Western Riverside Council of Governments
Public Works Committee

AGENDA

Thursday, December 8, 2016
2:00 p.m.

Transportation's 14th Street Annex
3525 14th Street
2nd Floor, Conference Room 3
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) 955-8933. 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 4080 Lemon Street, 3rd Floor, 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 (Dan York, Chair)

2. SELF INTRODUCTIONS

3. PUBLIC COMMENTS

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

4. CONSENT CALENDAR

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

A. Summary Minutes from the November 10, 2016, Public Works Committee meeting are available for consideration. **P. 1**

***Requested Action*:** *1. Approve the Summary Minutes from the November 10, 2016, Public Works Committee.*

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

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

C.	**Financial Report Summary through October 2016**	***Andrew Ruiz***	**P. 15**

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

5. REPORTS/DISCUSSION

A.	**TUMF Nexus Study Update**	***Christopher Gray, WRCOG***	**P. 21**

***Requested Action*:** *1. Approve the revised TUMF Network for the 2016 Nexus Study Update.*

B.	**TUMF Zone Transportation Improvement Program (TIP) Updates**	***Daniel Ramirez-Cornejo, WRCOG***	**P. 29**

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

C.	**Grant Writing Assistance Program Update**	***Christopher Gray, WRCOG***	**P. 31**

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

D.	**Transportation Department On-Call Engineering Consultant Update**	***Christopher Gray, WRCOG***	**P. 33**

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

E.	**Water Quality Enhancement Framework**	***Christopher Gray, WRCOG***	**P. 35**

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

F.	**Update on Analysis of Fees and Their Potential Impact on Economic Development in Western Riverside County**	***Christopher Gray, WRCOG***	**P. 39**

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

G.	**Public Works Committee Meeting Schedule for 2017**	***Christopher Gray, WRCOG***	**P. 43**

***Requested Action*:** *1. Approve the 2017 Public Works Committee meeting schedule.*

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

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

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

8. GENERAL ANNOUCEMENTS — ***Members***

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

9. NEXT MEETING: **The next Public Works Committee meeting is scheduled for Thursday, January 12, 2017, at 2:00 p.m., in Transportation's 14th Street Annex, 2nd Floor, Conference Room 3.**

10. ADJOURNMENT

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Public Works Committee **Item 4.A**
November 10, 2016
Summary Minutes

1. CALL TO ORDER

The meeting of the Public Works Committee (PWC) was called to order at 2:02 p.m. by Chairman Dan York at Transportation's 14th Street Annex, 2nd Floor in Conference Room 3.

2. ROLL CALL

Members present:

Nelson Nelson, City of Corona
Craig Bradshaw, City of Eastvale
Ati Eskandari, City of Lake Elsinore
Steve Glynn, City of Menifee
Eric Lewis, City of Moreno Valley
Bob Moehling, City of Murrieta
Brad Brophy, Cities of Perris, San Jacinto and March Joint Powers Authority
Jeff Hart, City of Riverside
Thomas Garcia, City of Temecula (2:20 p.m. arrival)
Dan York, City of Wildomar (Chair)
Patricia Romo, County of Riverside Transportation & Land Management (TLMA)
Jeff Smith, March JPA (2:25 p.m. arrival)
Grace Alvarez, Riverside County Transportation Commission (RCTC) (2:55 p.m. departure)
Kristin Warsinski, Riverside Transit Agency

Staff present:

Christopher Gray, Director of Transportation
Christopher Tzeng, Program Manager
Tyler Masters, Program Manager
Andrew Ruiz, Program Manager
Daniel Ramirez-Cornejo, Staff Analyst
Nick Neidiffer, Intern
Lupe Lotman, Executive Assistant

Guests present:

Glenn Higa, TLMA
Darren Henderson, WSP Parsons Brinckerhoff, TUMF Consultant
Paul Rodriguez, Rodriguez Consulting Group, TUMF Consultant
Chris Deiter, City of Calimesa
Nino Abad, City of Hemet
Mo Salama, TLMA
Miguel Nunez, Fehr & Peers
Clyde Prem, KOA Corporation

3. PUBLIC COMMENTS

Tyler Masters provided a quick update and video on the Regional Streetlight Program – Demonstration Area Tours. Mr. Masters commented that WRCOG, in partnership with the City of Hemet, has installed and completed the most comprehensive demonstration area of its kind in the County so far. Twelve Light-emitting diode (LED) outdoor lighting manufactures are participating.

Over 150 different technologies across the City of Hemet showcased in different streetlight land use types. WRCOG has partnered with the Riverside Transit Agency to provide four guided bus tours to assist WRCOG staff and attendees through the demonstration areas. Some of the representatives that have shown interest so far are from the Cities of Hemet, Murrieta, Temecula, Claremont, and Chino Hills, Palomar Mountain, as well as The Press Enterprise, to name a few. There are four tour dates; November 10, 14, 29 and December 7, 2016, at 5:30 p.m. in the City of Hemet. Also present at each demonstration tour, will be a tabletop display of 10 different fixtures, to allow participants to feel the material and best evaluate the designs of some of the LEDs participating in the Demonstration Area. Mr. Masters provided a short video clip to promote the Demonstration Area.

Christopher Gray indicated that WRCOG has developed a new format for Item 4.B TUMF Revenue and Expenditures Update, which now includes a breakdown of TUMF revenue by jurisdiction and TUMF Zone. WRCOG is looking for any feedback and will provide any information needed.

4. CONSENT CALENDAR - *(Moehling/Romo) 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 Banning, Calimesa, Canyon Lake, Hemet, Jurupa Valley, Norco, and Temecula were not present.*

A. Summary Minutes from the October 13, 2016, Public Works Committee meeting.

Action: *1. Approved the Summary Minutes from the October 13, 2016, Public Works Committee meeting.*

B. TUMF Revenue and Expenditures Update

Action: *1. Received and filed.*

C. Financial Report Summary through September 2016

Action: *1. Received and filed.*

5. REPORTS/DISCUSSION

A. TUMF Nexus Study Update

Christopher Gray reported that the TUMF Nexus Study Ad Hoc Committee has met twice. The Ad Hoc Committee is composed of three members of the Executive Committee, with assistance provided by three appointed City Managers, and three appointed Public Works Committee (PWC) members. At the last Ad Hoc Committee meeting, staff was asked to provide more information regarding the list of facilities identified for potential removal from the TUMF Network. Staff is developing phase-in options for the TUMF schedule with the reduction in TUMF Network cost.

WRCOG performed a comprehensive analysis to review every facility in the TUMF Network; there are over 550 projects. The criteria list was provided to the Ad Hoc Committee, as well as the City Managers per their request. Mr. Gray requested if anyone has questions regarding the TUMF Network to contact WRCOG. The County of Riverside and City of Lake Elsinore provided detailed traffic model results, which are being evaluated. Any documentation to support a facilities inclusion in the TUMF Program needs to be submitted to WRCOG staff by Friday, November 18, 2016.

Action: *1. Received and filed.*

B. TUMF Fee Calculation Handbook Update

Daniel Ramirez-Cornejo reported that in the past, certain land uses were identified that required a different methodology for the calculation of TUMF due to their unique trip generating characteristics, such as gas stations, high cubed warehouses, congregate care facilities, and wineries. The last update occurred in October 2015 in which the language for government use exemption was revised. Last month, WRCOG received feedback from the PWC to look into mixed-use development. WRCOG is currently reviewing the Environmental Protection Agency's (EPA) mixed-used trip generation model, which was prepared by the Institute of Traffic Engineering and EPA to generate trip impacts of mixed use development. This process would be used on a project-to-project basis.

Earlier this summer, a mixed-used definition was included in the revised TUMF Administrative Plan. The approved definition is for that type of development to have three or more significant revenue-producing uses and significant physical and functional integration of project components. Determining whether a project should receive a TUMF reduction would be based on consultation with the jurisdictions. WRCOG staff will initially perform those calculations to remain consistent within the region. Staff anticipates bringing the language back to the PWC in the coming months for approval before taking the language to the Technical Advisory and Executive Committees for review.

Chairman York asked if jurisdiction staff should expect to implement the handbook around July 2017 or sooner.

Christopher Gray replied prior to July 2017.

Committee member Ati Eskandari asked if there are any criteria for eligibility.

Mr. Gray replied that the way the Administrative Plan is written there should be three or more different revenue generating uses and significant physical and functional integration of project components. WRCOG and the jurisdiction would both have to agree that the project meets the criteria and, initially, WRCOG would do the calculation.

Action: *1. Received and filed.*

C. TUMF Administrative Plan Revision

Christopher Gray reported that at its October meeting, the PWC requested that WRCOG staff revise and clarify the proposed language regarding credit for developer monetary contributions. WRCOG staff have received inquiries regarding the process of a potential option for developers to receive credit against a TUMF obligation for monetary contribution to construction of TUMF facilities. Staff revised the language that stated a developer must meet specific criteria before any credit is assessed against the TUMF obligation. Mr. Gray shared Items A through E.

Committee member Nelson Nelson commented that Item B should read, "and disclose reasons why this request could "**NOT"** be accommodated…"

Mr. Gray agreed that "not" should be inserted.

Chairman York mentioned that Item E is for this unique case.

Mr. Gray replied that WRCOG's thought is when you condition a developer to build something directly that we have the language.

Action: *1. Approved the TUMF Administrative Plan revision to include an additional process in which developers receive credit against TUMF obligations.*

(Nelson/Bradshaw) 15 yes; 0 no; 0 abstention. Item 5.C was approved by a unanimous vote of those members present. The Cities of Banning, Calimesa, Canyon Lake, Hemet, Jurupa Valley, and Norco were not present.

D. Proposed Grant Writing Assistance Program for Local Jurisdictions and SCAG Sustainability Planning Grant Program Update

Christopher Gray reported that WRCOG is going to submit four grants to request for funding through SCAG.

