



Western Riverside Council of Governments Public Works Committee

AGENDA

**Thursday, May 14, 2020
2:00 p.m.**

**Western Riverside Council of Governments
(CLOSED TO PUBLIC)
3390 University Avenue, Suite 200
Riverside, CA 92501**

**Join Zoom Meeting
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Meeting ID: 828 5721 1880
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SPECIAL NOTICE – COVID-19 RELATED PROCEDURES IN EFFECT

Due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19), Governor Newsom has issued Executive Order N-29-20 (issued March 17, 2020) in which Section 3 supersedes Paragraph 11 of Executive Order N-25-20 (issued on March 12, 2020). This new order states that WRCOG does not need to make a physical location available for members of the public to observe a public meeting and offer public comment. The Order allows WRCOG to hold Committee meetings via teleconferencing and allows for members of the public to observe and address the meeting telephonically or electronically.

To follow the new Order issued by the Governor, the Public Works Committee meeting scheduled for Thursday, May 14, 2020 at 2:00 p.m. will be closed to the public. Members of the public may send public comments by emailing snelson@wrcog.us, or calling (951) 405-6703 before or during the meeting, prior to the close of public comment.

Any member of the public requiring a reasonable accommodation to participate in this meeting in light of this announcement shall contact Suzy Nelson prior to 9:30 a.m. on May 12, 2020, at (951) 405-6703 or snelson@wrcog.us.

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

1. CALL TO ORDER (Bob Moehling, Chair)

2. ROLL CALL

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 agenda 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 March 12, 2020, Public Works Committee Meeting are Available for Consideration. P. 1

Requested Action: 1. *Approve the Summary Minutes from the March 12, 2020, Public Works Committee meeting.*

B. TUMF Revenue and Expenditures Update Andrew Ruiz P. 5

Requested Action: 1. *Receive and file.*

5. REPORTS / DISCUSSION

A. TUMF Nexus Study White Paper Ivana Medina, WRCOG P. 13

Requested Action: 1. *Receive and file.*

B. Regional Streetlight Program Activities Update Daniel Soltero, WRCOG P. 27

Requested Action: 1. *Receive and file.*

C. RIVCOM Future-Year Network Approach Christopher Tzeng, WRCOG P. 31

Requested Action: 1. *Receive and file.*

D. TUMF Revenue and Fiscal Year 2018/2019 Annual Review Report Ivana Medina, WRCOG P. 39

Requested Action: 1. *Receive and file.*

Requested Action: 1. Receive and file.

6. REPORT FROM THE DIRECTOR OF TRANSPORTATION & PLANNING

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 ANNOUNCEMENTS

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 will be held on Thursday, June 11, 2020, at 2:00 p.m., via Zoom platform.

10. ADJOURNMENT

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1. CALL TO ORDER

The meeting of the Public Works Committee was called to order at 2:04 p.m. by Vice-Chair Brad Brophy at WRCOG's office, Citrus Conference Room.

2. ROLL CALL

Members present:

Jeff Hart, City of Beaumont
Kristine Macalma, City of Calimesa
Mike Myers, City of Jurupa Valley
Henry Ngo, City of Moreno Valley
Brad Brophy, Cities of Canyon Lake, Perris, and San Jacinto, Vice-Chair
Gil Hernandez, City of Riverside
Alvin Medina, County of Riverside
Lauren Sotelo, March JPA
Jillian Guizado, Riverside County Transportation Commission
Mauricio Alvarez, Riverside Transit Agency

Staff present:

Chris Gray, Director of Transportation & Planning
Christopher Tzeng, Program Manager
Cameron Brown, Program Manager
Ivana Medina, Staff Analyst
Suzy Nelson, Administrative Assistant

Guests present:

Paul Rodriguez, Rodriguez Consulting Group
Tim Byrne, San Bernardino County Transportation Authority
Jenny Chan, Riverside County Transportation Commission (RCTC)
Lorelle Moe Luna, RCTC
Ken Bishop, TankVisions

3. PLEDGE OF ALLEGIANCE

Vice-Chair Brad Brophy led the members and guests in the Pledge of Allegiance.

4. PUBLIC COMMENTS

Tyler Masters provided an update regarding Western Community Energy (WCE). WCE will be launching in April and May 2020, providing residents in six member jurisdictions energy rates and programs that give them a choice. WCE is a Community Choice Aggregation Program that gives local government the opportunity to buy electricity directly from its source and then offers it to the community at a more competitive rate than the current utility provider.

