transportation issues. Regularly scheduled Zone level meetings occur among the public works directors, executive management, and elected officials who work together to select which projects are to be prioritized. TUMF funds are then transmitted to RCTC and RTA for project prioritization and construction.

Q6: Do fee programs like TUMF have a negative impact on the economy?

No. The TUMF Program actually creates a significant economic benefit to the region since it will result in the estimated creation of nearly 70,000 new private sector jobs over the life time of the Program, making it one of the largest job producing programs in Riverside County.

Q7: Is TUMF a tax?

TUMF is a fee, not a tax, and there is an important distinction. The TUMF is applied only to new development projects for the express purpose of mitigating the impact that new development will have on the transportation network, as demonstrated by the "Nexus Study." Existing property owners do not pay TUMF. A tax, for whatever purpose it is used for, is levied on all citizens.

Q8: Do TUMF fees make the region less competitive than neighboring jurisdictions?

In 2016, WRCOG conducted a Fee Analysis Study, and compared fees assessed on new development in and around the WRCOG subregion. By land use, the fees assessed on new development are similar to those assessed in San Bernardino County, except for the retail land use. Average retail development impact fees are about twice as high as the relatively similar average fee levels for San Bernardino County and the Coachella Valley. These findings were presented to the WRCOG Executive Committee, which in July 2017, approved a retail TUMF fee reduction to $7.50/ square foot. For all land uses, TUMF represents less than 5% of total development costs for the prototypical projects reviewed.

Q9: Don't TUMF fees negatively impact the ability to construct new homes and businesses in western Riverside County?

It does not appear so. During the recent economic recession, WRCOG's Executive Committee adopted a policy that gave member agencies the opportunity to discount TUMF by 50%. Ten (10) of WRCOG's 17 member agencies did so, under the assumption that the fee reduction would spur development. Subsequent tracking of permit activity in western Riverside County showed no statistical change in the rate of development between full and discount fee agencies during the period when the fee reductions were in place.

Development activity is more significantly impacted by economic factors such as the available housing stock, consumer demand, interest rates, land and material costs, labor costs and other factors, all of which can fluctuate significantly from one year to the next.

Frequently Asked Questions: for developers

Q10: When is TUMF triggered?

The TUMF obligation for a development is assessed when a building permit or certificate of occupancy is issued by a WRCOG member agency. The actual TUMF obligation is based on the size of the development and the land use category (residential and non-residential). Residential TUMF obligations are calculated by multiplying the net increase in the total number of dwelling units associated with a new development by the appropriate residential land use fee. Non-residential TUMF obligation are calculated by multiplying the net increase in the gross floor area of the buildings or structures associated with a new development by the appropriate non-residential land use fee.

Q11: Do all land uses fall under the standard residential and non-residential calculations?

No. At the Program's inception, it was known that certain land uses have unique trip generating characteristics that need specific calculations to determine the TUMF for these uses. WRCOG developed the TUMF Calculation Handbook for such specific land uses, which includes fuel filling stations, active senior living developments, and high cube warehouses for example. The TUMF Calculation Handbook is updated regularly. For a copy of the TUMF Calculation Handbook, please visit the WRCOG website.

Q12: How are TUMF obligations met?

Developers may choose, with member agency approval, to meet their TUMF obligation through one of the following options:

- Pay TUMF directly to member agency
- Construct TUMF improvements to receive credit against TUMF obligation
- Provide 100% of the funding for the construction of a regionally significant TUMF improvement such as an interchange
- Participation in a financing district that will construct a regionally significant TUMF improvement to receive credit

The process to obtain TUMF credit for constructing a TUMF improvement is outlined in the flowchart titled "Improvements in Lieu of TUMF Payment".

Q13: Are there any exemptions?

Yes, several development types are exempt from the TUMF, such as: low income residential housing, government and public buildings, public and private schools (K-12 not for profit), rehabilitation or reuse of an existing building, development agreements prior to July 2003, and the sanctuary building of church or house of worship, to name a few.

Q14: Are appeals allowed?

Yes, the TUMF Administrative Plan provides for an appeals process in cases where a developer believes fees have been applied incorrectly. The process calls for developer, agency staff, and WRCOG to attempt to address issue. If not resolved, the matter is presented to the WRCOG Executive Committee for final determination.

Frequently Asked Questions: for participating agency staff

Q15: How does an agency access funding from the TUMF Program?