Christopher Tzeng reported that the four grants WRCOG are undertaking are:

1. Smart Cities Readiness Plan – this study will identify specific implementation actions that local agencies can undertake related to technologies.
2. SB 743 Implementation – to update traffic study lines, as well as include a local city-based vehicle miles traveled.
3. Union Pacific Right-of-Way Visioning Exercise – to analyze potential uses for right-of-way, such as land uses alternatives and different alternative transportation options.
4. WRCOG Climate Action Plan Update – to update the Climate Action Plan.

WRCOG has requested Letters of Action from the PWC, which are required as part of the application. Any additional requests can be sent to Jennifer Ward and/or Andrea Howard.

Action: *1. Received and filed.*

E. Active Transportation Plan Update

Christopher Gray introduced Miguel Nunez from Fehr & Peers, who will discuss developing a project status list and draft goals and objectives for the Western Riverside Active Transportation Plan (ATP).

Miguel Nunez reported that the existing conditions report has been completed. WRCOG's mission for an ATP is to not duplicate efforts or recreate the wheel. Mr. Nunez shared some of the high level results from the surveys. Responses indicated that the three primary reasons why people walk or ride a bike are 1) health and fitness, 2) spending time outdoors, and 3) pleasure, fun, or socializing. The top answers for what locations they biked or walked to were 1) parks, open spaces, and recreations, 2) shopping and errands, 3) restaurants, 4) visiting friends, 5) no particular destination, and 6) work. The Santa Ana River Trail and Diamond Valley Lake trails are used the most. The top priorities requested were more paths, better connections to public transportation, and landscaping along locations used to bike or walk such as the use of trees to shade paths.

Mr. Nunez indicated that WRCOG would like more input from the local agencies with regard to regionally significant projects the ATP identifies. Mr. Nunez showed 30 regional projects as identified in the 2010 WRCOG Non-Motorized Transportation Network Map; the ATP project list would be based off this list. Something to be mindful of while reviewing the Network is Riverside Transit Agency's First / Last Mile Plan. A matrix will be emailed to the members to complete and return by December 1, 2016.

Next steps are continuing to assess the corridors that are known, gather and review information from the PWC, and develop a draft project list that is anticipated to be shared in January 2017.

Mr. Gray added that WRCOG would like confirmation if any of the projects listed on the Network map were funded and/or built.

Action: *1. Received and filed.*

6. REPORT FROM THE DIRECTOR OF TRANSPORTATION

Christopher Gray indicated that staff have been looking in to alternative meeting venues for the PWC meetings as well as the possibility of conducting meetings remotely. Mr. Gray mentioned that he will be unavailable for December's PWC meeting; therefore, the meeting may be moved or possibly cancelled.

7. ITEMS FOR FUTURE AGENDAS

Darren Henderson would like to affirm the Network for the TUMF Nexus Study.

Christopher Gray indicated in regards to the Network, one of the options is to look in to a teleconference or an email vote; since final approval is needed from all of the PWC. The final Network changes will be sent to the PWC after the Thanksgiving holiday.

8. GENERAL ANNOUNCEMENTS

Committee member Nelson Nelson announced and invited Committee members to the Foothill Parkway Westerly Extension Project Ribbon Cutting Ceremony on Saturday, November 19, 2016, from 8:00 a.m. to 12:00 p.m. The event is open to the public. The entire 2-mile corridor will be available to walk. There will be food vendors and a car show.

9. NEXT MEETING: The next Public Works Committee meeting is scheduled for Thursday, December 8, 2016, at 2:00 p.m., in the Transportation 14th Street Annex, 2nd Floor, in Conference Room 3.

10. ADJOURNMENT: The meeting was adjourned at 3:20 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, ruiz@wrcog.cog.ca.us, (951) 955-8587**

Date: **December 8, 2016**

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 October 2016, the TUMF Program received $3,078,765 in revenue.

To date, revenues received into the TUMF Program total $693,026,611. Interest amounts to $32,687,425, for a total collection of $725,714,036.

WRCOG has dispersed a total of $312,448,779, primarily through project reimbursements and refunds, and $20,637,835 in administrative expenses.

The Riverside County Transportation Commission share payments have totaled $315,141,401 through October 31, 2016.

Prior WRCOG Action:

November 10, 2016: The Public Works Committee received report.

WRCOG Fiscal Impact:

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

Attachment:

