Western Riverside Council of Governments
Public Works Committee

AGENDA

Thursday, February 8, 2018
2:00 p.m.

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

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

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

1. CALL TO ORDER (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. MINUTES

A. Summary Minutes from the January 11, 2018, Public Works Committee Meeting are Available for Consideration. **P. 1**

Requested Action: *1. Approve the Summary Minutes from the January 11, 2018, Public Works Committee meeting.*

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. TUMF Revenue and Expenditures Update — ***Andrew Ruiz*** — **P. 5**

Requested Action: *1. Receive and file.*

B. Finance Department Activities Update — ***Ernie Reyna*** — **P. 13**

Requested Action: *1. Receive and file.*

C. 2018 Regional Transportation Summit Report — ***Christopher Gray*** — **P. 19**

Requested Action: *1. Receive and file.*

6. REPORTS / DISCUSSION

A. Regional Streetlight Program Activities Update — ***Tyler Masters, WRCOG*** — **P. 23**

Requested Action: *1. Receive and file.*

B. TUMF Calculation Handbook Update — ***Daniel Ramirez-Cornejo, WRCOG*** — **P. 25**

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

C. TUMF Program Communications Review — ***Christopher Gray, WRCOG*** — **P. 39**

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

D. Local Agency Interest in Big Data — ***Christopher Gray, WRCOG*** — **P. 55**

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

E. Regional Transportation Prioritization Studies — ***Christopher Gray, WRCOG*** — **P. 61**

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

7. REPORT FROM THE DIRECTOR OF TRANSPORTATION — *Christopher Gray*

8. ITEMS FOR FUTURE AGENDAS — *Members*

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

9. GENERAL ANNOUCEMENTS ***Members***

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

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

11. ADJOURNMENT

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Public Works Committee **Item 4.A**
January 11, 2018
Summary Minutes

1. CALL TO ORDER

The meeting of the Public Works Committee (PWC) was called to order at 2:00 p.m. by Chairman Art Vela at Citrus Tower, 4th Floor, Vineyard Conference Room.

2. SELF INTRODUCTIONS

Members present:

Art Vela, City of Banning (Chair)
Amer Jakher, City of Beaumont
Nelson Nelson, City of Corona
Craig Bradshaw, City of Eastvale
Mike Myers, City of Jurupa Valley (2:02 p.m. arrival)
Brad Fagrell, City of Lake Elsinore
Jonathan Smith, City of Menifee (3:54 p.m. departure)
Michael Wolfe, City of Moreno Valley
Bob Moehling, City of Murrieta
Brad Brophy, Cities of Perris and San Jacinto
Jeff Hart, City of Riverside (2:05 p.m. arrival)
Patrick Thomas, City of Temecula
Dan York, City of Wildomar (3:20 p.m. departure)
Patricia Romo, County of Riverside, Transportation and Land Management Agency (TLMA) (2:17 p.m. arrival)
Jeffrey Smith, March Joint Powers Authority

Staff present:

Christopher Gray, Director of Transportation
Christopher Tzeng, Program Manager
Andrew Ruiz, Program Manager
Tyler Masters, Program Manager
Janis Leonard, Administrative Services Manager
Andrea Howard, Senior Analyst
Daniel Ramirez-Cornejo, Senior Analyst

Guests present:

Henry Ngo, City of Moreno Valley
Carlos Geronimo, City of Menifee
Remon Habib, City of Lake Elsinore
Glenn Higa, County of Riverside, TLMA
Eric Cowle, Coachella Valley Association of Governments
Mark Hager, HDR Engineering, Inc.
Jason Pack, Fehr & Peers
Sal Akhter, StreetLight Data

3. PUBLIC COMMENTS

There were no public comments.

4. CONSENT CALENDAR – *(Wildomar / Murrieta) 14 yes; 0 no; 0 abstention. Items 4.A through 4.C were approved by a unanimous vote of those members present. The Cities of Calimesa, Canyon Lake, Hemet,* *Jurupa Valley, Norco, and Riverside, the Riverside County Transportation Commission, and the Riverside Transit Agency were not present.*

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

<u>Action</u>: *1. Approved the Summary Minutes from the December 14, 2017, Public Works Committee meeting.*

B. TUMF Revenue and Expenditures Update

<u>Action</u>: *1. Received and filed.*

C. Finance Department Activities Update

<u>Action</u>: *1. Received and filed.*

<u>5. REPORTS / DISCUSSION</u>

A. Regional Streetlight Program Activities Update

Tyler Masters reported that the Regional Streetlight Program will assist member jurisdictions with the acquisition and retrofit of their Southern California Edison-owned and operated streetlights. In September 2017, WRCOG released a Request for Quotations to solicit suppliers interested in providing WRCOG's member agencies with LED lights for the replacement of jurisdiction-owned streetlights.

WRCOG provided bidders with a variety of typical lighting situations representative of the entire region and its roadways and asked proposers to provide the luminaire(s) for each of the following situations: 1) least energy use, greatest utility savings; 2) considerable energy savings; and 3) highest energy use.

WRCOG received 11 proposals from lighting vendors and staff is in the process of developing an evaluation committee to review and determine the best qualified LED fixtures for the subregion's street lighting needs.

Mr. Masters also provided an update on the financial model developed for the Regional Streetlight Program. A couple assumptions on the retrofit costs have changed since the last update on the financial model in mid-2017. The retrofit cost had previously been estimated to be $375/pole. After reviewing the highest bidder that submitted a proposal, the retrofit cost has decreased to $232/pole. The routine operation and maintenance based on the executed contract has been reduced from the estimate of $1.25/pole/month to $0.65/pole/month.

Committee member Patrick Thomas asked about the selection of the fixture vendor and whether each agency would be required to utilize the vendor.

Mr. Masters indicated that the decision would be up to each agency.

<u>Action</u>: *1. Received and filed.*

B. Diverging Diamond Interchanges

Jason Pack and Mark Hagar reported on Diverging Diamond Interchanges (DDI), which is characterized by its method of increasing capacity while minimizing costs. Benefits of these types of interchange improvements include reduced footprints, improved operations, and decreased costs. Two examples of projects that are evaluating DDIs are the University Avenue / I-215 Interchange in the City of San Bernardino and Central Avenue / I-15 Interchange in the City of Lake Elsinore. Because these types of interchanges are new to California, public education is a key factor to acceptance. Goals of public involvement include education, awareness, and community buy-in. DDIs should be considered when there is high turning movements at the interchange, high left turn volumes, a need to minimize structure size, and when cross street signal progression is less important.

Action: *1. Received and filed.*

C. TUMF Program Communications Review

This item was continued to the February 2018 Public Works Committee meeting.

D. Big Data Examples

Sal Akhter reported on the type of data WRCOG can acquire for transportation-related issues, including traffic control measures, identifying where traffic improvements are needed, and the effects of transportation improvements on commuting times. Examples were shown how the data through the vendors intrface. Examples included the Hemet Valley Mall and Hollywood Bowl.

Committee member Patrick Thomas asked what the rate of reliability is for the data that StreetLight Data provides.

Mr. Akhter stated that the rate is between eighty to ninety percent.

Action: *1. Received and file.*

E. Coachella Valley Association of Governments Transportation Project Prioritization Study

Eric Cowle reported on the methodology and approach utilized for identifying and prioritizing transportation projects for the region. The Transportation Project Prioritization Study reviews a number of criteria to score and rank transportation projects, including roadway surface conditions, system continuity, level of service, and accident rates.

Committee members requested that staff provide additional information on project prioritization efforts that other agencies have conducted.

Action: *1. Received and filed.*

6. REPORT FROM THE DIRECTOR OF TRANSPORTATION

Christopher Gray reported that WRCOG and the City of Moreno Valley will be hosting a Transportation Summit on January 17, 2018, at the Moreno Valley Conference and Recreation Center.

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, February 8, 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 4:14 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: **February 8, 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 December 2017, the TUMF Program received $1,693,433 in revenue.

To date, revenues received into the TUMF Program total $750,192,262. Interest amounts to $32,793,536, for a total collection of $782,985,798.