5. MINUTES *(Riverside / Perris) 12 yes; 0 no; 0 abstention. Item 5.A was approved. The Cities of Banning, Corona, Eastvale, Hemet, Lake Elsinore, Menifee, Murrieta, Norco, Temecula, and Wildomar were not present.*

A. Summary Minutes from the February 13, 2020, Public Works Committee Meeting are Available for Consideration.

Action: 1. *Approved Summary Minutes from the February 13, 2020, Public Works Committee meeting.*

6. CONSENT CALENDAR (Riverside / Beaumont) 12 yes; 0 no; 0 abstention. Items 6.A thru 6.C were approved. The Cities of Banning, Corona, Eastvale, Hemet, Lake Elsinore, Menifee, Murrieta, Norco, Temecula, and Wildomar were not present.

A. WRCOG Committees and Agency Activities Update

Action: 1. *Received and filed.*

B. TUMF Revenue and Expenditures Update

Action: 1. *Received and filed.*

C. Traffic Impact Analysis Guidelines Template

Action: 1. *Received and filed.*

7. REPORTS / DISCUSSION

A. Presentation on First Responder Fuel Tank Management & Technology Best Practices

Ken Bishop presented on TankVisions' management system that provides real time access to all fuel management needs. The First Responder Situational Fuel Tank Inventory System allows you to ping your fuel tanks at any time, providing real-time data. TankVisions' purpose is to bring awareness to all WRCOG jurisdictions regarding the importance to have an inventory system in place. TankVisions was awarded the Fuel Tank Management & Monitoring Solution by the Sacramento Area County of Governments, allowing every California agency to piggyback.

With the industry's compliance regulations becoming increasingly stricter, TankVisions provides added security within its management program. It allows the ability to manage all your stations from one location and know all stations are in compliance.

Action: 1. *Received and filed.*

B. Update on Statewide Study on Residential Development Impact Fees

Chris Gray provided an update on recent statewide efforts to limit residential development impact fees. UC Berkeley's Turner Center for Housing completed two studies based on the impacts of residential housing, one in 2017 and the other in 2019. The original study resulted from discussions in the State Legislature related to the cost of housing and the perception that impact fees significantly contribute to the high cost of California housing. Since the completion of the first study, a second and more comprehensive study was completed. This study addressed more jurisdictions in California but still focused solely on fees assessed by the local government through Assembly Bill (AB) 1600 (Mitigation Fee Act). The second study provided a number of conclusions, which range from minor procedural changes to larger changes in the statewide fiscal structure.

In February 2020, eight Assembly Bills were introduced that implement many of the recommendations of the two Turner Center studies. WRCOG, its consultants, and legal counsel are still reviewing these bills which were introduced at the end of February 2020. The initial review indicates that AB 1484

(changes the methodology used in the Nexus Studies) and AB 3145 (establishes a ceiling for development fees based on the median home price in a jurisdiction) will have the most significant impact on the process by which development fees are assessed. It could also limit the number of fees that are changed by local agencies.

AB 3144 (provides state funding to reimburse local governments that waive impact fees on affordable housing) could actually be beneficial to the WRCOG subregion. For example, WRCOG exempts affordable housing projects from paying into the Transportation Uniform Mitigation Fee Program. It may be possible for WRCOG or its member agencies to receive some additional funding if this Bill was to pass.

Staff expects that these bills will likely move forward over the next several months and will continue to monitor on a regular basis and provide updates as information becomes available.

Action: 1. *Received and filed.*

C. Active Transportation Program Grant Activities Update

Christopher Tzeng provided an update on the upcoming statewide Active Transportation Program (ATP) grant opportunity. The statewide ATP is anticipated to release a Call for Projects for its Cycle 5 on March 26, 2020. The ATP is a grant eligible for WRCOG grant-writing assistance. Applications are expected to be due mid- to late-June 2020. This upcoming cycle is expected to include approximately \$440M in ATP funding made up of combined funds from Senate Bill 1, State Highway Account, and Federal funding.

WRCOG is encouraging member jurisdictions to be proactive and reach out for assistance. It is worth noting that in the previous Call for Projects, Cycle 4, all of the projects that received funding through the statewide grant program were prepared by a grant writing professional. The ATP grant application is a resource intensive process, so WRCOG is encouraging member jurisdictions to utilize the resources that are provided through ATP, SCAG, and/or WRCOG. It is important to reach out early so that the grant writing professionals can provide advisory services as quickly as possible to determine if a grant application is feasible. There have been instances in which jurisdictions have reached out for grant development assistance six weeks prior to the application deadline and the grant writing professionals have had to decline assistance because their workload does not allow for it.