1. Summary TUMF Program Revenues.

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Item 4.B

TUMF Revenue and Expenditures Update

Attachment 1

Summary TUMF Program Revenues

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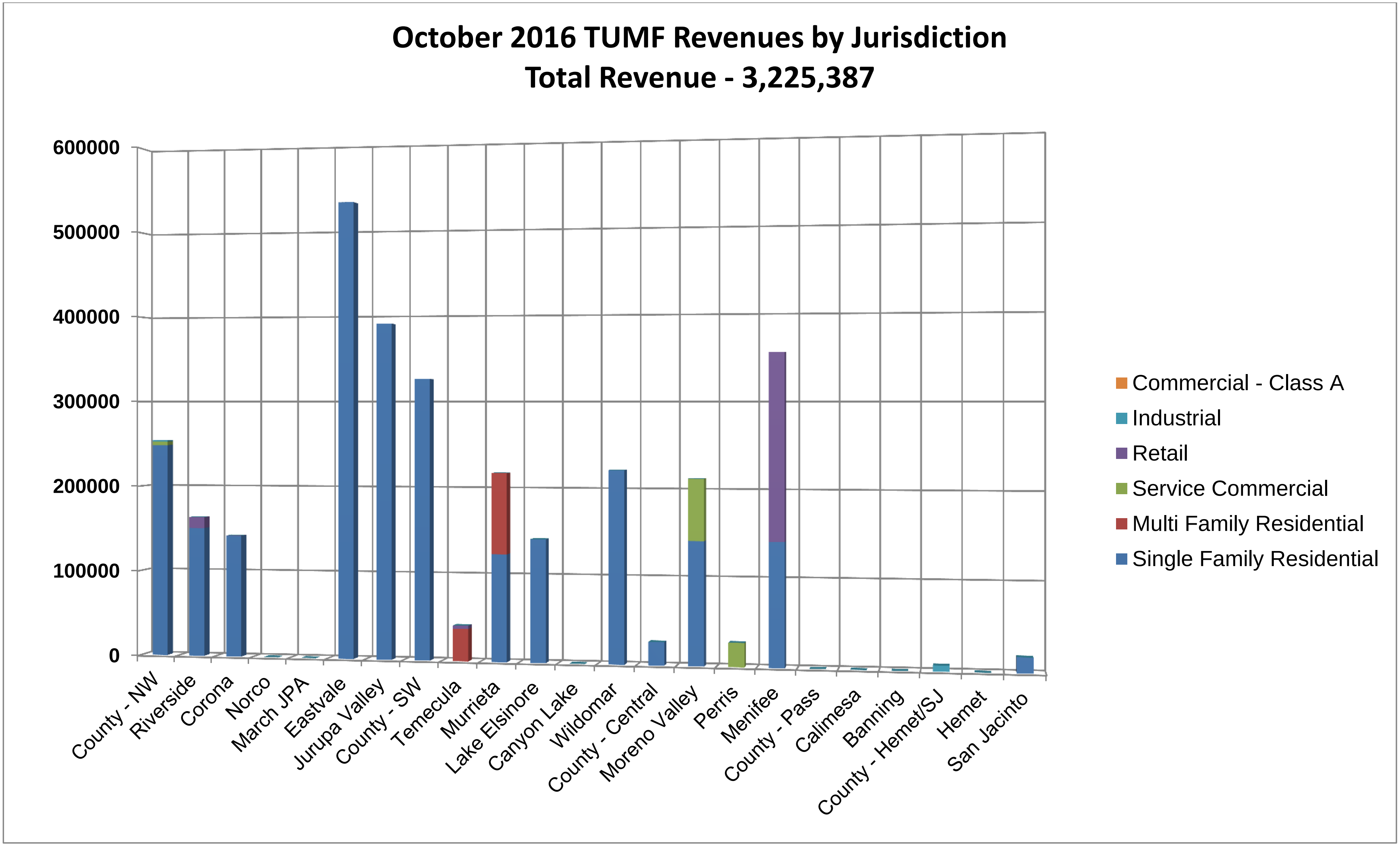
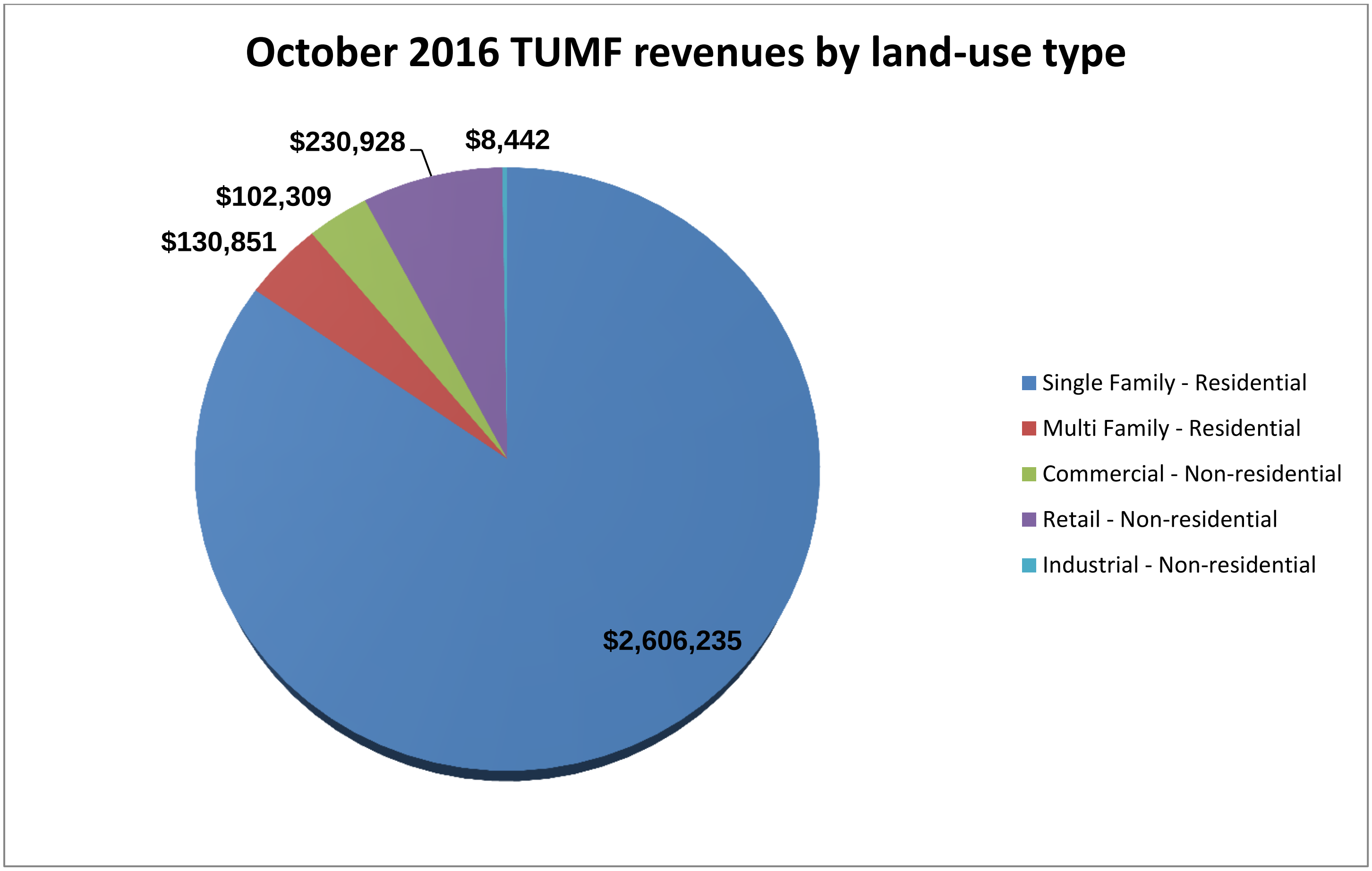
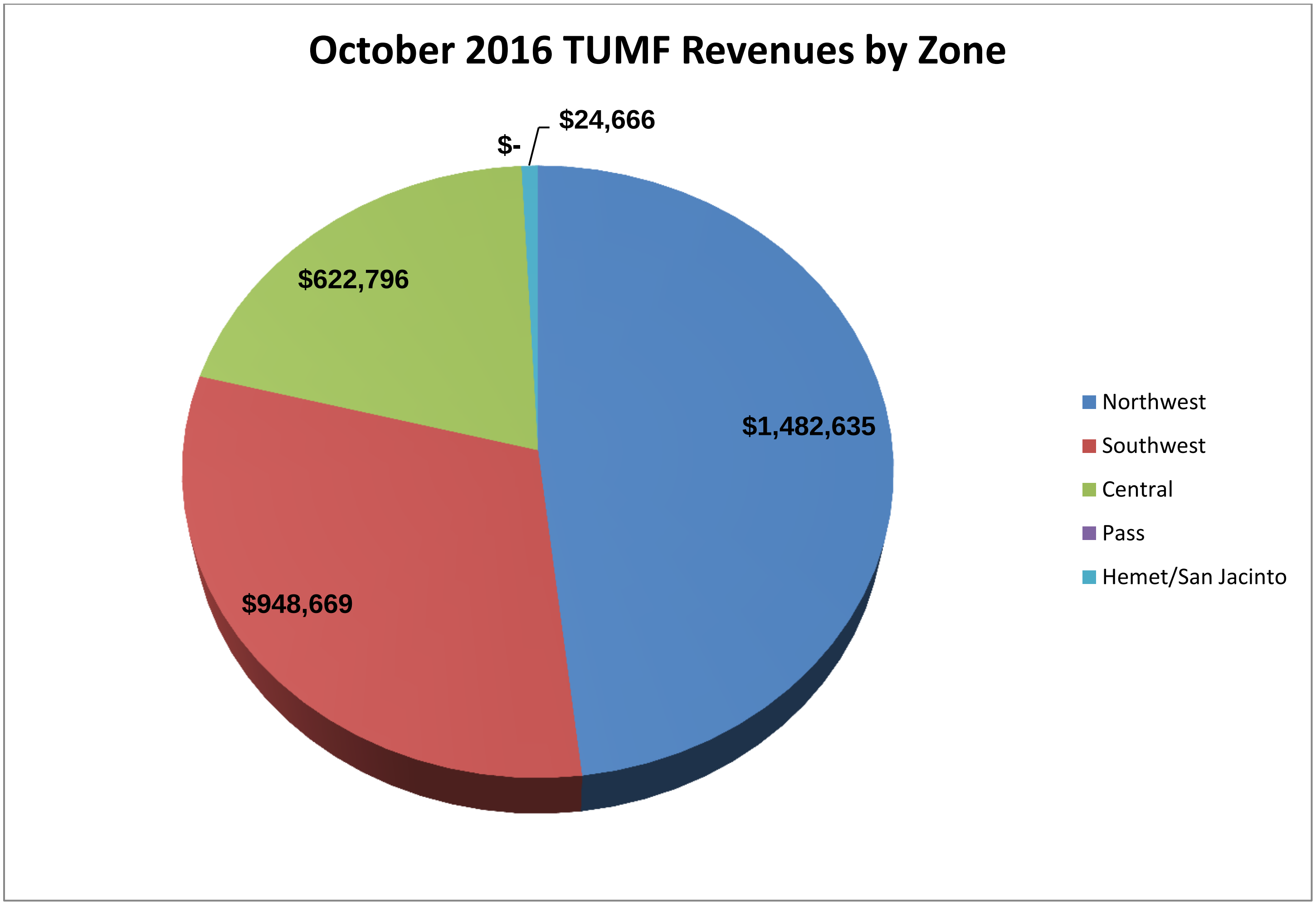

October 2016 TUMF Revenues by Jurisdiction
Total Revenue - 3,225,387
600000
500000
400000
300000
200000
100000
0
County - NW
Riverside
Corona
Norco
March JPA
Eastvale
Jurupa Valley
County - SW
Temecula
Murrieta
Lake Elsinore
Canyon Lake
Wildomar
County - Central
Moreno Valley
Perris
Menifee
County - Pass
Calimesa
Banning
County - Hemet/SJ
Hemet
San Jacinto
Commercial - Class A
Industrial
Retail
Service Commercial
Multi Family Residential
Single Family Residential


October 2016 TUMF revenues by land-use type
$230,928
$8,442
$102,309
$130,851
$2,606,235
Single Family - Residential
Multi Family - Residential
Commercial - Non-residential
Retail - Non-residential
Industrial - Non-residential


October 2016 TUMF Revenues by Zone
$24,666
$-
$622,796
$1,482,635
$948,669
Northwest
Southwest
Central
Pass
Hemet/San Jacinto

Jurisdiction	Fiscal Year 15/16	July	August	September	October	Fiscal Year 16/17
Banning	$13,637	**$0**	**$0**	**$0**	$0	$0
Beaumont	$0	**$0**	$0	$0	$0	$0
Calimesa	$20,344	**$8,873**	**$197,212**	$0	$0	$206,085
Canyon Lake	$44,370	**$4,437**	$0	$4,437	$0	$8,874
Corona	$5,913,963	$46,463	$145,693	$35,905	$142,253	$370,314
Eastvale	$3,676,091	$70,984	$124,620	$20,786	$532,380	$748,770
Hemet	$756,651	$0	$1,508	$60,165	$0	$61,674
Jurupa Valley	$5,034,660	$168,587	$434,777	$310,555	$390,412	$1,304,331
Lake Elsinore	$2,089,961	$97,603	$53,238	$106,476	$141,968	$399,285
March JPA	$479,591	**$0**	**$0**	$0	$0	$0
Menifee	$2,638,484	$568,179	$364,975	$248,444	$355,922	$1,537,520
Moreno Valley	$2,923,749	$146,767	$230,698	$212,952	$212,666	$803,082
Murrieta	$3,348,006	$105,181	$79,857	$97,802	$217,687	$500,527
Norco	$216,329	**$0**	$52,923	$0	$0	$52,923
Perris	$2,515,873	$173,105	$342,849	$415,754	$27,589	$959,297
Riverside	$4,001,916	$194,893	$799,136	$544,556	$163,602	$1,702,186
San Jacinto	$1,506,559	$70,984	$0	$195,206	$17,746	$283,936
Temecula	$1,745,342	$245,056	$105,927	$0	$41,215	$392,197
Wildomar	$900,614	$53,238	$79,857	$346,047	$221,825	$700,967
County Central	$2,242,917	$241,196	$97,603	$292,809	$26,619	$658,227
County Hemet/S.J.	$646,306	$8,873	$8,873	$141,968	$6,920	$166,634
County Northwest	$892,990	$53,238	$11,096	$79,857	$253,989	$398,180
County Pass	$44,365	**$8,873**	$230,580	$0	$0	$239,453
County Southwest	$2,419,890	$178,955	$0	$111,668	$325,974	$616,596
Total	**$ 44,072,606.33**	**$ 2,445,483.44**	**$ 3,361,423.01**	**$ 3,225,387.16**	**$ 3,078,765.55**	**$ 12,111,059.16**

FY 16/17 Revenues by Zone	
Pass	$445,538
Southwest	$2,618,447
Central	$3,958,126
Northwest	$4,576,704
Hemet/SJ	$512,244
Total	**$12,111,059**

Item 4.C

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Financial Report Summary through October 2016**

Contact: **Andrew Ruiz, Program Manager, ruiz@wrcog.cog.ca.us, (951) 955-8587**

Date: **December 8, 2016**

***The purpose of this item is to** update Committee members on the overall Agency revenues and expenditures for Fiscal Year 2016/2017.*

Requested Action:

1. Receive and file.

Attached is the financial statement through October 2016.