WRCOG has dispersed a total of $356,777,328 primarily through project reimbursements and refunds, and $22,057,926 in administrative expenses.

The Riverside County Transportation Commission share payments have totaled $337,941,347 through November 30, 2017.

Prior Action:

January 11, 2018: 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 5.A

TUMF Revenue and Expenditures Update

Attachment 1

Summary TUMF Program revenues

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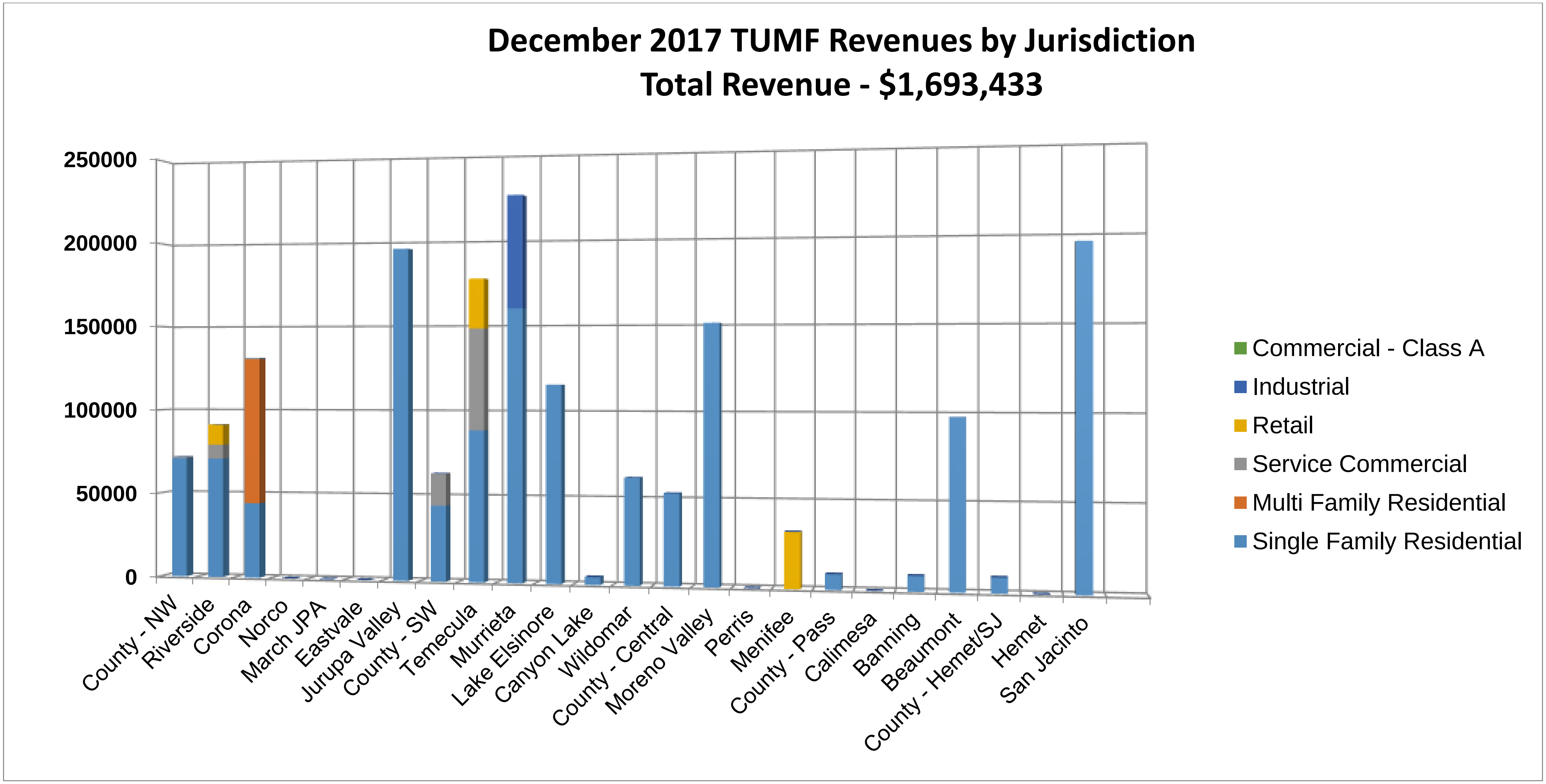
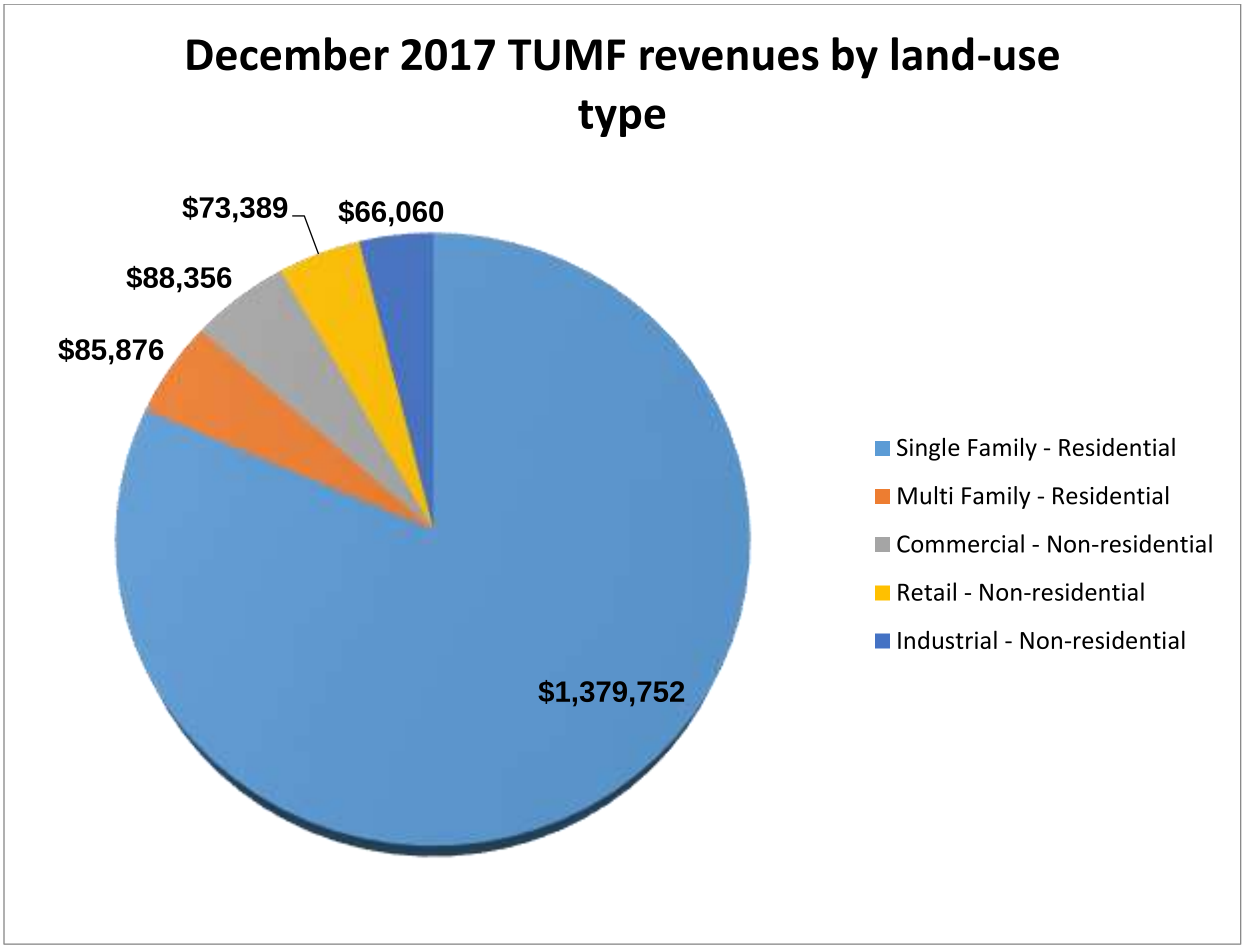
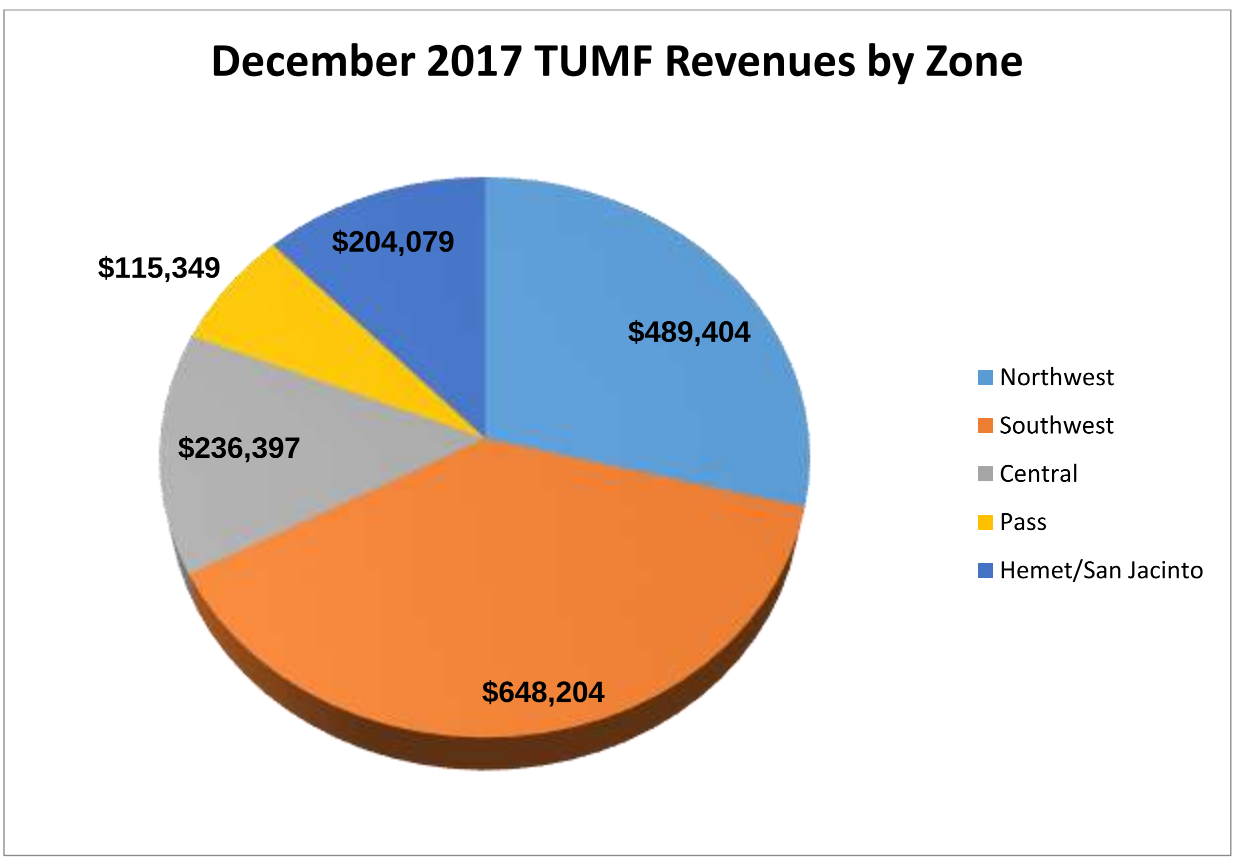

