

Requested Action: 1. *Approve the Summary Minutes from the July 18, 2018, Pass Zone Technical Advisory Committee meeting.*

5. REPORTS / DISCUSSION

A. Review Draft 2020 Pass Zone 5-Year Transportation Improvement Program

Requested Action: 1. *Review and take action on the proposed Draft 2020 5-Year Pass Zone Transportation Improvement Program.*

6. ITEMS FOR FUTURE AGENDAS

Members

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

7. GENERAL ANNOUNCEMENTS

8. NEXT MEETING: The next Pass Zone Committee meeting has not yet been scheduled.

9. ADJOURNMENT

TUMF Pass Zone Technical Advisory Committee (TAC) Summary (July 18, 2018)

List of Attendees:

Art Vela – City of Banning
Amer Jakher – City of Beaumont
Lori Askew – City of Calimesa
Mike Thornton – City of Calimesa
Patty Romo – County of Riverside
Glenn Higa – County of Riverside
Shirley Medina – Riverside County Transportation Commission (RCTC)

On May 21, 2018, the County of Riverside, RCTC, and WRCOG distributed a letter to the Cities of Banning, Beaumont, and Calimesa discussing a past project prioritization effort within the Pass Zone which resulted in the successful delivery of the top ranked project, the Sunset Avenue Grade Separation. As such, the letter recommended a similar prioritization effort utilizing the TUMF Pass Zone structure. The agreed upon format for this process is as follows:

1. The Pass Area Zone TAC will meet to review and update the technical criteria that will be used to rank projects;
2. WRCOG will issue a call-for-projects as part of the regular Zone project review;
3. Each agency will be asked to submit up to 3 priority projects for evaluation;
4. The Zone TAC Committee will meet to evaluate and rank projects based on the established ranking criteria;
5. The Zone TAC will make a recommendation to the Elected Zone Committee, who will make the final recommendation to the WRCOG Executive Committee on the Zone priorities; and
6. This ranking list will also be provided to RCTC for consideration of allocation of future funding, including Regional TUMF, Federal, and State sources as appropriate.

On July 18, 2018, WRCOG convened the members of the Pass Zone TAC to initiate step 1 of the process. WRCOG staff provided a presentation regarding the previous effort to prioritize transportation projects in the Pass Zone and the criteria used to score/rank projects submitted by the agencies. The group modified a number of criteria, which are summarized below:

- **Emphasis on Measure A:** Discussion was held on expanding the criteria beyond the RCTC Strategic Plan and place emphasis on whether the project has secured or is eligible to secure funding through any Measure A programs.
- **Regional Significance:** The consensus of the group is to only tie this specific criteria to the Average Daily Traffic (ADT) at the build out of a project. The higher the traffic volumes at build out, the higher the score for the project. In the previous prioritization, a project was required to meet particular criteria that is uncommon in the Pass area such as length in miles and crossing a stream/river.
- **Economic Development:** Discussion was held on whether this criteria should be expanded beyond the job base of the Pass area. Staff has included additional guidelines for agencies to consider when submitting a project, such as existing and

proposed non-residential development within a mile of the project. Based on the discussion, staff has included trade corridor improvement guidelines for an agency to consider when submitting a project.

- **Project Readiness:** To create an even comparison between arterials and interchanges, this criteria was modified to the estimated timeframe to construct the project. As such, the most shovel ready project will receive the highest score.
- **Congestion Mitigation / Air Quality:** Discussion was held on whether this criteria can be quantified and it was proposed to whether a project has secured or is eligible to secure Congestion Mitigation and Air Quality Program funds.
- **Safety:** Based on the discussion of the group, staff has included additional guidelines for agencies to consider when submitting a project, such as whether the project will eliminate a known safety hazard and inconsistencies with current design standards.
- **Matching Funding:** This criteria has been modified to reference secured funding for the project, regardless of funding source.
- **System Continuity:** This criteria has been modified to place emphasis on projects that are “missing links” or alleviate bottlenecks. Points will also be awarded for projects that parallel or provide alternate routes to the interstate highway.

In addition to the criteria used to score/rank projects submitted by agencies, the group discussed the Backbone TUMF Network and the criteria used in the Nexus Study for these facilities. Since inception of the TUMF Program, a Pass Zone project has not been funded by the Regional Arterial TUMF, which is administered by RCTC. WRCOG staff is evaluating whether to review other facilities in the Pass Zone for potential inclusion in the Backbone TUMF Network. These facilities would be existing Pass Zone TUMF Network facilities and would be transferred from the Secondary TUMF Network to the Backbone TUMF Network. The County of Riverside has requested that the I-10 Bypass be considered for review and as such, staff would consider similar requests for projects within the remaining members of the Pass Zone.