Unlike other funding programs, TUMF funding is tied to specific projects based on the adopted Nexus Study. The Nexus Study identifies specific amounts of funding that the Program provides for each transportation project included in the Nexus Study. The general process is therefore as follows:

- The agency requests that a project be included in the Nexus Study
- The agency requests funding through the TUMF Zone
- The agency executes a formal Reimbursement Agreement for the project
- The agency implements the project and submits invoices for reimbursement
- WRCOG reimburses the agency for actual costs incurred

Q16: How do TUMF projects get prioritized?

Member agencies can request that TUMF funding be programmed on the WRCOG Transportation Improvement Program (TIP). This request is then forwarded to other agencies in the Zone for their review and approval. Decisions on the level of funding and timing of that funding occurs at the Zone level.

Q17: What are considered eligible expenses?

The TUMF Program provides funding for various pre-construction and construction activities. Eligible expenses included but are not limited to planning, environmental studies, roadway design, right-of-way acquisition, construction of the actual roadway itself, and other related items.

WRCOG staff has prepared a TUMF Reimbursement Manual which describes the reimbursement process in detail. This Manual states that the reimbursement process is guided by the following principles:

- Principle 1: Proposed improvements / costs contribute to the reduction of congestion in the region's transportation network
- Principle 2: Proposed improvements/costs contribute to capacity enhancement in the region's transportation network
- Principle 3: Proposed improvements/costs do not exceed the maximum TUMF share identified in the most recent TUMF Nexus Study
- Principle 4: Proposed improvements / costs are integral to the implementation of the TUMF facility

Improvements in Lieu of TUMF Payment

TUMF improvements as a requirement of the conditions of approval?

No → Developer can not receive TUMF credit through a credit agreement.

Yes ↓

Is there an executed and valid credit agreement prior to construction?

No → Credit agreement must be executed and valid prior to construction of TUMF improvements.

Yes ↓

Has the project been completed and accepted by the member agency?

No → Credit agreement must be executed and valid prior to construction of TUMF improvements.

Yes ↓

Member agency issues credit: does the TUMF credit equal the TUMF obligation?

No → If credit is less than TUMF obligation, a balance is due to the member agency.

No → If actual project cost is more than TUMF obligation, but less than the maximum TUMF share, developer may receive a reimbursement.

Yes ↓

Developer TUMF obligation has been met.

Q18: What are considered ineligible expenses?

There are a variety of expenses which are generally ineligible. For example, any improvements which are related to aesthetics such as additional landscaping would be ineligible under most circumstances. Drainage improvements beyond those needed to serve the project are also typically ineligible. Agencies are encouraged to verify in advance with WRCOG if certain expenses would be eligible if there are questions about a particular item.

Q19: How does the reimbursement process work?

The TUMF Program operates on a reimbursement basis. What that means is that the agency must first perform the action, such as laying pavement, prior to requesting reimbursement. The agency is required to consolidate invoices from contractors and then submit these invoices to WRCOG. WRCOG staff and consultants review these invoices and recommend whether they are compliant with the Program requirements and eligible for repayment. Once invoices are verified, WRCOG will remit payment to the jurisdiction.

Q20: When is a facility eligible for TUMF funding?

Prior to being considered for TUMF funding, a facility must meet the necessary criteria for inclusion in the TUMF Program. The criteria include the following:

- Arterial highway facilities proposed to have a minimum of four lanes at ultimate build-out (not including freeways)
- Facilities that serve multiple jurisdictions and/or provide connectivity between communities both within and adjoining western Riverside County
- Facilities with forecast traffic volumes in excess of 20,000 vehicles per day in the future horizon year
- Facilities with forecast volume to capacity ratio of 0.90 (LOS E) or greater in the future horizon year

If a facility meets the above criteria, it is included as part of the Regional System of Highways and Arterials (TUMF Network). The TUMF Network identifies the maximum amount of TUMF a facility can receive from the Program after accounting for obligated funding and existing need.

The process to add a project to the TUMF Network is shown on the flowchart titled "TUMF Program Eligible Projects".

Q21: What if I don’t agree with WRCOG’s review of submitted invoices?

WRCOG staff makes every effort to work with member agencies to process payment on invoices as soon as possible. In many cases, items in question often only require clarification or documentation. As an example, if an agency was required to install a particular feature to obtain a permit from Caltrans, then the expense associated with that feature would be eligible for reimbursement. Therefore, agencies should make sure that they document their expenses and submit their requests for reimbursement in a timely fashion, which should facilitate their review.