December 2017 TUMF Revenues by Jurisdiction
Total Revenue - $1,693,433
250000
200000
150000
100000
50000
0
County - NW
Riverside
Corona
Norco
March JPA
Eastvale
Jurupa Valley
County - SW
Temecula
Murrieta
Lake Elsinore
Canyon Lake
Wildomar
County - Central
Moreno Valley
Perris
Menifee
County - Pass
Calimesa
Banning
Beaumont
County - Hemet/SJ
Hemet
San Jacinto
Commercial - Class A
Industrial
Retail
Service Commercial
Multi Family Residential
Single Family Residential

Jurisdiction	Fiscal Year 16/17	2017 July	August	September	October	November	December	Fiscal Year 17/18
Banning	$88,230	$0	$0	$0	$0	$8,873	$8,873	$17,746
Beaumont	$0	$0	-	$0	$0	$17,746	$97,603	$115,349
Calimesa	$223,831	$8,873	$0	$0	$0	$0	$0	$8,873
Canyon Lake	$39,933	$0	$4,437	$4,437	$13,311	$8,874	$4,437	$35,496
Corona	$2,586,051	$278,858	$53,238	$0	$212,952	$45,714	$131,153	$721,916
Eastvale	$2,693,729	$0	$540,105	$0	$346,047	$465,969	$0	$1,352,121
Hemet	$112,938	$0	$0	$0	$188,534	$0	$0	$188,534
Jurupa Valley	$5,173,764	$230,698	$541,253	$697,938	$319,428	$603,364	$195,206	$2,587,887
Lake Elsinore	$1,726,071	$665,475	$381,539	$612,237	$449,110	$35,492	$115,349	$2,259,202
March JPA	$1,650,414	$0	$0	$0	$0	$0	$0	$0
Menifee	$3,149,477	$280,300	$460,613	$544,531	$83,243	$264,615	$32,318	$1,665,619
Moreno Valley	$1,904,640	$443,650	$464,285	$0	$2,065,071	$79,857	$150,841	$3,203,704
Murrieta	$1,906,426	$141,419	$531,868	$527,343	$0	$307,961	$225,774	$1,734,365
Norco	$656,200	$0	$8,873	$154,906	$77,531	$0	$0	$241,310
Perris	$2,662,913	$0	$8,873	$8,873	$35,492	$0	$0	$53,238
Riverside	$6,714,464	$164,321	$667,529	$118,925	$368,495	$510,443	$91,248	$1,920,960
San Jacinto	$1,818,965	$106,476	$408,158	$150,880	$44,365	$26,619	$195,206	$931,704
Temecula	$1,748,088	$290,216	$201,015	$303,172	$176,241	$17,746	$177,209	$1,165,598
Wildomar	$1,710,994	$0	$79,857	$133,095	$336,979	$79,857	$62,111	$691,899
County Central	$1,965,328	$44,365	$1,405,491	$39,565	$745,332	$62,793	$53,238	$2,350,784
County Hemet/S.J.	$810,845	$159,714	$26,619	$35,492	$17,746	$17,746	$8,873	$266,190
County Northwest	$1,226,996	$315,873	$70,984	$151,609	$115,349	$35,492	$71,797	$761,103
County Pass	$26,619	$0	$8,873	$0	$0	$26,619	$8,873	$44,365
County Southwest	$2,909,179	$164,328	$435,948	$109,315	$153,325	$323,673	$63,325	$1,249,915
Total	**$ 43,506,094**	**$ 3,294,567**	**$6,299,558**	**$ 3,592,316**	**$ 5,748,551**	**$2,939,452**	**$ 1,693,433**	**$ 23,567,877**

FY 17/18 Revenues by Zone	
Pass	$186,333
Southwest	$7,136,474
Central	$7,273,345
Northwest	$7,585,297
Hemet/SJ	$1,386,428
Total	**$23,567,877**

FY 17/18 Revenues by Land Use	
Single Family	13,453,699
Multi Family	1,824,325
Commercial	1,138,019
Retail	2,272,002
Industrial	4,879,832
Total	**$23,567,877**


December 2017 TUMF revenues by land-use type
$73,389
$66,060
$88,356
$85,876
$1,379,752
Single Family - Residential
Multi Family - Residential
Commercial - Non-residential
Retail - Non-residential
Industrial - Non-residential


December 2017 TUMF Revenues by Zone
$204,079
$115,349
$489,404
$236,397
$648,204
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: February 8, 2018

The purpose of this item is to *provide an update on the Fiscal Year (FY) 2017/2018 2nd Quarter Budget Amendments, the FY 2016/2017 carryover funds allocated to reserves, and the Agency financial report summary through December 2017.*

Requested Action:

1. Receive and File.

2nd Quarter Budget Amendment Schedule

December 31, 2017, marked the end of the second quarter for FY 2017/2018. The 2nd Quarter Budget Amendments were presented to the Finance Directors Committee on January 25, 2018. The Administration & Finance Committee will receive the Budget Amendment report on February 14, 2018, the Technical Advisory Committee will receive the report on February 15, 2018, and the Executive Committee will receive the report on March 5, 2018.