Next Steps: Agencies have until August 3, 2018 to submit any comments regarding specific criteria or guidelines included. WRCOG would request that each member agency submit written confirmation (in an email) on the approved criteria. Once all member agencies agree on the criteria, WRCOG will issue a Call for Projects and each agency will be asked to submit up to three projects for scoring and ranking.

Next Meeting: September 2018 (after criteria has been agreed upon and agencies submit 3 projects for ranking)

Attachments:

1. May 21, 2018 letter to the Cities of Banning, Beaumont, and Calimesa
2. PowerPoint presentation from the July 18, 2018 meeting
3. Clean version of proposed prioritization criteria
4. Redline version of proposed prioritization criteria



2019 Pass Zone 5-Year Transportation Improvement Program

Fiscal Year		FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	Current Programmed Phase Balance	Total Phase Payments/ Expenditures	Original Programmed Phase Cost
Forecast Revenues		\$ 10,100,000	\$ 1,010,000	\$ 1,020,100	\$ 1,030,301	\$ 1,040,604	\$ 15,488,075	\$ -	\$ 15,488,075
Carryover Revenues (As of 12/11/18)		\$ -	\$ 4,861,925	\$ 2,621,925	\$ 642,025	\$ (327,674)			
Available Revenues		\$ 10,100,000	\$ 5,871,925	\$ 3,642,025	\$ 1,672,326	\$ 712,930			
Programmed/Expenditures		<i>atu Phase**</i>							
Cities of Banning and Beaumont									
17-PS-BAN-1191	Highland Springs Avenue Interchange	PA&ED					\$ -	\$ -	\$ -
		PSE					\$ -	\$ -	\$ -
		ROW	\$ 800,000				\$ 800,000	\$ -	\$ 800,000
		CON	\$ 1,200,000				\$ 1,200,000	\$ -	\$ 1,200,000
City of Banning									
06-PS-BAN-1109	Sunset Avenue Grade Separation	PA&ED					\$ -	\$ -	\$ -
		PSE					\$ -	\$ -	\$ -
		ROW	\$ 360,792				\$ 360,792	\$ -	\$ 360,792
		CON					\$ -	\$ -	\$ -
City of Beaumont									
19-PS-BEA-1204	Potrero Boulevard Interchange (Phase II)	PA&ED					\$ -	\$ -	\$ -
		PSE					\$ -	\$ -	\$ -
		ROW					\$ -	\$ -	\$ -
		CON	\$ 3,000,000	\$ 2,000,000			\$ 5,000,000	\$ -	\$ 5,000,000
City of Calimesa									
19-PS-CAL-1205	County Line Road Interchange	PA&ED		\$ 250,000	\$ 1,000,000	\$ 1,000,000	\$ 2,250,000	\$ -	\$ 2,250,000
		PSE			\$ 1,000,000	\$ 1,000,000	\$ 2,000,000	\$ -	\$ 2,000,000
		ROW					\$ -	\$ -	\$ -
		CON					\$ -	\$ -	\$ -
16-PS-CAL-1189	Cherry Valley Boulevard Interchange	PA&ED					\$ -	\$ -	\$ -
		PSE	\$ 2,100,000				\$ 2,100,000	\$ -	\$ 2,100,000
		ROW				\$ 1,000,000	\$ 1,000,000	\$ -	\$ 1,000,000
		CON					\$ -	\$ -	\$ -
County of Riverside									
06-PS-BAN-1109	Sunset Avenue Grade Separation	PA&ED					\$ -	\$ -	\$ -
		PSE	\$ 202,307				\$ 202,307	\$ -	\$ 202,307
		ROW	\$ 46,225				\$ 46,225	\$ -	\$ 46,225
		CON	\$ 528,751				\$ 528,751	\$ -	\$ 528,751
Total Programmed Capital Expenditures		\$ 5,238,075	\$ 3,250,000	\$ 3,000,000	\$ 2,000,000	\$ 2,000,000			
Total Programmed Carryover Balance*		\$ 4,861,925	\$ 2,621,925	\$ 642,025	\$ (327,674)	\$ (1,287,070)			