TUMF Program Eligible Projects

Member agency requests a project be reviewed for inclusion in the TUMF Program

Project meets criteria for inclusion in the TUMF Program

No → Project can't be funded by TUMF

Yes

Project gets included in the TUMF network

Any existing need is removed for the project

100% deficient in base year → Project can't be funded by TUMF

Any obligated funding is removed for the project

Obligated funding greater than or equal to cost → Project can't be funded by TUMF

Max TUMF share a project is eligible to receive

Q22: What If I don't agree with the amount of reimbursement?

The TUMF Nexus Study sets the maximum amount of reimbursement for every project in the TUMF Program. Reimbursement values are set by reviewing recent construction costs throughout the region for similar projects. This approach ensures that all agencies are treated in a fair and equitable manner. The downside to this approach is that it does not have the flexibility to accommodate an instance in which an agency may incur additional expenses for a specific project. In some instances, the Program provides for a 15% contingency factor which can be used for these unforeseen expenses. If member agencies require additional funding, agencies like WRCOG and RCTC are available to assist with securing additional funds.

Frequently Asked Questions: for elected officials

Q23: TUMF sets a maximum fee level. Is there any harm in charging lower fees?

In July 2017, the WRCOG Executive Committee approved the 2016 TUMF Nexus Study and corresponding fee scheduling with two land use fees (single-family residential and retail) being lower than the maximum fee level.

Though these fees were reduced from what is identified in Nexus Study to spur economic activity in the subregion, the law requires the funding gap must be made up from some other source other than the TUMF. Fee revenues not collected cannot be recouped by charging more in the future, or by charging more to land use categories that might be thought to be better able to absorb the fees.

Q24: How much of TUMF is really used for road and transit improvements?

WRCOG uses a small portion of TUMF funds collected to administer the Program, with administration costs modeled after those used by RCTC for administering Measure A. 1% of collected revenues is for staff salaries and benefits, and up to an additional 3% can be used for direct expenses such as legal counsel and consultants, for a total of 4% for Program administration. That means that, at a minimum, 96% of TUMF fees are used for building infrastructure. These include costs related to planning, engineering and construction, tasks that are performed by the private sector. TUMF funds are ultimately directed to the private sector, which builds public infrastructure to benefit the subregion's future residents and employers. You can see the value of the TUMF program through the 90 projects (as of 2017) which have been funded by TUMF including:

- Columbia Avenue Grade Separation – City of Riverside
- Sunset Avenue Grade Separation – City of Banning
- Ramona Expressway Widening – City of San Jacinto
- Nason Street/SR-60 Interchange – City of Moreno Valley
- Desert Lawn Drive Widening – City of Calimesa
- Perris Transit Center – City of Perris
- SR-79 Winchester Road Widening – County of Riverside

Since the inception of the Program in 2003, over 97% of all funds collected have been returned to the participating and partner agencies.

How an Agency Receives TUMF Funding

1. Project is included in the TUMF Nexus Study
2. Agency requests funding from the TUMF Zone for a project
3. Agency begins work on the TUMF project
4. Agency submits TUMF project invoices to WRCOG for review
5. WRCOG reimburses agency for eligible expenses incurred

Q25: What if a participating agency is contributing more to the Program than it is receiving funding?

Transportation is an issue that has no relation to jurisdictional boundaries. Commuters who live in one jurisdiction benefit from transportation improvements made within and outside the jurisdiction they live in. TUMF is a regional infrastructure program that will contribute vital funding for projects that will meet the needs of future growth in subregion. Jurisdictions simply serve as the collection points for this regional fee. The fee is used to then build facilities that benefit all commuters in Western Riverside County, regardless of where they reside.

The TUMF Program functions best when member agencies in their respective Zones prioritize projects based on the necessity to provide a network of arterials that benefit residents of the region. As a regional program, the TUMF Program is modeled after the idea that existing and new residents live in one jurisdiction and work and/or shop in another, therefore, creating the need to address the impact of new development on a regional transportation system.

Q26: Why isn't a participating agency receiving TUMF funding?

Participating agency staff must request funding from their respective TUMF Zone, which is subject to the approval of members within that particular Zone. Because TUMF funds projects on a reimbursement basis, agencies must complete the work and then apply for reimbursement by submitting invoices. The agency has control of project schedules and delivery and WRCOG has no control over the decisions an agency makes to deliver projects. For reference, please see steps included on "How an Agency Receives TUMF Funding".