FY 2016/2017 Carryover Funds Allocated to Reserves

WRCOG realized a total of $4 million in FY 2016/2017 carryover revenues (Agency net revenues) for the General Fund, of which $700,000 was previously allocated by the Executive Committee to continue the Public Service Fellowship Program (which places students from the University of California, Riverside and California Baptist University, at WRCOG member agencies for long-term work opportunities), and $500,000 was previously allocated to expand the Grant Writing Assistance Program, which provides a bench of consultants to provide members with expert assistance in seeking grant funding for projects of interest. On January 8, 2018, the Executive Committee approved allocating the remaining $2.8 million to General Fund Agency reserves, bringing the total amount of General Fund Agency reserves to $4.6 million. The Executive Committee also approved that $500,000 of these Agency reserves will be specifically set aside for a PACE Program reserve.

Financial Report Summary through December 2017

The Agency Financial Report summary through December 2017, a monthly overview of WRCOG's financial statements in the form of combined Agency revenues and costs, is provided as Attachment 1.

Prior Actions:

January 25, 2018: The Finance Directors Committee received and filed.
January 18, 2018: The Technical Advisory Committee received and filed.

Fiscal Impact:

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

Attachment:

1. Financial Report summary – December 2017.

Item 5.B

Finance Department Activities Update

Attachment 1

Financial Report summary – December 2017

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

Revenues	Approved 6/30/2018 Budget	Thru 12/31/2017 Actual	Remaining 6/30/2018 Budget
General Assembly	300,000	18,800	281,200
WRCOG HERO Residential Revenue	816,771	607,061	209,710
CA HERO Residential Revenue	7,639,575	2,440,109	5,199,466
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	115,445	67,330
CA HERO Residential Recording Revenue	1,508,036	411,070	1,096,966
CA First Residential Revenue	167,000	23,007	143,993
CA First Residential Recording Revenue	86,000	7,857	78,143
Other Misc Revenue	-	1,318	(1,318)
Solid Waste	117,100	48,892	68,208
Active Transportation Revenue	150,000	80,567	69,433
RIVTAM Revenue	25,000	25,000	-
Air Quality-Clean Cities	137,500	78,000	59,500
LTF	825,000	726,000	99,000
Commercial/Service - Admin Portion	101,097	41,643	59,454
Retail - Admin Portion	118,867	83,662	35,206
Industrial - Admin Portion	249,133	279,230	(30,097)
Residential/Multi/Single - Admin Portion	1,045,779	643,680	402,099
Multi-Family - Admin Portion	129,787	67,045	62,742
Commercial/Service - Non-Admin Portion	2,426,945	999,426	1,427,518
Retail - Non-Admin Portion	2,852,820	2,007,880	844,939
Industrial - Non-Admin Portion	5,979,195	6,701,515	(722,320)
Residential/Multi/Single - Non-Admin Portion	25,098,070	15,448,312	9,649,758
Multi-Family - Non-Admin Portion	3,114,890	1,609,093	1,505,796
Total Revenues	**63,021,435**	**32,492,435**	**30,529,000**
Expenditures			
Wages & Salaries	2,584,095	1,126,470	1,457,625
Fringe Benefits	739,956	578,154	161,802
Total Wages and Benefits	**3,384,051**	**1,704,624**	**1,679,427**
			-
Overhead Allocation	2,219,371	1,143,016	1,076,355
General Legal Services	590,233	438,748	151,485
Audit Fees	27,500	20,200	7,300
Bank Fees	29,000	32,863	(3,863)
Commissioners Per Diem	62,500	25,350	37,150
Office Lease	427,060	147,228	279,832
WRCOG Auto Fuel	750	290	460
WRCOG Auto Maintenance	100	29	71
Parking Validations	4,775	2,515	2,260
Event Support	112,600	63,035	49,565
General Supplies	66,536	7,040	59,496
Computer Supplies	12,500	5,818	6,682
Computer Software	18,000	22,050	(4,050)
Rent/Lease Equipment	35,000	15,762	19,238

Membership Dues	31,950	14,847	17,103
Subcriptions/Publications	6,500	279	6,221
Meeting Support/Services	12,100	5,295	6,805
Postage	8,155	3,481	4,674
Storage	1,000	6,052	(5,052)
Computer Hardware	1,000	1,692	(692)
Misc. Office Equipment	-	688	(688)
EV Charging Equipment	-	5,975	(5,975)
Communications-Regular	1,000	7,638	(6,638)
Communications-Long Distance	500	192	308
Communications-Cellular	12,677	6,657	6,020
Communications-Comp Sv	75,000	30,423	44,577
Communications-Web Site	5,600	6,865	(1,265)
Equipment Maintenance - General	11,000	5,737	5,263
Equipment Maintenance - Computers	25,000	10,901	14,099
Insurance - General/Business Liason	72,950	66,526	6,424
PACE Recording Fees	1,862,811	533,928	1,328,883
Seminars/Conferences	24,550	6,822	17,729
General Assembly Expenditures	304,200	20,154	284,046
Travel - Mileage Reimbursement	15,700	11,979	3,721
Travel - Ground Transportation	13,100	2,198	10,902
Travel - Airfare	28,704	6,305	22,399
Lodging	17,850	5,942	11,908
Meals	10,419	2,920	7,499
Other Incidentals	13,358	6,330	7,028
Training	14,321	8,060	6,261
Supplies/Materials	35,117	281	34,836
Ads	47,370	23,525	23,845
Education Reimbursement	25,000	2,500	22,500
Consulting Labor	4,159,928	651,079	3,508,849
Consulting Expenses	72,865	2,243	70,622
TUMF Project Reimbursement	39,000,000	6,926,690	32,073,310
BEYOND Expenditures	2,052,917	347,751	1,705,166
Computer Equipment Purchases	41,204	14,608	26,596
Office Furniture Purchases	315,000	265,488	49,512
Total General Operations	**61,741,206**	**10,935,991**	**50,805,215**
Total Expenditures	**65,125,257**	**12,640,615**	**52,484,641**

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **2018 Regional Transportation Summit Report**

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

Date: **February 8, 2018**

***The purpose of this item is to** provide a report on the 2018 Regional Transportation Summit.*

Requested Action:

1. Receive and file.

WRCOG has held conferences in the past that provide opportunities to learn more about sectors and emerging technologies that can help create healthier communities. WRCOG held the 2018 Regional Transportation Summit to provide information on the future of transportation and preparing for it.

Summit Overview

The WRCOG Clean Cities Coalition and the City of Moreno Valley hosted the Western Riverside County 2018 Regional Transportation Summit on January 17, 2018, at the Moreno Valley Conference and Recreation Center, in Moreno Valley. Through discussion with experts and industry professionals, participants learned about new transportation technologies, best practices, and funding for the future while exploring the questions of "Where are we going?" and "How do we get there?" Participants also had the opportunity to network with transportation industry leaders during a Vendor Expo and Social Mixer. The Social mixer was organized by the Inland Empire branch of the U.S. Green Building Council, Los Angeles, and sponsored by Stonefire Grill and Inland Empire Brewing Company.

Format and Activities

Vendor Expo: Nine organizations participated as vendors. The Summit began with the Vendor Expo, and attendees had the opportunity to browse booths and vehicles during registration and breakfast. The Expo resumed during lunch, and again after the keynote speaker presentation. Of the nine vendors, three brought clean energy vehicles to showcase at the Summit.