Prior WRCOG Action:

November 10, 2016: The Public Works Committee received report.

WRCOG Fiscal Impact:

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

Attachment:

1. Financial Report Summary – October 2016.

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Item 4.C
Financial Report Summary through September 2016

Attachment 1
Financial Report Summary – October 2016

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Western Riverside Council of Governments
Monthly Budget to Actuals
For the Month Ending October 31, 2016

		Approved 6/30/2017 Budget	Thru 10/31/2016 Actual	Remaining 6/30/2017 Budget
	Revenues			
40001	Member Dues	309,410	306,410	3,000
40601	WRCOG HERO	1,963,735	503,727	1,460,008
40604	CA HERO	7,615,461	2,377,195	5,238,266
40605	The Gas Company Partnership	62,000	16,944	45,056
40606	SCE WRELP		4,692	(4,692)
40607	WRCOG HERO Commercial	27,500	4,004	23,496
40609	SCE Phase III	-	10,634	(10,634)
40611	WRCOG HERO Recording Revenue	335,555	120,720	214,835
40612	CA HERO Recording Revenue	1,301,300	522,435	778,865
40614	Active Transportation	200,000	50,254	149,746
41201	Solid Waste	107,915	93,415	14,500
41401	Used Oil Opportunity Grants	250,000	264,320	(14,320)
41402	Air Quality-Clean Cities	139,500	128,000	11,500
41701	LTF	692,000	701,300	(9,300)
43001	Commercial/Service - Admin (4%)	37,074	16,157	20,917
43002	Retail - Admin (4%)	142,224	42,193	100,030
43003	Industrial - Admin 4%)	128,446	47,249	81,197
43004	Residential/Multi/Single - Admin (4%)	1,067,271	215,303	851,969
43005	Multi-Family - Admin (4%)	224,983	15,951	209,032
43001	Commercial/Service	889,786	388,048	501,738
43002	Retail	3,413,375	1,012,643	2,400,731
43003	Industrial	3,082,710	1,133,973	1,948,737
43004	Residential/Multi/Single	25,614,514	5,166,984	20,447,530
43005	Multi-Family	5,399,595	382,833	5,016,763
	Total Revenues	**61,125,676**	**13,525,384**	**47,600,292**
	Expenditures			
	Wages and Benefits			
60001	Wages & Salaries	1,945,017	688,198	1,256,819
61000	Fringe Benefits	569,848	392,210	177,638
	Total Wages and Benefits	**2,574,865**	**1,080,408**	**1,494,457**
	General Operations			
63000	Overhead Allocation	1,518,136	506,045	1,012,091
65101	General Legal Services	405,750	240,445	165,305
65401	Audit Fees	25,000	1,300	23,700
65505	Bank Fees	25,500	7,904	17,596
65507	Commissioners Per Diem	45,000	17,250	27,750
73001	Office Lease	145,000	56,514	88,486
73102	Parking Validations	3,650	175	3,475
73104	Staff Recognition	1,200	632	568
73107	Event Support	183,000	24,556	158,444
73108	General Supplies	22,750	5,466	17,284
73109	Computer Supplies	7,500	3,336	4,164
73110	Computer Software	13,000	10,638	2,362
73111	Rent/Lease Equipment	25,000	4,867	20,133
73113	Membership Dues	40,600	7,815	32,785
73114	Subcriptions/Publications	5,000	5,075	(75)
73115	Meeting Support/Services	13,750	3,163	10,587
73116	Postage	5,600	784	4,816
73117	Other Household Expenditures	2,100	2,555	(455)
73118	COG Partnership Agreement	40,000	10,254	29,746
73122	Computer Hardware	4,000	337	3,663
73201	Communications-Regular	2,000	280	1,720
73203	Communications-Long Distance	1,200	76	1,124
73204	Communications-Cellular	10,863	3,349	7,514
73206	Communications-Comp Sv	17,000	55	16,945
73209	Communications-Web Site	15,600	346	15,254
73302	Equipment Maintenance - Computers	2,000	3,267	(1,267)
73405	Insurance - General/Business Liason	63,170	72,600	(9,430)
73506	CA HERO Recording Fee	1,636,855	381,586	1,255,269
73601	Seminars/Conferences	25,050	6,164	18,886
73611	Travel - Mileage Reimbursement	22,433	3,932	18,501
73612	Travel - Ground Transportation	9,985	1,162	8,823
73613	Travel - Airfare	22,000	5,362	16,638
73620	Lodging	19,550	4,103	15,447
73630	Meals	8,850	3,018	5,832
73640	Other Incidentals	13,550	4,565	8,985
73650	Training	14,200	40	14,160
73706	Radio & TV Ads	44,853	24,300	20,553
XXXXX	TUMF Projects	38,399,980	11,293,908	27,106,072
85101	Consulting Labor	3,523,948	664,366	2,859,582
85102	Consulting Expenses	80,000	1,697	78,303
85180	BEYOND Expenditures	1,593,000	121,420	1,471,580
90101	Computer Equipment/Software	31,500	9,437	22,063
	Total General Operations	**57,402,253**	**12,818,687**	**44,583,566**
	Total Expenditures	**59,977,118**	**13,899,095**	**46,078,022**

Ernie Reyna

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Item 5.A

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **TUMF Nexus Study Update**

Contact: **Christopher Gray, Director of Transportation, gray@wrcog.cog.ca.us, (951) 955-8304**

Date: **December 8, 2016**

***The purpose of this item is to** request that the Public Works Committee approve the TUMF Network for inclusion in the TUMF Nexus Study Update.*

Requested Action:

1. Approve the revised TUMF Network for the 2016 Nexus Study Update.

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 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 Nexus Study is intended to satisfy the requirements of California Government Code Chapter 5 Section 66000-66008 (also known as the California Mitigation Fee Act) which governs imposing development impact fees in California. The Study establishes a nexus or reasonable relationship between the development impact fee's use and the type of project for which the fee is required. The TUMF Program is a development impact fee and is subject to the California Mitigation Fee Act (AB 1600, Govt. Code § 6600), which mandates that a Nexus Study be prepared to demonstrate a reasonable and rational relationship between the fee and the proposed improvements for which the fee is used. AB 1600 also requires the regular review and update of the Program and Nexus Study to ensure the validity of the Program. The last TUMF Program Update was completed in October 2009.

TUMF Network Update

At the October and November Public Works Committee (PWC) meetings, staff presented a list of facilities identified for potential removal based on the minimum criteria for inclusion in the TUMF Network, which include:

- At least 4 travel lanes
- Carries at least 20,000 vehicles per day by the year 2040
- Roadway is projected to operate at a volume to capacity ratio of 0.91 or worse by the year 2040

WRCOG notified the PWC last month that staff would consider the following justifications to keep a facility in the TUMF Network for inclusion in the Nexus Study Update:

- The City provides a detailed traffic study documenting the need for the roadway
- The City demonstrates that removing the roadway would create a bottleneck which is defined as follows:
  - The segment being removed has fewer lanes than two adjacent segments on the same roadway. For

example, a four-lane segment with two adjacent six-lane segments would be considered a bottleneck.
  - The segment connects to a roadway with an unequal number of lanes. For example, a two-lane roadway that connects to a four-lane roadway would be considered a bottleneck.
- The City demonstrates that there are local factors not addressed by the Nexus Study Traffic Model. For example, if the City can demonstrate that the Nexus Study may be missing applicable details for items such as traffic zones or other local issues.

Staff have received feedback from a few member jurisdictions and have reviewed additional backup documentation provided by the jurisdictions to support the inclusion of some of the facilities initially identified for potential removal. The following is a sample of facilities that WRCOG received comments and additional documentation from member jurisdictions. After review, staff and TUMF consultant, Parsons Brinckerhoff, determined that the facilities meet the criteria listed above to remain in the TUMF Network with associated costs:

- I-10 Bypass – County of Riverside submitted traffic study prepared by project consultant that shows volumes of traffic in excess of 20,000 vehicles per day.
- Railroad Canyon Road (I-15 to Canyon Hills) – City of Lake Elsinore submitted City traffic model results that demonstrate future volume to capacity ratios in excess of .91 or worse.
- Alessandro Boulevard (Nason Street to Gilman Springs Road) – City of Moreno Valley reviewed the Nexus Study Traffic Model and asked WRCOG staff to evaluate adjacent segments which were determined to be overcapacity. Staff determined that the roadway should be included in the Nexus Study Project List.

Attachment 1 to this Staff Report provides all facilities that have been identified for removal based on the criteria listed above. In addition, the justification provided by the jurisdiction for the facilities that will remain in the TUMF Network are also included on the table.

Though the cost of the identified facilities listed in the attachment without justification will be removed for this update, member jurisdictions will have the opportunity to request that a facility be reviewed in subsequent Nexus Studies for potential inclusion with cost.

Staff will also be developing a process in 2017 to formally designate those roadways included in the TUMF Network, including those roadways which were previously completed, those currently eligible for funding in the Nexus Study, and roadways currently ineligible for funding but will be evaluated in future Nexus Studies.

Prior WRCOG Action:

November 10, 2016: The Public Works Committee received report.

WRCOG Fiscal Impact:

Transportation department activities are included in the Agency's adopted Fiscal Year 2016/2017 Budget under the Transportation Department.