Q27: What do I do if I think my agency has not received sufficient TUMF funding?

The first step is to make sure your agency has projects included in the TUMF Nexus Study. The next step is to review the Zone 5-Year TIP. The Zone 5-Year TIP allocates near-term TUMF funds which agencies can draw from. The third step is to ensure that your agency has active Reimbursement Agreements in place for projects on the Zone 5-Year TIP. The fourth step is to verify that your agency has completed the work and submitted invoices for reimbursement to WRCOG. In many instances, specific projects may not be progressing because of various delays, including those under control of the agency and those associated with external agencies. Regardless, TUMF is a reimbursement program and funds will only be provided to an agency when work is completed. Lastly, an agency should make sure that they are involved and engaged in their respective TUMF Zone.

Q28: How can I find out more about WRCOG's TUMF Program?

To learn more about WRCOG's TUMF Program, please refer to the TUMF Annual Report (2015 Edition) and on the WRCOG website at www.wrcog.us and select the TUMF link. To request a presentation, please contact:

Chris Gray, WRCOG's Director of Transportation (cgray@wrcog.us)

WRCOG
Western Riverside
Council of Governments

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Big Data Examples**

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

Date: **January 11, 2018**

The purpose of this item is to *provide a presentation on the types of questions Big Data can provide data for to help local jurisdictions look into possible solutions in solving transportation challenges.*

Requested Action:

1. Receive and file.

One of WRCOG's goals is to help its local jurisdictions be more efficient and conduct research into helpful tools. One possible tool is Big Data, and the Committee has heard a few reports in 2018. WRCOG staff is looking into several different Big Data sources, and presented sets of data provided by a data vendor that could assist local jurisdictions. Now, WRCOG is inviting the data vendor to discuss possible data sources in-depth. Based on the discussion at the December 2018 PWC meeting, WRCOG will continue to look into Big Data sources, and discuss possible methods to collaborate with other agencies to purchase data.

Big Data Examples

At the December 2017 PWC meeting, WRCOG presented examples of different types of data that can provide possible solutions for local jurisdictions to utilize when considering transportation challenges. Based on the discussion at the meeting from PWC members, there is interest with more in-depth presentations on Big Data. WRCOG will continue to monitor different Big Data sources, and provide the PWC updates.

WRCOG staff provided a high-level report at the December PWC meeting to discuss a few examples that a data vendor, Streetlight Data, provided WRCOG at no cost. The data presented included: speed profile before / after projects, commute times, demographic profile, origin / destination of attractions, and trip length based on land use characteristics.

Based on the interest, WRCOG is inviting staff from Streetlight Data to provide a more in-depth presentation on the different types of data available. The purpose of this presentation is to highlight the benefits of this data for possible use by WRCOG and our member agencies.

Prior Action:

December 14, 2017: The Public Works Committee received and filed.

Fiscal Impact:

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

Attachment:

None.

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Coachella Valley Association of Governments Transportation Project Prioritization Study**

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

Date: **January 11, 2018**

The purpose of this item is to *provide a presentation from the Coachella Valley Association of Governments (CVAG) on their Transportation Project Prioritization Study (TPPS).*

Requested Action:

1. Discuss and provide input.

As WRCOG prepares for future TUMF Nexus Study updates, staff will be bringing different options and approaches taken by other fee programs. One approach is to review CVAG's TPPS – CVAG has conducted TPPS' since the late 1980s.

CVAG TPPS

One recommendation of the TUMF Program Ad Hoc Committee was the use of a more formalized process to rank and prioritize projects to assist with the regular updates to the 5-Year Transportation Improvement Plans (TIPs). While several Zones have conducted regional prioritization exercises, these efforts have occurred in a more informal manner.

One option to implement a more formal process would be to emulate the process used by CVAG, which prioritizes projects through the TPPS. The TPPS uses a set of quantifiable criteria to rank projects to receive funding from Measure A, the CVAG TUMF, and other sources.

WRCOG has requested that CVAG staff provide an overview presentation of the TPPS including the history, development, and use of the Study. After the presentation, CVAG staff will be available to answer any questions.

Following the presentation and questions, WRCOG staff will ask for member agency input regarding additional presentations on prioritization options or initial recommendations on how best to implement some type of prioritization effort under the WRCOG TUMF Program.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

None.