Vehicle Vendor participants included:

- California Fuel Cell Partnership – Hydrogen Fuel Cell Vehicle
- Phoenix Motorcars – All-Electric Shuttle Bus
- Riverside Transit Agency (RTA) – Natural gas Transit Bus

Additional Vendor participants included:

- AmeriGas – Propane Autogas
- County Health – Active Transportation Network – Safe Routes to Schools

- CalTrans – Bike plan initiative
- IE Commuter – Rideshare promotional materials and incentive opportunities available to commuters
- South Coast Air Quality Management District – Clean air programs
- US Gain – Natural gas vehicle fueling

Moderated Panel Discussions: Victoria Baca, City of Moreno Valley Mayor Pro Tem, welcomed attendees, and Emcee Mike Bolin introduced panel moderators. Each panel session was an hour in length with ten minutes allotted for questions from the audience.

The first panel session was moderated by Ryan Snyder from the Transpo Group, and addressed the question "Where are we going?" by highlighting transportation planning and technology. Panelists included (in order of appearance):

- Ryan Snyder, Transpo Group (moderator)
- Brad Weaver, Riverside Transit Agency
- Roderick Diaz, Metrolink
- Bryan Jones, Alta Planning + Design
- Steve Mager, Traffic Technology Sensors

Each panel speaker discussed general transportation / autonomous vehicles, active transportation, traffic management technology, local transit, and regional transit, respectively.

WRCOG's Christopher Gray moderated the second panel session and addressed the question "How do we get there?" by discussing practices, regulations, and funding that make advancements in transportation possible. Panelists included (in order of appearance):

- John Standiford, Riverside County Transportation Commission
- Destin Blais, Blais & Associates
- Peter Christensen, California Air Resource Board
- Michael Terreri, Center for Sustainable Energy
- Seth Litchney, San Diego Association of Governments (SANDAG)

Panelists discussed transportation planning and funding, grant writing, transportation policy, alternative fuel vehicles, and best-practices from San Diego's Transit Oriented Development (TOD) strategy.

Keynote Speaker: Hasan Ikhrata, Executive Director of the Southern California Association of Governments, served as the keynote speaker. Mr. Ikhrata discussed the future of transportation and highlighted the issue of affordable housing as a key concern for cities in the future. Mr. Ikhrata's presentation addressed challenges and opportunities for the millennial generation, and how these impact planning for the future.

Closing Remarks: Debbie Franklin, City of Banning Mayor Pro Tem, provided closing remarks, and thanked attendees and panelists.

Social Mixer: The Social Mixer was hosted by the Inland Empire Branch of the U.S. Green Building Council, Los Angeles, and sponsored by Stonefire Grill and Inland Empire Brewing Company and had approximately 30 guests in attendance, providing an opportunity for networking.

Attendance: 125 people attended the 2018 Transportation Summit including participants, staff, speakers, and vendors. A number of local leader and elected officials participated in the Summit:

- Debbie Franklin (City of Banning)
- Jim Hyatt (City of Calimesa)
- Linda Clark Molina (City of Calimesa)
- Dawn Haggerty (City of Canyon Lake)
- Linda Krupa (City of Hemet)

- Lisa Sobek (City of Menifee)
- Victoria Baca (City of Moreno Valley)
- David Marquez (City of Moreno Valley)
- Michael Vargas (City of Perris)
- Ben Benoit (City of Wildomar)

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: **Regional Streetlight Program Activities Update**

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

Date: **February 8, 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.

Streetlight Request for Quotation (RFQ) LED Procurement Update

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 and this RFQ is to assist jurisdictions with the identification and installation of new LED technology. 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 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 formed an Evaluation Committee consisting of WRCOG Staff, WRCOG's financial advisory (PFM), O&M contractor (Siemens), and 10 interested jurisdictions involved in the Program. On January 16, 2018, the Evaluation Committee met to review / analysis of LED lighting fixtures. The goal of this meeting was to discuss about the 11 proposals, analyze the lighting specifications, and talk about the pricings of the fixtures in which would be applied to the financing models for the jurisdictions. Per the conclusion of the meeting, staff began compiling scores per each Committee member and will report out with the findings to identify which proposals have met the lighting criteria set forth in the RFQ.

Staff also provided an update on the findings from the Evaluation Committee at the January 18, 2018, Technical Advisory Committee meeting. The findings from the Evaluation Committee included the following: 1) reach out to vendors to identify sales tax, 2) reach out to vendors to identify any additional pricing, and 3) identify if the photocell is also provided in the costs of fixture. The Evaluation Committee's next step is to reconvene within the month of February to assess the technical lighting aspect of the proposals, and combined with the economic, capacity, and quality components of this Program, select a qualified manufacturer to provide a recommended selection.

Once the Evaluation Committee has developed a recommendation, WRCOG staff will take the recommendation through the Public Works Committee and the Administration & Finance Committee for consideration and action before the recommendation is presented to the Executive Committee for consideration.

Prior Action:

January 18, 2018: The Technical Advisory 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: **TUMF Calculation Handbook Update**

Contact: **Daniel Ramirez-Cornejo, Senior Analyst, dramirez-cornejo@wrcog.us, (951) 405-6712**

Date: **February 8, 2018**

The purpose of this item is to *provide an update to the Committee members on the TUMF Calculation Handbook to include an updated component for high-cube warehouses.*

Requested Action:

1. Discuss and provide input.

WRCOG's Transportation Uniform Mitigation Fee (TUMF) Program is a regional fee program designed to provide transportation and transit infrastructure that mitigates the impact of new growth in Western Riverside County. Each of WRCOG's member jurisdictions and the March JPA participates in the Program through an adopted ordinance, collects fees from new development, and remits the fees to WRCOG. WRCOG, as administrator of the TUMF Program, allocates TUMF to the Riverside County Transportation Commission (RCTC), groupings of jurisdictions – referred to as TUMF Zones – based on the amounts of fees collected in these groups, and the Riverside Transit Agency (RTA).

The TUMF Fee Calculation Handbook details the methodology for calculating the TUMF obligation for different categories of new development and, where necessary, to clarify the definition and calculation methodology for uses not clearly defined in the respective TUMF ordinances.

Background

During the development of the TUMF Program, it was realized that certain land uses require special attention regarding the assessment / calculation of TUMF because of unique, site-specific characteristics. To address these special uses / circumstances, WRCOG developed a Fee Calculation Handbook to detail the methodology for calculating TUMF obligations for different categories of new development and, where necessary, to clarify the definition and calculation methodology for such uses. The fee calculations provide step-by-step work sheets on how fees are calculated for unique uses such as auto dealerships, fueling stations and high cube warehouses. The last update to the TUMF Calculation Handbook occurred in late 2017, for which the Executive Committee approved an updated TUMF Calculation Handbook to reflect data from the 2016 TUMF Nexus Study.

During the 2016 TUMF Nexus Study update process, staff received questions from several Executive Committee members regarding the TUMF calculation for fulfillment centers. Staff was asked to review the available data for a potential component in the TUMF Calculation for fulfillment centers.

TUMF consultant, WSP, has reviewed the available data from the Institute of Transportation Engineers and has determined that these types of uses generate higher levels of activity than traditional industrial uses. Therefore, an updated high-cube warehouse component has been developed to account for these uses. Staff would note that the updated fee calculation would only apply to uses that meet the definition as described in the TUMF Calculation Handbook.

High-Cube Transload and Short Term Storage Warehouses, and High-Cube Cold Storage Warehouses

According to the Trip Generation Manual 10th Edition (Institute of Traffic Engineers, 2017), "Transload facilities have a primary function of consolidation and distribution of pallet loads (or larger) for manufacturers, wholesalers, or retailers. They typically have little storage duration, high throughput, and high-efficiency [highly automated] facilities. Short-term high-cube warehouses are high-efficiency distribution facilities often with custom/special features built into [the] structure for movement of large volumes of freight with only short-term storage of products." Additionally, the Trip Generation Manual 10th Edition describes high-cube cold storage warehouses as transload and short-term storage warehouse facilities "typified by temperature-controlled environments for frozen food or other perishable products."