If your jurisdiction is interested in attaining assistance, please contact Christopher Tzeng at ctzeng@wrcog.us.

Action: 1. *Received and filed.*

D. San Bernardino County Transportation Authority (SBCTA) Intelligent Transportation System (ITS)

Tim Byrne provided an update on an Intelligent Transportation System (ITS) project SBCTA has undertaken that will provide perspective on multi-agency traffic signal coordination. This project was approved for development in September 1999, and the San Bernardino Valley Coordinated Traffic Signal System Master Plan (SBVCTSS) was developed in 2000. Originally, approximately 1,000 signals were recommended, but after further studies, ultimately over 1,200 signals were identified and approved for implementation. An investment of \$15M resulted in signal coordination throughout the San Bernardino Valley through a tiered approach. Tiers 1 and 2 were implemented between 2006 and 2009, and tiers 3 and 4, were implemented between 2011 and 2014.

In early 2016, the South Coast Air Quality Management District (AQMD) provided up to \$1M in Clean Transportation Funding through the Mobile Source Air Pollution Reduction Review Committee to update

and improve existing SBVCTSS. SBCTA's partnership with AQMD will ensure that benefits continue to accrue to the traveling public throughout the valley as the system is improved and expanded as growth occurs.

Action: 1. *Received and filed.*

E. TUMF Zone Boundary Realignment

Cameron Brown provided an update on presented changes to the TUMF Zone boundaries in order to be consistent with WRCOG's subregional boundary. During the regular review of the TUMF Program, WRCOG was made aware of a mismatch between TUMF Zone boundaries. Specifically, there were areas on the eastern boundary which were included in the TUMF Program but not assigned to a TUMF Zone. The area in question was within the unincorporated Riverside County and included the unincorporated communities of Idyllwild, Lake Hemet, and Anza. Much of this area is under the jurisdiction of the State of California or otherwise protected as conservation lands.

WRCOG's research has indicated that there does not appear to be a significant amount of development activity within the affected area, nor does staff anticipate that there will be significant development activity in the future. The overall impact to the TUMF Program is likely to be nominal, especially since much of the area within these adjusted boundaries have significant development constraints.

Action: 1. *Recommended that the Executive Committee approve changes to the TUMF Zone Boundaries in order to be consistent with WRCOG's subregional boundary.*

(Riverside / Moreno Valley) 12 yes; 0 no; 0 abstention. Item 7.E was approved. The Cities of Banning, Corona, Eastvale, Hemet, Lake Elsinore, Menifee, Murrieta, Norco, Temecula, and Wildomar were not present.

8. REPORT FROM THE DIRECTOR OF TRANSPORTATION & PLANNING

Chris Gray announced that WRCOG is taking precautionary measures against Covid-19 and may possibly cancel all April committee meetings. Staff will keep Committee members updated.

9. ITEMS FOR FUTURE AGENDAS

There were no items for future agendas.

10. GENERAL ANNOUNCEMENTS

Committee member Henry Ngo announced that the City of Moreno Valley has adopted its CCI ordinance.

11. NEXT MEETING

The next Public Works Committee meeting is scheduled for Thursday, April 9, 2020, 2:00 p.m., at WRCOG's office located at 3390 University Avenue, Suite 450, Riverside.

12. ADJOURNMENT

The meeting of the Public Works Committee adjourned at 3:01 p.m.



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: TUMF Revenue and Expenditures Update

Contact: Andrew Ruiz, Chief Financial Officer, aruiz@wrcoq.us, (951) 405-6740

Date: May 14, 2020

The purpose of this item is to provide an update on TUMF revenues, expenditures, and reimbursements for the current month and since Program inception.

Requested Action:

1. Receive and file.
-

For the month of March 2020, the TUMF Program received \$2,268,558 in revenue.

To date, revenue received into the TUMF Program total \$869,934,773. Interest amounts to \$35,836,834, for a total collection of \$905,771,607.

WRCOG has dispersed a total of \$426,104,730 primarily through project reimbursements and refunds, and \$28,049,576 in administrative expenses.

The Riverside County Transportation Commission share payments have totaled \$395,884,794 through March 31, 2020.

Prior Action:

March 12, 2020: The Public Works Committee received and filed.