Attachment:

1. TUMF Network facilities identified for potential removal.

Item 5.A

TUMF Nexus Study Update

Attachment 1

TUMF Network facilities identified for potential removal

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2-Lane Facilities in the TUMF Network That Don't Meet Criteria

Jurisdiction	Facility	From	To	Justification
Menifee	Menifee	Ramona	Nuevo	
Unincorporated	Potrero	4th	1st	
Unincorporated	Potrero	1st	SR-79 (Beaumont)	
Unincorporated	SR-79 (Eastern Bypass)/Anza	Borel	Vino	
Unincorporated	SR-79 (Eastern Bypass)/Anza	Santa Gertrudis Creek	bridge	
Unincorporated	SR-79 (Eastern Bypass/Anza)	SR-79 (Constance)	Santa Rita	
Unincorporated	SR-79 (Eastern Bypass/Anza)	Temecula Creek	Bridge	
Unincorporated	SR-79 (Eastern Bypass/Anza)	Santa Rita	Murphy Road	
Unincorporated	SR-79 (Eastern Bypass)	Murphy Road	Pala	
Unincorporated	SR-79 (Eastern Bypass)	Pala	I-15	
Unincorporated	SR-79 (Eastern Bypass)	I-15	interchange	
Unincorporated	SR-79 (Eastern Bypass)	Rainbow Creek	bridge	
Menifee	McCall	Menifee	SR 79 (Winchester)	
Menifee	McCall	SR-79 (Winchester)	Warren	
Perris	Ellis	SR-74 (4th)	I-215	
Perris	Ellis	I-215	interchange	
Perris	Ellis	BNSF San Jacinto Branch	railroad crossing	
Banning	I-10 Bypass South	I-10	Morongo Trail (Apache Trail)	County of Riverside submitted traffic study conducted by project consultant. The traffic study shows volumes of traffic in excess of 20,000 vehicles per day. The arterial and associated interchange, bridge, and railroad grade separation will remain with costs associated in the TUMF Network.
Banning	I-10 Bypass South	I-10	Interchange	
Banning	I-10 Bypass South	San Gorgonio	Bridge	
Banning	I-10 Bypass South	UP	Railroad Grade Separation	

on't Meet Volume to Capacity Criteria

Jurisdiction	Facility	From	To	Justification
Menifee	Ethanac	Goetz	Murrieta	
Menifee	Ethanac	Murrieta	I-215	
Menifee	Menifee	SR-74 (Pinacate)	Simpson	
Menifee	Menifee	Salt Creek	bridge	
Menifee	Scott	I-215	Briggs	
Moreno Valley	Alessandro	Nason	Moreno Beach	Facilities will remain in TUMF Network with 4 future lanes. City requested review of World Logistics Center being included in growth forecast data. City submitted additional documentation with WLC support documentation being included in future growth forecast figures. Adjacent segments that are deficient create a zone loading issue.
Moreno Valley	Alessandro	Moreno Beach	Gilman Springs	
Moreno Valley	Perris	Reche Vista	Ironwood	
Moreno Valley	Perris	Ironwood	Sunnymead	
Moreno Valley	Perris	Sunnymead	Cactus	
Perris	11th/Case	Perris	Goetz	Facility will remain in TUMF Network with 4 future lanes to avoid creation of bottleneck. Next segment Case Road (Goetz Road to I-215 for 2.3 miles) contains 4 future lanes.
Perris	Ramona	I-215	Perris	Facility will remain in the TUMF Network with 6 future lanes to avoid creation of bottleneck. Segment is 73% complete to 6 lanes. Next segment Ramona Expressway (Perris to Evans for 1 mile) contains 6 future lanes and is built out.
Eastvale	Schleisman	Sumner	Scholar	Facility will remain in the TUMF Network with 4 future lanes. City request that the facility remain in TUMF Network to avoid bottleneck conditions. Reduce future lanes of 6 to 4. TUMF Network reflects City's request.
Riverside	Arlington	North	Magnolia	Facility will remain in TUMF Network with 4 future lanes to avoid creation of bottleneck. Project is 83% complete to 4 lanes, remaining portion will stay in TUMF Network to avoid a bottleneck.
Lake Elsinore	Railroad Canyon	I-15	Canyon Hills	Facility will remain in TUMF Network with 6 future lanes. City submitted results of Lake Elsinore Traffic Model to support the facilities inclusion. The traffic model results demonstrate future volume to capacity ratios in excess of .91 or worse.
Unincorporated	Benton	SR-79	Eastern Bypass	
Unincorporated	SR-79 (Eastern Bypass)	SR-79 Winchester	Borel	
Unincorporated	SR-79 (Eastern Bypass)	Tucalota Creek	Bridge	
Unincorporated	SR-79 (Eastern Bypass)	Vino	SR-79 Constance	
Menifee	Briggs	Newport	Scott	
Menifee	Murrieta	Ethanac	McCall	
Moreno Valley	Pigeon Pass/CETAP	Cantarini	Ironwood	
Perris	Evans	Morgan	Rider	
Perris	Evans	Rider	Placentia	
Unincorporated	Briggs	Simpson	Newport	
Unincorporated	Briggs	Salt Creek	Bridge	
Unincorporated	Center (Main)	I-215	Mt. Vernon	
Unincorporated	Center (Main)	BNSF	Grade Separation	
Corona	Main	SR-91	S. Grand	

Eastvale	Hamner	Mission	Bellegrave	Facility will remain in TUMF Network with 6 future lanes. City provided additional support documentation including studies completed. Following segment of Hamner (Bellegrave to Amberhill) exists as a 4 lane arterial with 6 future lanes in the TUMF Network. Segment of Hamner (Amberhill to Limonite) exists as a 2 lane arterial with 6 future lanes in the TUMF Network with portions completed to 6 lanes.
Eastvale	Hamner	Bellegrave	Amberhill	Facility will remain in TUMF Network with 6 future lanes. City provided additional support documentation including studies completed. Following segment of Hamner (Amberhill to Limonite) exists as a 2 lane arterial with 6 future lanes in the TUMF Network with portions completed to 6 lanes.
Norco	Norco	Corydon	Hamner	
Riverside	1st	Market	Main	
Riverside	Central	SR-91	Magnolia	
Banning	Highland Springs	Cherry Valley	Oak Valley	
Banning	Sunset	Ramsey	Lincoln	
Calimesa	County Line	Roberts	Bryant	
Calimesa	Desert Lawn	Palmer	Champions	
Calimesa	Singleton	Condit	Roberts	
Unincorporated	Cherry Valley	Noble	Desert Lawn	
Unincorporated	Cherry Valley	San Timoteo Wash	Bridge	
Unincorporated	Cherry Valley	Highland Springs	Bellflower	
Lake Elsinore	Corydon	Mission	Grand	Facility will remain in TUMF Network with 4 future lanes. City submitted results of Lake Elsinore Traffic Model to support the facilities inclusion. The traffic model results demonstrate future volume to capacity ratios in excess of .91 or worse.
Temecula	Rancho California	Margarita	Butterfield Stage	
Unincorporated	Horsethief Canyon	Temescal Canyon	I-15	

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Item 5.B

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **TUMF Zone Transportation Improvement Program (TIP) Updates**

Contact: **Daniel Ramirez-Cornejo, Staff Analyst, cornejo@wrcog.cog.ca.us, (951) 955-8307**

Date: **December 8, 2016**

***The purpose of this item is to** update Committee members on the progress of the Zone TIP updates.*

Requested Action:

1. Receive and file.

WRCOG's Transportation Department is comprised of the Transportation Uniform Mitigation Fee (TUMF) Program, the Active Transportation Plan, and the Western Riverside County Clean Cities Coalition. The 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. As administrator of the TUMF Program, WRCOG 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 Zone Transportation Improvement Programs (TIP) identify the projects that are programmed for TUMF funding for the planning, engineering, right-of-way, and construction phase. The TIPs are updated on an annual basis and provide jurisdictions the opportunity to review project priorities.

Zone TUMF TIP Update

The TIP Update occurs in the fall after the close of the financial year-end for the TUMF Program Fiscal Year (FY). For FY 2015/2016, staff have prepared and will distribute Project Worksheets associated with projects programmed on the Zone TIPs for jurisdictions to review and make any necessary adjustments for each programmed project to be returned, updated, and signed by the jurisdiction's Public Works Director / City Engineer. Because this is a full biennial TIP review, jurisdictions may request additional funding and/or add projects to the TIPs if there is sufficient revenue to support the additional programmed funding. The TUMF Program is not intended to fund the full cost of any project, so securing additional non-TUMF funding sources is important in the delivery of projects on the Zone TIPs.

WRCOG has held Technical Advisory Committee (TAC) meetings for all five Zones.

Central Zone: The Central Zone TAC met on October 24, 2016. WRCOG staff received requests for TUMF funding to be programmed on the 2017 Central Zone 5-Year TIP from Zone member jurisdictions for projects, including:

- Scott Road/I-215I Interchange
- Heacock Street Widening
- Perris Boulevard Widening

There was sufficient near-term funding to accommodate all of these requests.

Southwest Zone: The Southwest Zone TAC met on October 31, 2016. Staff received requests for TUMF funding for various projects including:

- Temescal Canyon Road Bridge
- Clinton Keith Road Widening
- Bundy Canyon Road Widening
- Keller Road Interchange

The Zone has sufficient funding to accommodate most but not all of the requests received. Staff held a second meeting on November 28, 2016, to discuss potential options for the Zone to review potential approaches to accommodate all funding requests to the extent feasible. The Zone took action to scale back the requested funding for a project to balance the TIP over the five fiscal year period.

Pass Zone: The Pass Zone TAC met on October 31, 2016. Staff discussed with the Pass Zone members that there was insufficient funding in the Zone currently to fully fund projects in the near-term. However, staff did inform the Pass Zone cities that funding could be provided to reimburse agencies for expenses as funds become available. Therefore, staff is coordinating with the Cities of Banning and Calimesa to identify a priority project for each to program TUMF funding for reimbursement as revenue is collected in the Zone.