Worksheet A.2.8 (a) High-Cube Transload and Short Term Storage Warehouses, and High-Cube Cold Storage Warehouses TUMF Calculation Worksheet

[ ] – **200,000** = [ ] ← **Total A**

Enter Gross Floor Area of Qualifying Building(s) (in square feet)

[ ] **x** **0.33** = [ ] **Total B**

Enter Total A

[ ] **+** **200,000** = [ ]

Enter Total B

Enter this value as (part of) the Total Gross Floor Area of Industrial Buildings in Worksheet A.2.1

High-Cube Fulfillment Center Warehouses and Parcel Hub Warehouses

According to the Trip Generation Manual 10th Edition (Institute of Traffic Engineers, 2017), "high-cube fulfillment center warehouses include warehouses characterized by a significant storage function and direct distribution of ecommerce product to end users. These facilities typically handle smaller packages and quantities than other types of high-cube warehouses and often contain multiple mezzanine levels." Additionally, the Trip Generation Manual 10th Edition describes parcel hub warehouses as typically serving "as regional and local freight-forwarder facilities for time sensitive shipments via airfreight and ground carriers. These sites also often include [ancillary] truck maintenance, wash, or fueling facilities."

Worksheet A.2.8 (b)High-Cube Fulfillment Center Warehouses and High-Cube Parcel Hub Warehouses TUMF Calculation Worksheet

– 200,000 = **Total A**

Enter Gross Floor Area of Qualifying Building(s) (in square feet)

X 1.49 = **tal B**

Enter Total A

+ 200,000 =

Enter Total B

Enter this value as (part of) the Total Gross Floor Area of Industrial Buildings in Worksheet A.2.1

Staff is requesting input on the revised component for the TUMF Calculation Handbook. Staff also expects to conduct outreach with stakeholders regarding the component and anticipates the Executive Committee to review the item in April 2018.

A key element of this effort is ensuring that this specialized calculation is applied only to those buildings that fall into this category similar to other specialized calculations in the TUMF. A key item to consider is that these buildings are purposefully built for this activity and are not typical warehouse uses. Therefore, if a specific building did not fit the definition provided, then the general industrial TUMF rate would apply.

Prior Action:

November 9, 2017: The Public Works Committee recommended that the Executive Committee approve the updated TUMF Calculation Handbook.

Fiscal Impact:

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

Attachment:

1. Draft TUMF Calculation Handbook – High-Cube Warehouses and Distribution Centers.

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Item 6.B

TUMF Calculation Handbook Update

Attachment 1

Draft TUMF Calculation Handbook – High-Cube Warehouses and Distribution Centers

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1.1. High-Cube Warehouses and Distribution Centers

1.1.1. Summary

For the purpose of determining the TUMF obligation, all types of high-cube warehouses will be considered industrial use types. The methodology outlined in **Worksheet A.2.8 (a)** and **Worksheet A.2.8 (b)**, and described as follows will be applied to determine the equivalent floor area for high-cube warehouses with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading ratio of 1 door per 10,000 square feet

High-Cube Transload and Short Term Storage Warehouses, and High-Cube Cold Storage Warehouses

The methodology outlined in **Worksheet A.2.8 (a)** and described as follows will be applied to determine the equivalent floor area for qualifying high-cube transload and short term storage warehouses, including cold storage warehouses *(for the example calculation assume a high-cube transload or short-term storage warehouse with a gross floor area of 450,000 square feet, a ceiling height exceeding 24 feet and a dock-high door loading ratio exceeding 1:10,000)*:

1. Subtract 200,000 square feet from the total gross floor area
   (*i.e. for the example facility it is <u>450,000 – 200,000 = 250,000</u> square feet*)
2. Multiply the resultant value from step 1 which is total gross floor area in excess of 200,000 square feet by 0.33
   (*i.e. for the example facility it is <u>250,000 x 0.33 = 82,500</u> square feet*)
3. Add 200,000 square feet to the resultant value of step 2
   (*i.e. for the example facility it is <u>200,000 + 82,500 = 282,500</u> square feet*)
4. Use the resultant value of step 3 as the gross floor area to calculate the TUMF obligation using **Worksheet A.2.1** for standard non-residential fee calculations.

The TUMF obligation for a warehouse facility with a gross floor area of less than 200,000 square feet, a ceiling height of less than 24 feet and/or a dock-high door loading ratio of less than 1 door per 10,000 square feet will be calculated based on the actual gross floor area using **Worksheet A.2.1** for standard non-residential fee calculations. Furthermore, where other uses such as wholesale showrooms, retail showrooms or office suites are co-located with qualifying high-cube warehouse facilities, only the qualifying high-cube warehouse portion of the premises will be calculated using **Worksheet A.2.8 (a)**. The fee obligation for all other co-located facilities will be calculated based on the actual gross floor area and the appropriate land use category using **Worksheet A.2.1** for standard non-residential fee calculations.

High-Cube Fulfillment Center Warehouses and Parcel Hub Warehouses

The methodology outlined in **Worksheet A.2.8 (b)** and described as follows will be applied to determine the equivalent floor area for qualifying high-cube fulfillment center warehouses and parcel hub warehouses *(for the example calculation assume a high-cube fulfillment center or parcel hub warehouse with a gross floor area of 450,000 square* *feet, a ceiling height exceeding 24 feet and a dock-high door loading ratio exceeding 1:10,000)*:

5. Subtract 200,000 square feet from the total gross floor area
(*i.e. for the example facility it is <u>450,000 – 200,000 = 250,000</u> square feet*)
6. Multiply the resultant value from step 1 which is total gross floor area in excess of 200,000 square feet by 1.49
(*i.e. for the example facility it is <u>250,000 x 1.49 = 372,500</u> square feet*)
7. Add 200,000 square feet to the resultant value of step 2
(*i.e. for the example facility it is <u>200,000 + 372,500 = 572,500</u> square feet*)
8. Use the resultant value of step 3 as the gross floor area to calculate the TUMF obligation using **Worksheet A.2.1** for standard non-residential fee calculations.

The TUMF obligation for a warehouse facility with a gross floor area of less than 200,000 square feet, a ceiling height of less than 24 feet and/or a dock-high door loading ratio of less than 1 door per 10,000 square feet will be calculated based on the actual gross floor area using **Worksheet A.2.1** for standard non-residential fee calculations. Furthermore, where other uses such as wholesale showrooms, retail showrooms or office suites are co-located with qualifying high-cube warehouse facilities, only the qualifying high-cube warehouse portion of the premises will be calculated using **Worksheet A.2.8 (a)**. The fee obligation for all other co-located facilities will be calculated based on the actual gross floor area and the appropriate land use category using **Worksheet A.2.1** for standard non-residential fee calculations.

1.1.2. Detailed Narrative

High-cube warehouses, including transload and short term storage warehouses, fulfillment center warehouses, parcel hub warehouses, and cold storage warehouses, are defined in the <u>Trip Generation Manual 10th Edition</u> (Institute of Traffic Engineers, 2017) as "a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses." These facilities are generally characterized by very large buildings with a relatively small employment count due to a high level of automation, and truck activities frequently outside of the peak hour of the adjacent street system. For the purpose of determining the TUMF obligation, high-cube warehouses and distribution centers are defined as follows:

> *Very large shell buildings commonly constructed using steel framed and/or concrete tilt-up techniques with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading ratio of 1 door per 10,000 square feet.*

In accordance with Section 6.2 and Appendix B of the <u>Transportation Uniform Mitigation Fee Nexus Study 2016 Update Final Report</u> (Western Riverside Council of Governments, As Adopted July 10, 2017), all types of high-cube warehouses and distribution center facilities are considered to be industrial use types with the primary use of the facility generally meeting the description of Motor Freight Transportation and Warehousing (SIC

Major Category 42). The TUMF obligation for industrial (and all non-residential) land uses is based on the gross floor area of buildings associated with the specific land use and is calculated using **Worksheet A.2.1** for standard non-residential fee calculations.