Fiscal Impact:

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

Attachment:

1. TUMF Program Revenues summary.

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Item 4.B

TUMF Revenue and Expenditures
Update

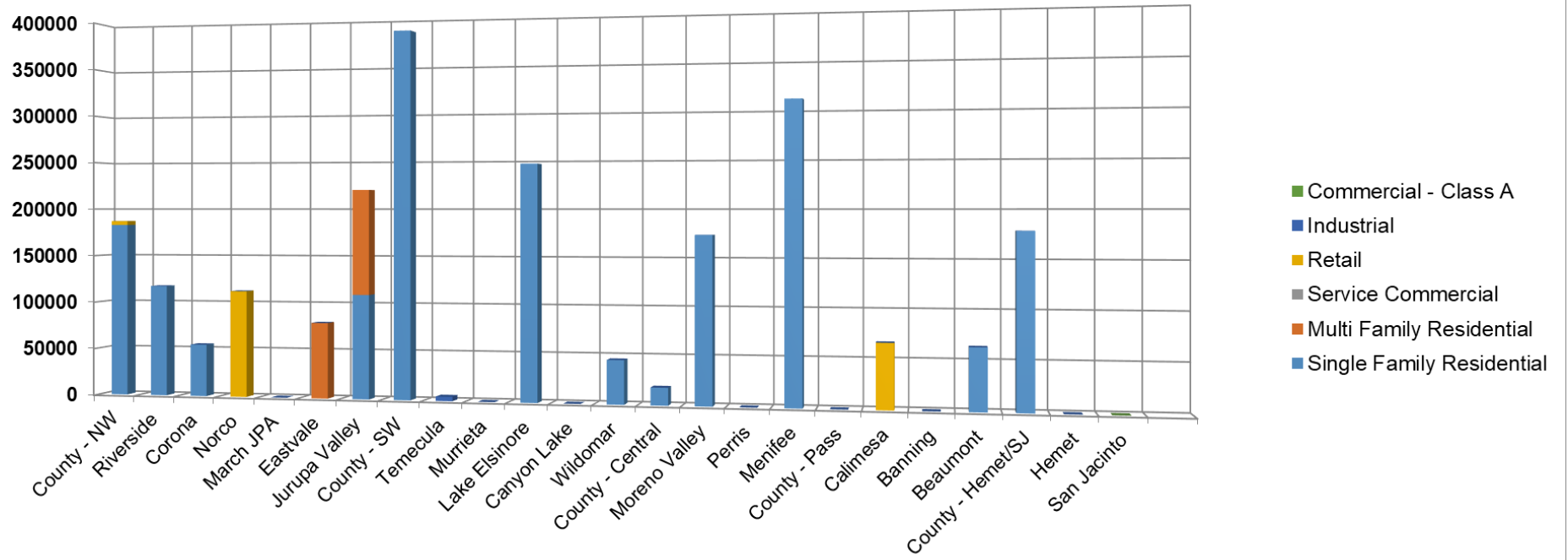
Attachment 1

TUMF Program Revenue summary

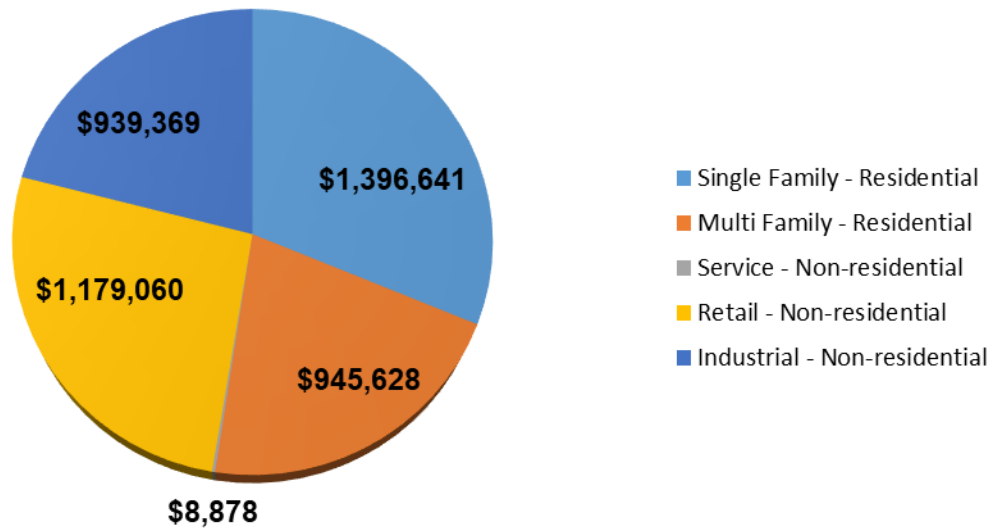
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March 2020 TUMF Revenues by Jurisdiction