Northwest Zone: The Northwest Zone TAC met on November 8, 2016. Staff received requests for TUMF funding to be programmed on the 2017 Northwest Zone 5-Year TIP from Zone member jurisdictions for projects, including:

- Adams Street/SR-91 Interchange
- Limonite Avenue Widening
- Van Buren Boulevard Widening
- Hamner Avenue Bridge
- Market Street Bridge

Staff determined that there was sufficient funding to accommodate these requests and determined that there is capacity to provide additional funding to member agencies. Staff requested that agencies identify additional projects to fully program available funds within the Zone. After receiving these additional requests, staff determined that there is not a need for an additional meeting of the Zone TAC as the TIP is balanced over the five fiscal year period.

Hemet/San Jacinto Zone: The Hemet/San Jacinto Zone TAC met on November 14, 2016. WRCOG staff received requests for TUMF funding to be programmed on the 2017 Hemet/San Jacinto Zone 5-Year TIP from Zone member jurisdictions for projects, including:

- Esplanade Avenue Widening
- Warren Road Widening

There was sufficient near-term funding to accommodate all of these requests.

Staff is finalizing all Zone TIP’s for approval by our elected officials in early 2017.

Prior WRCOG Action:

September 8, 2016: The Public Works Committee received report.

WRCOG Fiscal Impact:

None.

Attachment:

None.

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Grant Writing Assistance Program Update**

Contact: **Christopher Gray, Director of Transportation, gray@wrcog.cog.ca.us, (951) 955-8304**

Date: **December 8, 2016**

The purpose of this item is to *update Committee members on the proposed Grant Writing Assistance Program WRCOG would like to commence to assist its member jurisdictions.*

Requested Action:

1. Receive and file.

WRCOG has received a number of requests to assist its member jurisdictions in grant writing. WRCOG has set aside funds to assist and is proposing to create a Grant Writing Assistance Program to assist member jurisdictions on an as-needed basis as funding is available. WRCOG has convened a focus group to discuss the parameters and guidelines for the program.

Grant Writing Request for Proposals from WRCOG

WRCOG has received requests in the past to assist member jurisdictions in preparing proposals for grant opportunities, especially with the robust Caltrans ATP. WRCOG has identified short-term funds to commence a grant writing program for its member jurisdictions. The specifics and amount for this program have not been determined. WRCOG staff convened a focus group of member jurisdiction staff to provide feedback on the specifics. WRCOG envisions that once the funds have been approved, WRCOG staff will proceed with a Request for Proposals (RFP) from consultants to serve on a "bench" for assistance as grant writers to WRCOG member jurisdictions. The bench of consultants will then be made available to member jurisdictions on a first-come, first-serve basis. The consultants will assist jurisdictions on the grant application process only.

Focus Group: WRCOG convened a focus group on November 15, 2016, to examine the program details and logistics since no such program has been undertaken before, and to gather input and feedback from the member jurisdictions that would be utilizing the program. WRCOG requested two members from the Public Works Committee (PWC), which are Dan York (City of Wildomar) and Nelson Nelson (City of Corona), and two members from the Planning Directors' Committee (PDC), which are Richard Sandzimier (City of Moreno Valley) and Steven Weiss (County of Riverside). WRCOG also included staff from Riverside County Transportation Commission (RCTC). RCTC has indicated that it is also looking into implementing a similar program for grant opportunities that deal with capital projects, so including RCTC in the focus group ensures there are no duplicative efforts.

Focus Group Meeting #1 Summary: As a foundation, grants must show a nexus to WRCOG's Sustainability Framework, as the framework lays out WRCOG's principles. In addition, grants must also apply to any of the following: WRCOG's Subregional Climate Action Plan (CAP), Western Riverside County Active Transportation Plan, and/or Riverside County Transportation Commission Long-Range Plan. Lastly, a proposed project should be multi-jurisdictional, and an "innovative" project. These criteria are proposed for the initial phase of the program to ensure positive returns on program funding.

Members of the Focus Group also brought up the possibility of looking into a repository of information on grants. It was determined there are grant opportunities that follow a similar timeframe from cycle-to-cycle. This would serve as a reminder for member jurisdictions for upcoming grant opportunities and deadlines. The repository would be updated on a quarterly basis and should extend its focus to include planning-focused grant opportunities. Updates would be provided to the PDC and PWC on a bi-monthly basis. WRCOG will look into what exists at other COGs and CTCs.

Eligible Grants: Since this program is in its inception, it proposes to focus on a few main grant opportunities to enable positive returns on monies allocated. Proposed grants are the Active Transportation Program, Caltrans Sustainable Transportation Planning Grant Program, and Clean Cities grants. The Clean Cities grants would be for Clean Cities Coalition members only and focus on clean fleet-type grants. Funds for assistance on these grants will be allocated from Clean Cities Coalition member dues. However, to maintain flexibility with this assistance program, there will also be an "Other" category. This category will be for grant opportunities that focus on planning grants – such as ones that help fund General Plans, Specific Plans, or Community Plans. During the Focus Group meeting, it was discussed in depth that planning grants are not as plentiful as infrastructure / transportation grants, so the "Other" category is to provide assistance if any opportunities come up. Based on previous experiences, WRCOG believes planning grant applications are not as resource intensive as infrastructure applications, thus allowing the Program funds to be utilized efficiently.

Project Applicant Screening: In order to ensure funds for the Program are utilized effectively and efficiently, a short application will be created to assess projects. This process is meant to ensure the proposed project is consistent with WRCOG's Sustainability Framework and other plans, as listed above. Tentatively, there will be a soft limit on the assistance each jurisdiction receives. This will be based on the number of request for assistance applications received.

Grant Writing Consultant Needs: Based on the discussion from Focus Group members, the grant writing consultant will need to display a familiarity with the WRCOG subregion so that they understand which grants apply best to the member jurisdictions and how the subregion / member jurisdictions can be most competitive. They should also have direct knowledge of planning grants that can be utilized for work on General Plans, Specific Plans, Community Plans, etc. Lastly, in order to ensure WRCOG member jurisdictions receive the most adequate assistance, the RFP will indicate specific categories for consultants to choose from.

This is the initial feedback from the Focus Group and is provided for discussion and input at the Committee level. The Focus Group will reconvene to discuss necessary revisions to the program. The program will then be vetted through the Committees, and eventually the Executive Committee.

Next Steps: Based on input provided by Focus Group members, Committee members, and jurisdiction staff, WRCOG staff will draft an RFP that includes a Scope of Work for grant writing assistance for review and comment to the Focus Group in late December and then to the Committee members in January 2017. It is anticipated the RFP will be released in late January 2017.

Prior WRCOG Action:

September 8, 2016: Public Works Committee received report.

WRCOG 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: **Transportation Department On-Call Engineering Consultant Update**

Contact: **Christopher Gray, Director of Transportation, gray@wrcog.cog.ca.us, (951) 955-8304**

Date: **December 8, 2016**

The purpose of this item is to *update Committee members on tasks of the on-call engineering consultants for the transportation department.*

Requested Action:

1. Receive and file.

WRCOG's Transportation Department is comprised of the Transportation Uniform Mitigation Fee (TUMF) Program, the Active Transportation Plan, and the Western Riverside County Clean Cities Coalition. The 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. As administrator of the TUMF Program, WRCOG 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).

Transportation Department efforts are supported by a variety of consultants who provide both planning and engineering services. As such, WRCOG recently undertook an effort to identify additional engineering consultants to support the departments various activities over the next 1-2 years.

On-Call Engineering Consultants

WRCOG has retained a variety of consultants to assist with various efforts, primarily focusing on the TUMF Program. Since 2006, WRCOG has retained one engineering consultant to assist with the review of TUMF invoices prepared by jurisdictions, conduct field reviews, and review developer cost estimates for Program eligibility. One of the main roles of this consultant is to review the invoices and determine whether these requests are consistent with the requirements of the TUMF Program and, therefore, eligible for payment.

Over the past year, the need for additional on-call engineering consultants grew based on the following:

- The number of invoices submitted for reimbursement have increased and member agencies have requested that WRCOG expedite review to provide a more timely reimbursement
- Several member agencies have also requested that WRCOG prepare additional guidance documents such as a manual or sample invoices to guide the reimbursement process
- WRCOG has initiated work on a regional Active Transportation Plan (ATP) and requires technical assistance to review elements of the ATP, particularly conceptual designs and cost estimates for future facilities
- WRCOG is also evaluating a potential regional Water Quality Enhancement Framework, in coordination with Riverside County Flood Control, and staff requires additional technical expertise in that regard

On October 3, 2016, the Executive Committee authorized WRCOG to enter into an agreement with the following four firms to provide on-call engineering services:

1. WGZE
2. TEP
3. WSP Parsons Brinckerhoff
4. Kimley-Horn

WRCOG held kick off meetings with each firm during the month of November and will be issuing task orders to each consultant based on the discussions held on work assignments. The work assignments are as follows:

- Invoice review – WGZE and TEP will review jurisdiction and developer reimbursement requests for projects programmed on the Zone Transportation Improvement Programs (TIP).
- Reimbursement Manual – Kimley-Horn will develop a Reimbursement Manual. The manual will be a comprehensive document that member agencies, consultants, and other parties can use to facilitate the reimbursement process.
- Water quality enhancement framework technical support – WSP Parsons Brinckerhoff will provide technical support in regard to WRCOG's efforts to create a voluntary opportunity for alternative compliance with updated Municipal Separate Stormwater Sewer System permit requirements, which might otherwise be cost prohibitive for many developments.
- TUMF Program support – WSP Parsons Brinckerhoff will review / reconcile TUMF Improvement and Credit / Reimbursement Agreements between the member jurisdictions and maintain active Reimbursement Agreements between WRCOG and member jurisdictions.

Prior WRCOG Actions:

October 3, 2016: The Executive Committee directed and authorized the Executive Director to enter into agreements for on-call engineering services with WGZE, TEP, WSP Parsons Brinckerhoff, and Kimley-Horn.

September 15, 2016: The Technical Advisory Committee recommended that the Executive Committee direct and authorize the Executive Director to enter into agreements for on-call engineering services with WGZE, TEP, WSP Parsons Brinckerhoff, and Kimley-Horn.