High-Cube Transload and Short Term Storage Warehouses, and High-Cube Cold Storage Warehouses

According to the Trip Generation Manual 10th Edition (Institute of Traffic Engineers, 2017), "Transload facilities have a primary function of consolidation and distribution of pallet loads (or larger) for manufacturers, wholesalers, or retailers. They typically have little storage duration, high throughput, and high-efficiency [highly automated] facilities. Short-term high-cube warehouses are high-efficiency distribution facilities often with custom/special features built into [the] structure for movement of large volumes of freight with only short-term storage of products." Additionally, the Trip Generation Manual 10th Edition describes high-cube cold storage warehouses as transload and short-term storage warehouse facilities "typified by temperature-controlled environments for frozen food or other perishable products."

In the case of high-cube warehouses primarily serving as transload and short term storage warehouses, including cold storage warehouses, vehicle trips generated to and from the site are typically lower than traditional industrial uses due to the small employee count, highly automated activities, and consolidated nature of the shipments being handled and stored. For this reason, it is necessary to determine the gross floor area equivalency for the purpose of calculating the TUMF obligation.

Table 5.7 (a) summarizes various trip generation characteristics of high-cube transload and short term storage warehouses, including cold storage warehouses, and establishes the equivalent square feet for the purpose of calculating the TUMF obligation for all high-cube transload and short term storage warehouses, including cold storage warehouses.

Table 5.7 (a) – Characteristics of High-Cube Transload and Short-Term Storage Warehouses, including Cold Storage Warehouses

Land Use Type (ITE Code)	*Average Daily Vehicle Trips per 1,000 sqft*	*Average PM Peak Vehicle Trips per 1,000 sqft*	*Average PM Peak Trips per Employee*	*TUMF Weighted Equivalent sqft **
High-Cube Transload and Short-Term Storage Warehouse (i) (154)	1.40	0.16		***0.33***
*High-Cube Cold Storage Warehouse** (i) (157)*	2.12			
Warehousing (i) (150)	1.74	0.24	5.05	
All TUMF Industrial Use Types (ii)	5.33			

Source: (i) Trip Generation 10th Edition, Institute of Traffic Engineers, 2017
(ii) Trip Generation 9th Edition, Institute of Traffic Engineers, 2012

Note: * - TUMF weighted equivalent square feet based on relative trip generation per 1000 sqft between combined average for High-Cube Warehouses (calculated) and all TUMF Industrial Uses (consistent with TUMF Nexus Study Trip Generation Rate Comparison).
** - The Trip Generation 10th Edition cautions users regarding the small sample size used to determine trip generation characteristics for Cold Storage Warehouses.

The gross floor area equivalency for high-cube transload and short term storage warehouses, including cold storage warehouses, is based on the trip generation characteristics quantified in the Trip Generation Manual in terms of both daily and PM peak trips per thousand square feet gross floor area. Based on this information, the combined average daily trip generation rate for high-cube transload and short term storage warehouses, including cold storage warehouses is approximately 1.76 trips per thousand square feet of gross floor area. To account for the variation in trip generation rates between high-cube transload and short term storage warehouses, including cold storage warehouses, and all TUMF industrial land use types, the gross floor area equivalency was weighted based on the relative trip generation between high-cube transload and short term storage warehouses, including cold storage warehouses, and the median of all TUMF Industrial Uses as used in the TUMF Nexus Study. The weighted gross floor area equivalency for high-cube transload and short term storage warehouses, including cold storage warehouses, is 0.33. It should be noted that the Trip Generation 10th Edition cautions users regarding the small sample size used to determine trip generation characteristics for high-cube cold storage warehouses, and therefore the weighted gross floor area equivalency for this use (as well as all high-cube transload and short-term storage warehouses) should be recalculated as additional relevant data becomes available.

For the purpose of calculating the TUMF obligation for *High-Cube Transload and Short Term Storage Warehouses, including Cold Storage Warehouses*, with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading ratio of 1 door per 10,000 square feet, the gross floor area *in excess of 200,000 square feet* will be multiplied by *0.33* and the resultant value *increased by 200,000 square feet* to determine the equivalent number of square feet of floor area. The *equivalent floor area will be used for the purpose of calculating the TUMF* at the rate prescribed by the respective local jurisdictions TUMF Ordinance and supported by the TUMF Nexus Study. For example, a high-cube transload or short-term storage warehouse with a gross floor area of 450,000 square feet, a ceiling height exceeding 24 feet and a dock-high door loading ratio exceeding 1:10,000 (for the example facility it is at least 45 dock-high door loading bays i.e. 450,000/10,000 = 45) the equivalent floor area would be 282,500 square feet ({[450,000 - 200,000] x 0.33} + 200,000 = 282,500)

The TUMF obligation for a warehouse facility with a gross floor area of less than 200,000 square feet, a ceiling height of less than 24 feet and/or a dock-high door loading ratio of less than 1 door per 10,000 square feet will be calculated based on the actual gross floor area using **Worksheet A.2.1** for standard non-residential fee calculations. Furthermore, where other uses such as wholesale showrooms, retail showrooms or office suites are co-located with qualifying high-cube warehouse facilities, only the qualifying warehouse portion of the premises will be calculated using **Worksheet A.2.8 (a)**. The fee obligation for all other co-located facilities will be calculated based on the actual gross floor area and the appropriate land use category using **Worksheet A.2.1** for standard non-residential fee calculations.

High-Cube Fulfillment Center Warehouses and Parcel Hub Warehouses

According to the Trip Generation Manual 10th Edition (Institute of Traffic Engineers, 2017), "high-cube fulfillment center warehouses include warehouses characterized by a significant storage function and direct distribution of ecommerce product to end users. These facilities typically handle smaller packages and quantities than other types of high-cube warehouses and often contain multiple mezzanine levels." Additionally, the Trip Generation Manual 10th Edition describes parcel hub warehouses as typically serving "as regional and local freight-forwarder facilities for time sensitive shipments via airfreight and ground carriers. These sites also often include [ancillary] truck maintenance, wash, or fueling facilities."

In the case of high-cube warehouses primarily serving as fulfillment centers or parcel hubs, vehicle trips generated to and from the site are typically higher than traditional industrial uses, as well as high-cube transload and short-term storage uses, due to the more individualized, time sensitive nature of end-user shipments requiring more frequent dispatch typically using smaller carrier vehicles (like courier or parcel delivery vans) than consolidated transload or short-term storage shipments. For this reason, it is necessary to determine the gross floor area equivalency for the purpose of calculating the TUMF obligation.

Table 5.7 (b) summarizes various trip generation characteristics of high-cube fulfillment center warehouses and parcel hub warehouses, and establishes the equivalent square feet for the purpose of calculating the TUMF obligation for all high-cube fulfillment center and parcel hub warehouses.

Table 5.7 (b) – Characteristics of High-Cube Fulfillment Center Warehouses and Parcel Hub Warehouses

Land Use Type (ITE Code)	*Average Daily Vehicle Trips per 1,000 sqft*	*Average PM Peak Vehicle Trips per 1,000 sqft*	*Average PM Peak Trips per Employee*	*TUMF Weighted Equivalent sqft **
*High-Cube Fulfillment Center Warehouse** (i) (155)*	8.18	0.27		***1.49***
*High-Cube Parcel Hub Warehouse** (i) (156)*	7.75	0.71		
Warehousing (i) (150)	1.74	0.24	5.05	
All TUMF Industrial Use Types (ii)	5.33			

Source: (i) Trip Generation 10th Edition, Institute of Traffic Engineers, 2017
(ii) Trip Generation 9th Edition, Institute of Traffic Engineers, 2012

Note: * - TUMF weighted equivalent square feet based on relative trip generation per 1000 sqft between combined average for High-Cube Warehouses (calculated) and all TUMF Industrial Uses (consistent with TUMF Nexus Study Trip Generation Rate Comparison).

** - The Trip Generation 10th Edition cautions users regarding the small sample size used to determine trip generation characteristics for Fulfillment Center Warehouses and Parcel Hub Warehouses.