Summary Table								
Fiscal Year	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	5-Year Total Available Forecast/Cash	5-Year Total Programmed	5-Year Balance
Available Revenues	\$ 10,100,000	\$ 5,871,925	\$ 3,642,025	\$ 1,672,326	\$ 712,930			
Funded Programmed Carryover Balance	\$ 5,238,075	\$ 3,250,000	\$ 3,000,000	\$ 2,000,000	\$ 2,000,000	\$ 14,201,005	\$ 15,488,075	\$ (1,287,070)
Carryover Balance	\$ 4,861,925	\$ 2,621,925	\$ 642,025	\$ (327,674)	\$ (1,287,070)			



2020 Draft Pass Zone 5-Year Transportation Improvement Program

Fiscal Year			FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	Current Programmed Phase Balance	Total Phase Payments/ Expenditures	Original Programmed Phase Cost
Forecast Revenues			\$ 1,000,000	\$ 1,010,000	\$ 2,020,100	\$ 2,040,301	\$ 2,060,704	\$ 12,610,792	\$ (777,283)	\$ 13,388,075
Carryover Revenues (As of 7/1/2019)			\$ 7,186,262	\$ 2,575,470	\$ 585,470	\$ 605,570	\$ 645,871			
Available Revenues			\$ 8,186,262	\$ 3,585,470	\$ 2,605,570	\$ 2,645,871	\$ 2,706,575			
Programmed/Expenditures			Status* Phase**							
Cities of Banning and Beaumont										
17-PS-BAN-1191	Highland Springs Avenue Interchange	PA&ED	\$ -					\$ -	\$ -	\$ -
		PSE	\$ -					\$ -	\$ -	\$ -
		ROW	\$ 800,000					\$ 800,000	\$ -	\$ 800,000
		CON	\$ 1,200,000					\$ 1,200,000	\$ -	\$ 1,200,000
City of Banning										
06-PS-BAN-1109	Sunset Avenue Grade Separation	PA&ED	\$ -					\$ -	\$ -	\$ -
		PSE	\$ -					\$ -	\$ -	\$ -
		ROW	\$ 360,792					\$ 360,792	\$ -	\$ 360,792
		CON	\$ -					\$ -	\$ -	\$ -
City of Beaumont										
19-PS-BEA-1204	Potrero Boulevard Interchange (Phase II)	PA&ED	\$ -					\$ -	\$ -	\$ -
		PSE	\$ -					\$ -	\$ -	\$ -
		ROW	\$ -					\$ -	\$ -	\$ -
		CON	\$ 3,000,000	\$ 2,000,000				\$ 5,000,000	\$ -	\$ 5,000,000
City of Calimesa										
19-PS-CAL-1205	County Line Road Interchange	PA&ED	\$ 250,000	\$ 1,000,000	\$ 1,000,000			\$ 2,250,000	\$ -	\$ 2,250,000
		PSE	\$ -		\$ 1,000,000	\$ 1,000,000		\$ 2,000,000	\$ -	\$ 2,000,000
		ROW	\$ -					\$ -	\$ -	\$ -
		CON	\$ -					\$ -	\$ -	\$ -
16-PS-CAL-1189	Cherry Valley Boulevard Interchange	PA&ED	\$ -					\$ -	\$ -	\$ -
		PSE	\$ -					\$ -	\$ -	\$ -
		ROW	\$ -			\$ 1,000,000		\$ 1,000,000	\$ -	\$ 1,000,000
		CON	\$ -					\$ -	\$ -	\$ -
County of Riverside										
06-PS-BAN-1109	Sunset Avenue Grade Separation - COMPLETED	PA&ED	\$ -					\$ -	\$ -	\$ -
		PSE	\$ -					\$ -	\$ (202,307)	\$ 202,307
		ROW	\$ -					\$ -	\$ (46,225)	\$ 46,225
		CON	\$ -					\$ -	\$ (528,751)	\$ 528,751
Total Programmed Capital Expenditures			\$ 5,610,792	\$ 3,000,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ 12,610,792		
Total Programmed Carryover Balance*			\$ 2,575,470	\$ 585,470	\$ 605,570	\$ 645,871	\$ 2,706,575			

Summary Table									
Fiscal Year	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	5-Year Total Available Forecast/Cash	5-Year Total Programmed	5-Year Balance	
Available Revenues	\$ 8,186,262	\$ 3,585,470	\$ 2,605,570	\$ 2,645,871	\$ 2,706,575				
Funded Programmed	\$ 5,610,792	\$ 3,000,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ 15,317,367.01	\$ 12,610,792	\$ 2,706,575	
Carryover Balance	\$ 2,575,470	\$ 585,470	\$ 605,570	\$ 645,871	\$ 2,706,575				