September 14, 2016: The Administration & Finance Committee recommended that the Executive Committee direct and authorize the Executive Director to enter into agreements for on-call engineering services with WGZE, TEP, WSP Parsons Brinckerhoff, and Kimley-Horn.

August 11, 2016: The Public Works Committee recommended that the Executive Committee direct and authorize the Executive Director to enter into agreements for on-call engineering services with WGZE, TEP, WSP Parsons Brinckerhoff, and Kimley-Horn.

WRCOG Fiscal Impact:

Funding for these consultants is included in the Agency's adopted Fiscal Year 2016/2017 Budget under the Transportation Department.

Attachment:

None.

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Water Quality Enhancement Framework**

Contact: **Christopher Gray, Director of Transportation, gray@wrcog.cog.ca.us, (951) 955-8304**

Date: **December 8, 2016**

***The purpose of this item is to** provide the Committee with an introduction to the development of a proposed, voluntary Water Quality Enhancement Framework (WQEF). A WQEF would create a voluntary opportunity for alternative compliance with updated Municipal Separate Stormwater Sewer System permit requirements which might otherwise be cost prohibitive for many developments. Rather than providing onsite stormwater management systems, with a WQEF, developers could instead "pay into" a regional stormwater management system that consolidates mitigation of stormwater, and combines best practices for water quality management, into regional / subregional locations. Funding for WQEF activities are included in WRCOG's adopted Fiscal Year 2016/2017 Budget under the Transportation Department. At this time, WRCOG is not requesting that any member agency provide direct funding beyond any staff time currently allocated.*

Requested Action:

1. Receive and file.

Stormwater management is a complex issue of which the Municipal Separate Stormwater Sewer System (MS4) permit is the primary mechanism to regulate stormwater. New regulations have required Regional Water Boards to update their MS4 permits to require additional stormwater treatment measures when new development occurs. These regulations may increase cost and the need for more land, thus negatively affecting the feasibility of new development. As a result, Regulators allow Alternative Compliance Programs (ACP) to assist in complying with these new regulations. In 2016, WRCOG completed a study to understand the feasibility of an ACP in the Southwest area of the region. WRCOG is interested in providing local jurisdictions a framework so that they are able to implement a program if they so choose – the framework would be a voluntary program.

Background

The management of stormwater generated by public and private sector projects is a complex issue that involves a wide variety of agencies, regulations, legal requirements, and other factors. The primary mechanism to regulate stormwater is the MS4 permit. These permits are overseen by Regional Water Quality Control Boards (Regional Boards) throughout California. Two Regional Boards have jurisdiction over the WRCOG subregion; the San Diego (southwest Riverside County) and the Santa Ana (remaining portion of the WRCOG subregion) Regional Boards. Note: the City of Banning is under jurisdiction of a third, the Colorado River Regional Board.

Within the past several years, new regulations have required Regional Boards to update their MS4 permits to require additional stormwater treatment measures when new development occurs. These additional treatment measures can be significantly more costly than current requirements for certain types of development. There may also be instances in which treatment measures are infeasible based on the size of the development parcel and other considerations. The regulations imposed by the Regional Boards are a greater burden on cities and private developers.

What is a Water Quality Enhancement Framework? Recognizing that these new permit requirements could negatively affect the feasibility of new development, the Regulators allow for ACPs, such as the WQEF. In laymen's terms, under a voluntary WQEF, developers who find it impossible or cost-prohibitive to comply with requirements for stormwater management on their development site could instead "pay into" a regional stormwater management system that consolidates mitigation of stormwater, and combines best practices for water quality management, into a single, regional site. This framework is voluntary – jurisdictions may choose not to participate, and private development may continue to address their stormwater requirements either on-site or through other means. These programs are being considered by a variety of Regional Boards throughout the state, though the San Diego Regional Board is among the most advanced in terms of developing a formal program. WQEFs are commonly used throughout the Eastern United States. An example of a local regional stormwater management system is the Mill Creek Wetlands that serves projects in the Cities of Chino and Ontario.

Benefits of a WQEF:

- Such a program is completely voluntary. A jurisdiction can choose to allow developers to participate, AND developers can choose whether they would rather meet requirements with onsite improvements or by participating in such a program
- Allows projects to meet stormwater and water quality requirements in a cost-effective manner
- Allows for projects to participate in larger regional efforts if they desire, producing economies of scale
- Infill and redevelopment projects can more easily proceed by allowing another approach to address water quality requirements. These types of projects are often the most challenged in terms of the new permit requirements
- Regional projects can often combine multiple elements including water quality, habitat mitigation, and recreational facilities within one site
- Regional projects are also often eligible for additional grant funding, whereby site-by-site improvements are not

A WQEF is ultimately an economic development tool by allowing alternative methods for projects to meet water quality requirements. In some cases, a WQEF could mean the difference between a development project moving forward and one which cannot.

Impact of New Permit Requirements in the WRCOG subregion: With a grant from SCAG, WRCOG completed a study in 2016 analyzing the feasibility of a WQEF focusing on the Cities of Murrieta, Temecula, and Wildomar, which are under the jurisdiction of the San Diego Water Board. The study concluded that new permit requirements increase project costs significantly for many development projects – with a total project cost increases ranging from 1% to more than 5%. As a result, some projects analyzed were no longer feasible. It was found that projects on smaller lots and infill projects were the most affected.

The study also concluded that a WQEF would be beneficial and identified that WRCOG evaluate potential options to develop such a framework. Riverside County Flood Control has also been directed by the Riverside County Board of Supervisors to explore the feasibility of a WQEF.

WRCOG member jurisdictions have indicated that this is a high priority issue, as the MS4 permits have been updated to require additional stormwater treatment measures. Riverside County Flood Control has requested WRCOG's assistance, and would like to collaborate on a potential framework. WRCOG believes a voluntary regional WQEF could have significant economies of scale, and WRCOG's experience in administering regional programs, such as the TUMF Program and other efforts, would be a benefit for a regional framework. From research conducted, regional agencies are often involved in these types of frameworks.

Where do we stand now?: WRCOG has convened a technical working group to further investigate the feasibility of developing a WQEF. This group has met on a monthly basis since June to explore further. Members of this group include:

- Member agencies (County of Riverside, City of Hemet, City of Temecula)
- Riverside County Flood Control & Water Conservation District
- San Diego Regional Water Quality Control Board
- Santa Ana Regional Water Quality Control Board
- San Diego County Flood Control District
- San Bernardino County Flood Control District
- Orange County Flood Control
- Building Industry Association of Southern California
- WRCOG Legal Counsel
- Stormwater Experts / Engineer Consultants

WRCOG's involvement: The WQEF is a program that is included in the Agency's adopted Fiscal Year 2016/2017 Budget under the Transportation Department. At this time, WRCOG is not requesting that any member agency provide direct funding for this effort beyond any staff time currently allocated.

Since there is a high level of interest in a WQEF for the WRCOG subregion by a variety of stakeholders, WRCOG will continue to convene the monthly technical working group meetings to analyze different components of a potential framework. A few primary issues the technical working group will examine in the near term as it pertains to a WQEF are funding, liability, its applicability to both the San Diego and Santa Ana Regional Water Boards, its program scope and scale, and WRCOG's role. The technical working group has discussed the possibility of having WRCOG develop and administer a potential WQEF for the region.

Major components of a WQEF would include:

- Set up and design a Water Quality Enhancement Framework
- Administer a Water Quality Enhancement Framework
- Issue and track credits
- Arrange for any credit trading

Any program administrator would not:

- Override local land use decisions
- Assume responsibility for MS4 permits
- Construct facilities
- Operate or maintain facilities

WQEF opt out component: As is the case with all programs WRCOG administers, there would be an "opt out" component to the WQEF. WRCOG has specifically named this a "framework," so that it is implied that this approach is voluntary. Individual projects could choose to opt out and meet stormwater requirements without using the potential framework. Jurisdictions could also opt out of the potential framework, either partially or entirely, and could develop their own framework. WRCOG seeks to utilize this WQEF as a means to solve an upcoming issue in a regional manner and achieve economies of scale.

Next Steps: WRCOG will continue to convene the technical working group to discuss details of a potential framework. WRCOG will also work with Riverside County Flood Control to develop supporting technical studies. Afterwards, a specific proposal for a potential framework will be developed. This proposal would consider legal, financial, and programmatic issues. At the appropriate time, the proposal will be brought forth through the WRCOG Committee structure for consideration. Implementing a formal WQEF will likely require 18 - 24 months.

Prior WRCOG Action:

September 8, 2016: The Public Works Committee received report.

WRCOG Fiscal Impact:

The WQEF is a program that is included in the Agency's adopted Fiscal Year 2016/2017 Budget under the Transportation Department. At this time, WRCOG is not requesting that any member agency provide direct funding for this effort beyond any staff time currently allocated.

Attachment:

None.

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Update on Analysis of Fees and Their Potential Impact on Economic Development in Western Riverside County**

Contact: **Christopher Gray, Director of Transportation, gray@wrcog.cog.ca.us, (951) 955-8304**

Date: **December 8, 2016**

The purpose of this item is to *update Committee members on the Fee Comparison Analysis and provide the overall findings from the analysis.*

Requested Action:

1. Receive and file.

As part of the efforts being undertaken to update the TUMF Program Nexus Study, WRCOG has received comments from public and private stakeholders regarding the impact of TUMF on the regional economy and the fees' effect on development in the subregion. WRCOG has conducted a study to analyze fees / exactions required and collected by jurisdictions / agencies in, and immediately adjacent to, the WRCOG subregion.

Fee Analysis

In July 2015, WRCOG distributed the draft 2015 TUMF Nexus Study for review and comment. During the comment period, WRCOG received various comments from public and private stakeholders regarding the impact of TUMF on the regional economy and the fees' effect on development in the subregion. In response to the comments received on the draft Nexus Study, WRCOG released a Request for Proposal (RFP) to solicit firms interested in performing an analysis of fees / exactions required and collected by jurisdictions / agencies in and immediately adjacent to the WRCOG subregion. In March 2016, the Executive Committee authorized a Professional Services Agreement with Economic & Planning Systems (EPS), in association with Rodriguez Consulting Group (RCG), to conduct the fee analysis.