The gross floor area equivalency for high-cube fulfillment center warehouses and parcel hub warehouses is based on the trip generation characteristics quantified in the Trip Generation Manual in terms of both daily and PM peak trips per thousand square feet gross floor area. Based on this information, the combined average daily trip generation rate for high-cube fulfillment center warehouses and parcel hub warehouses is approximately 7.97 trips per thousand square feet of gross floor area. To account for the variation in trip generation rates between high-cube fulfillment center warehouses and parcel hub warehouses, and all TUMF industrial land use types, the gross floor area equivalency was weighted based on the relative trip generation between high-cube fulfillment center warehouses and parcel hub warehouses, and the median of all TUMF Industrial Uses as used in the TUMF Nexus Study. The weighted gross floor area equivalency for high-cube fulfillment center warehouses and parcel hub warehouses is 1.49. It should be noted that the Trip Generation 10th Edition cautions users regarding the small sample size used to determine trip generation characteristics for high-cube fulfillment center warehouses and parcel hub warehouses, and therefore the weighted gross floor area equivalency for these uses should be recalculated as additional relevant data becomes available.

For the purpose of calculating the TUMF obligation for *High-Cube Fulfillment Center Warehouses and Parcel Hub Warehouses*, with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading ratio of 1 door per 10,000 square feet, the gross floor area *in excess of 200,000 square feet* will be multiplied by *1.49* and the resultant value *increased by 200,000 square feet* to determine the equivalent number of square feet of floor area. The *equivalent floor area will be used for the purpose of calculating the TUMF* at the rate prescribed by the respective local jurisdictions TUMF Ordinance and supported by the TUMF Nexus Study. For example, a high-cube fulfillment center warehouse or parcel hub warehouse with a gross floor area of 450,000 square feet, a ceiling height exceeding 24 feet and a dock-high door loading ratio exceeding 1:10,000 (for the example facility it is at least 45 dock-high door loading bays i.e. 450,000/10,000 = 45) the equivalent floor area would be 572,500 square feet ({[450,000 - 200,000] x 1.49} + 200,000 = 572,500)

The TUMF obligation for a warehouse facility with a gross floor area of less than 200,000 square feet, a ceiling height of less than 24 feet and/or a dock-high door loading ratio of less than 1 door per 10,000 square feet will be calculated based on the actual gross floor area using **Worksheet A.2.1** for standard non-residential fee calculations. Furthermore, where other uses such as wholesale showrooms, retail showrooms or office suites are co-located with qualifying high-cube warehouse facilities, only the qualifying warehouse portion of the premises will be calculated using **Worksheet A.2.8 (b)**. The fee obligation for all other co-located facilities will be calculated based on the actual gross floor area and the appropriate land use category using **Worksheet A.2.1** for standard non-residential fee calculations.

Worksheet A.2.8 (a) High-Cube Transload and Short Term Storage Warehouses, and High-Cube Cold Storage Warehouses TUMF Calculation Worksheet

[ ] – 200,000 = [ ] ← Total A

Enter Gross Floor Area of Qualifying Building(s) (in square feet)

[ ] X 0.33 = [ ] ← Total B

Enter Total A

[ ] + 200,000 = [ ]

Enter Total B

Enter this value as (part of) the Total Gross Floor Area of Industrial Buildings in Worksheet A.2.1

Worksheet A.2.8 (b) High-Cube Fulfillment Center Warehouses and High-Cube Parcel Hub Warehouses TUMF Calculation Worksheet

[ ] – 200,000 = [ ] ← Total A

Enter Gross Floor Area of Qualifying Building(s) (in square feet)

[ ] X 1.49 = [ ] ← Total B

Enter Total A

[ ] + 200,000 = [ ]

Enter Total B

Enter this value as (part of) the Total Gross Floor Area of Industrial Buildings in Worksheet A.2.1

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Item 6.C

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: **February 8, 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 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. This list of recommendations will be brought back to this Committee for discussion and approval, if necessary.

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 6.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)

Item 6.D

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Local Agency Interest in Big Data**

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

Date: **February 8, 2018**

***The purpose of this item is to** gather input from members of the Public Works Committee on Big Data requests from local jurisdictions. WRCOG is looking into providing member agencies data to assist in research of issues faced. This input will help WRCOG find the right vendor to provide this assistance.*

Requested Action:

1. Discuss and provide input.

One of WRCOG's goals is to help its local jurisdictions be more efficient and conduct research with the use of helpful tools. One possible tool is Big Data, and the Committee has heard a few reports at recent meetings. WRCOG staff is looking into several different Big Data sources, and has presented sets of data provided by a data vendor that could assist local jurisdictions. Based on the discussion at recent meetings, WRCOG believes there is enough interest to gather potential needs and interest from WRCOG member agencies. WRCOG will continue to look into Big Data sources, and discuss possible methods to collaborate with other agencies to purchase data.

Background

As presented in recent meetings, Big Data has created opportunities for local jurisdictions to utilize existing data to look into challenges or questions that arise. Big Data will not take away the process to finding solutions to the challenges local jurisdictions face, but it may create efficiencies in both time and resources needed to explore possible solutions.

In the past, Committee members have provided positive feedback on these types of presentations, so WRCOG will continue to look for Big Data vendors that will provide WRCOG member agencies a web-based platform to access data. To help inform WRCOG's search for a proper vendor, staff is looking for feedback on the types of data requests member agencies are looking for. Big Data provides valuable feedback obtained on demand, so WRCOG is looking for data requests on the questions or challenges member agencies have faced or will examine.

These data requests will be used to determine whether WRCOG should invest in further Big Data initiatives based on actual member agency requests and whether available Big Data vendors and sources are applicable to the WRCOG region.

Prior Action:

January 11, 2018: The Public Works Committee received and filed.

Fiscal Impact:

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

Attachment:

1. Big Data Request Form.

Item 6.D

Local Agency Interest in Big Data

Attachment 1

Big Data Request Form

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Big Data Request Form

Please provide the following information below to request data analyses from WRCOG. The more detailed description or purpose provided will assist WRCOG provide a more in-depth analysis.

Agency:

Contact Name:

Contact Email:

Contact Phone:

Description and Purpose of Data Request (i.e., Origin-Destination of retail or employment center, speed profile of corridor, travel behavior before / after project implementation, demographic/user profile of certain area):

Area / Link of Data Request:

Contact: Christopher Tzeng, Program Manager, ctzeng@wrcog.us, (951) 405-6711

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Item 6.E

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Regional Transportation Prioritization Studies**

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

Date: **February 8, 2018**

The purpose of this item is to *provide a presentation on efforts conducted by agencies to prioritize transportation projects.*

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.

Transportation Prioritization Efforts

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.

Staff has reviewed three models for the Public Works Committee to consider for future TUMF Nexus Study updates.

- Coachella Valley Association of Governments (CVAG) – CVAG prioritizes projects through the Transportation Project Prioritization Study (TPPS). The TPPS uses a set of quantifiable criteria to rank projects to receive funding from Measure A, the CVAG TUMF, and other sources. CVAG staff provided a presentation in January to the PWC on the TPPS history, development, and use of the Study.

- Pass Area Prioritization Program – in 2012, the Cities of Banning, Beaumont, and Calimesa and the County of Riverside developed a transportation prioritization program with the goal of identifying key transportation needs and establishing a priority system. This transportation prioritization program would assist the agencies of the area jointly pursue funding opportunities. The program identified the Sunset Avenue Grade Separation as the area's highest priority project, which was completed in 2016. The members of the pass area are expected to meet in the near future to reevaluate the priority list.

- Los Angeles County Metropolitan Transportation Authority (Metro) – Metro engaged in a comprehensive exercise known as Mobility Matrices to develop lists of priorities throughout Los Angeles County. A staff person from Fehr & Peers will present on this item as an example of an approach that WRCOG could employ.

Following these presentations, WRCOG will ask Public Works Committee (PWC) members for direction on how to proceed. It is anticipated that the PWC could direct staff to develop a formal recommendation for consideration or to provide additional information. Any formal changes to the Program will require approval by the PWC and remaining WRCOG Committee structure.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

None.