The Fee Comparison Analysis is near completion and staff is currently reviewing a draft final report. The Analysis has provided WRCOG jurisdictions with comprehensive fee comparisons. It also discusses the effect of other development costs, such as the cost of land and interest rates, within the overall development framework. Lastly, the Analysis analyzes and documents the economic benefits of transportation investment.

Jurisdictions included for fee comparison: In addition to the jurisdictions within the WRCOG subregion, the Analysis analyzed jurisdictions within the Coachella Valley, and San Bernardino County. The inclusion of additional neighboring / peer communities will allow for consideration of relative fee levels between the WRCOG subregion and jurisdictions in surrounding areas that may compete for new development. At its April 14, 2016, meeting, the Planning Directors' Committee provided input on the additional jurisdictions to be studied – an additional 11 jurisdictions surrounding the WRCOG subregion were selected for comparison.

Land uses and development prototypes: Fee comparisons were conducted for five key land use categories, "development prototypes," including single-family residential, multi-family residential, office, retail, and industrial developments. Since every development project is different, and because fee structures are often complex and derived based on different development characteristics, it was helpful to create "development prototypes" for each of the land uses studied. The use of consistent development prototypes increased the extent to which the fee comparison was an "apples-to-apples comparison."

Development prototypes were selected based on recent trends in new development in Western Riverside County. For single-family development, the selected prototype represents the median home and lot size characteristics of homes built and sold in Western Riverside County since 2014. Development prototypes for the multi-family residential, office, retail, and industrial buildings represent the average building sizes for similar buildings developed since 2010 in Western Riverside County. The prototypical projects analyzed were as follows:

- **Single-Family Residential Development:** 50 unit residential subdivision with 2,700 square foot homes and 7,200 square foot lots
- **Multi-Family Residential Development:** 200 unit market-rate, multi-family residential development in 260,000 gross square foot of building space
- **Retail Development:** 10,000 square foot retail building
- **Office Development:** 20,000 square foot, Class A or Class B office building
- **Industrial Development:** 265,000 square foot "high cube" industrial building

Fee categories: The primary focus of the Analysis was on the array of fees charged on new development to pay for a range of infrastructure / capital facilities. The major categories of fees include: 1) school development impact fees; 2) water / sewer connection / capacity fees; 3) city capital facilities fees; 4) regional transportation fees (TUMF in Western Riverside County), and 5) other capital facilities / infrastructure / mitigation fees charged by other regional / subregional agencies. As noted in prior fee comparisons, these fees typically represent 90 to 95 percent of the overall development fees on new development. Additional processing, permitting, and entitlement fees are not included in this Analysis. Based on the consultant team's review of fees, they concluded that the scale of planning / processing fees versus development impact fees was different in that most jurisdictions charge moderate levels of planning / processing fees as compared to development impact fees – meaning the development impact fees are much higher than the planning / processing fees. The analysis focused on development impact fees, as they are much larger than planning / processing fees for comparison purposes.

Service providers and development prototypes: The system of infrastructure and capital facilities fees in most California jurisdictions is complicated by multiple service providers and, often, differential fees in different parts of individual cities. Multiple entities charge infrastructure / capital facilities fees, e.g., City, Water Districts, School Districts, and Regional Agencies. Additionally, individual jurisdictions are often served by different service providers (e.g., more than one Water District or School District) with different subareas within a jurisdiction, sometimes paying different fees for water facilities and school facilities. Additionally, some City fees, such as storm drain fees, are sometimes differentiated by jurisdictional subareas.

For the purposes of the Analysis, an individual service provider was selected where multiple service providers were present, and an individual subarea was selected where different fees were charged by subarea. An effort was made to select service providers that cover a substantive portion of the jurisdiction, as well as to include service providers that serve multiple jurisdictions (e.g., Eastern Municipal Water District).

Fee Analysis: After identification of the cities for fee evaluation and development of prototypes by land use, the Analysis efforts collected fee schedules and applied them to the development prototypes. The research effort involved 1) reviewing available development impact fee schedules online; 2) reaching out to service providers (jurisdictions, Water Districts, School Districts) where fee levels or fee calculations were difficult to discern; 3) conducting necessary fee calculations; and 4) presenting initial fee estimates for all WRCOG jurisdictions.

Staff sent initial fee estimates for each jurisdiction to each jurisdiction's representative on the Planning Directors' and Public Works Committees for review and comment in June 2016. WRCOG staff presented an update of the Analysis to these same Committees on July 14, 2016. The update included a summary of jurisdictions that have provided confirmation and feedback on their initial fee analysis, and those whose comments were pending. WRCOG followed up with those jurisdictions whose comments still had yet to be addressed and those that had not provided any comments.

Fee analysis comparisons: A fee comparison of WRCOG and neighboring jurisdictions was conducted, and, overall, total fees by development type were generally found to be uniform throughout the region for that development type, with one exception. For example, average total fees for single-family residential are similar throughout the WRCOG and neighboring San Bernardino County jurisdictions – there are differences in the types of fees charged, such as water fees fluctuating between water districts. Fees collected in San Bernardino County may invest in different categories and fee categories may be defined differently than those in WRCOG jurisdictions. It should also be noted that many fees on new development are outside the direct control of jurisdictions, such as MSHCP, School, TUMF, Water, etc.

The one exception in which fees are uniformly higher in the WRCOG subregion than in any other region is retail fees. Retail fees are shown to be higher in the WRCOG subregion because of TUMF, Water, and City fees.

Key Findings:

1. TUMF represents approximately 20 percent of total development impact fees for new single-family and multi-family residential development in Western Riverside County.
   - Single-family and multi-family development impact fees show a similar relationship among WRCOG jurisdictions though the fees do vary by jurisdiction. The average development impact fees for the 20s WRCOG jurisdictions / areas studied are about $44,900 per single-family unit and about $28,300 per multi-family unit (about 60 percent of single-family fees). Per-unit single-family fees range from $32,900 per unit to $59,400 per unit and per-unit multi-family fees from $19,300 to $40.600 per unit among the WRCOG jurisdictions / areas studied.

2. Total development impacts fees and TUMF as a proportion of the total development impact fees show substantial variation among non-residential land uses.
   - Development impact fees on retail development are substantially higher than the fees on office development, primarily due to the difference in the TUMF. Fees on industrial development are lower for all categories.

3. For residential development, average WRCOG fees are modestly below those in San Bernardino County, but above those in Coachella Valley.
   - Average residential development impact fees for WRCOG jurisdictions are lower than the average of selected San Bernardino County cities, higher than the average of selected Coachella Valley cities, and varied relative to the City of Beaumont.

4. For non-residential development, average WRCOG fees are modestly below those in San Bernardino County with the exception of retail development, but above those in Coachella Valley.
   - Average retail development impact fees are about twice as high as the relatively similar average fee levels for San Bernardino County, Coachella Valley, and City of Beaumont.
   - For office and industrial development, the WRCOG average falls in the range defined by the three other areas of study.

5. TUMF fees were estimated to represent between 1.3 percent and 3.5 percent of total development costs / returns for the prototype feasible projects.
   - Total development impact fees represent between 4.1 percent and 9.3 percent of total development costs / returns for the prototype feasible projects.
   - TUMF represent between 1.3 percent and 3.5 percent of total development costs / returns for the prototype feasible projects.

6. Between the year 2002 and present, overall construction costs have increased more than the overall increases in the TUMF for all land use categories.
   - Overall construction costs increased by over 40 percent in nominal dollar terms between the years

2002 and 2014.
- When considered relative to the Consumer Price Index (a reasonable estimate of inflation), the Residential and Retail TUMF have increased consistently with inflation, while the Service and Industrial TUMF have declined in inflation-adjusted (real) terms.

7. Through its funding of key regional transportation infrastructure projects identified by WRCOG member jurisdictions, the TUMF supports substantial output, wages, and jobs in Western Riverside County.
   - TUMF revenues will support a total investment of $3.13 billion in infrastructure development activity over the next 30 years resulting in an overall regional impact of $4.56 billion in County economic output, $1.3 billion in labor income, and 28,900 job-years.
   - When considered in conjunction with the complementary funding, including other regional / local funding, such as Measure A, and the attracted state / federal funding, the overall economic impacts are even greater.

Prior WRCOG Action:

October 13, 2016: The Public Works Committee received report.

WRCOG Fiscal Impact:

The fee analysis study is included in the Agency's adopted Fiscal Year 2016/2017 Budget under the Transportation Department.

Attachment:

None.

Western Riverside Council of Governments
Public Works Committee

Staff Report

Subject: **Public Works Committee Meeting Schedule for 2017**

Contact: **Christopher Gray, Director of Transportation, gray@wrcog.cog.ca.us, (951) 955-8304**

Date: **December 8, 2016**

The purpose of this item is to *inform Committee members of scheduled meeting dates for 2017, and request approval thereof.*

Requested Action:

1. Approve the 2017 Public Works Committee meeting schedule.

Attached are the proposed meeting dates for the 2017 Public Works Committee. All meeting dates are proposed for the second Thursday of each month and are scheduled to begin at 2:00 p.m. at Transportation's 14th Street Annex, 2nd Floor, Conference Room 3.

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

None.

Attachment:

1. 2017 Public Works Committee meeting schedule.

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Item 5.G

Public Works Committee Meeting Schedule for 2017

Attachment 1

2017 Public Works Committee meeting schedule

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WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
SCHEDULE OF MEETINGS FOR 2017

WRCOG Standing Committees	Day	Time	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
Public Works Committee	2nd Thurs.	2:00 p.m.	12	9	9	13	11	8	13	10	14	12	9	14