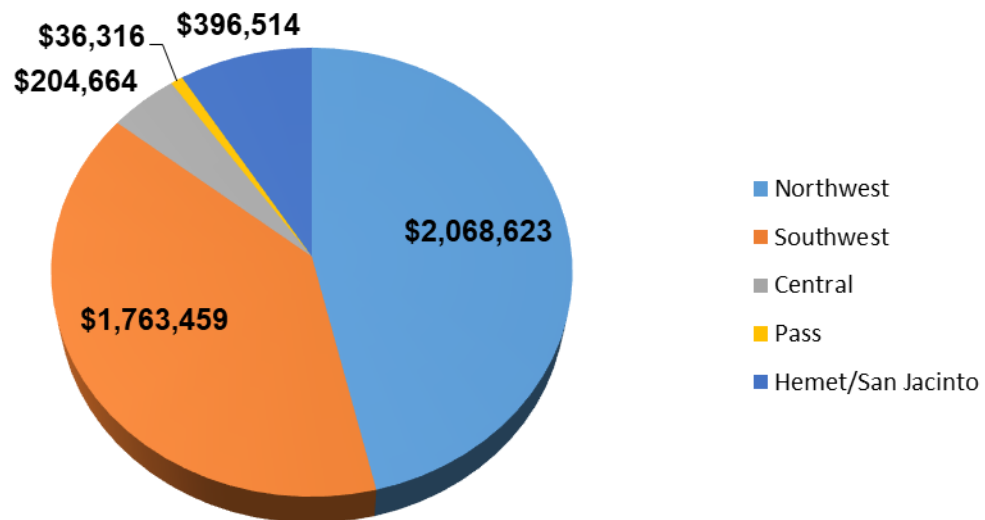
Total Revenue - \$2,268,558



March 2020 TUMF revenues by land-use type



March 2020 TUMF Revenues by Zone



	Fiscal Year	2019						2020			Fiscal Year
Jurisdiction	18-19	July	August	September	October	November	December	January	February	March	19-20
Banning	\$26,619	\$18,292	\$0	\$0	\$0	\$9,146	\$0	\$0	\$0	\$0	\$27,438
Beaumont	\$2,481,344	\$118,898	\$219,504	\$407,170	\$0	\$182,920	\$54,876	\$8,878	\$108,540	\$64,022	\$1,164,809
Calimesa	\$412,642	\$0	\$273,809	\$0	\$0	\$0	\$9,146	\$9,146	\$389,594	\$67,163	\$748,858
Canyon Lake	\$97,603	\$27,438	\$18,292	\$9,146	\$0	\$0	\$9,146	\$0	\$0	\$0	\$64,022
Corona	\$5,768,375	\$337,370	\$156,640	\$83,190	\$0	\$38,129	\$79,742	\$73,168	\$92,010	\$54,876	\$915,125
Eastvale	\$1,989,529	\$245,360	\$0	\$153,350	\$73,168	\$251,494	\$104,278	\$85,876	\$381,003	\$79,742	\$1,374,271
Hemet	\$540,485	\$109,752	\$128,044	\$118,898	\$0	\$0	\$27,231	\$54,876	\$0	\$0	\$438,801
Jurupa Valley	\$4,315,180	\$1,015,950	\$220,164	\$259,176	\$329,256	\$287,189	\$183,580	\$0	\$246,942	\$220,164	\$2,762,420
Lake Elsinore	\$1,996,048	\$9,146	\$143,879	\$84,771	\$180,648	\$304,528	\$0	\$1,380,272	\$467,832	\$246,942	\$2,818,017
March JPA	\$2,638,664	\$0	\$678,386	\$1,106,945	\$0	\$664,431	\$0	\$0	\$103,842	\$0	\$2,553,605
Menifee	\$5,755,261	\$415,437	\$270,568	\$479,153	\$228,650	\$333,594	\$1,217,416	\$149,788	\$362,980	\$310,964	\$3,768,549
Moreno Valley	\$9,827,741	\$581,300	\$655,625	\$169,346	\$126,126	\$274,380	\$459,022	\$27,438	\$146,336	\$173,774	\$2,613,346
Murrieta	\$2,538,546	\$104,278	\$691,834	\$31,735	\$220,226	\$73,608	\$73,168	\$0	\$0	\$0	\$1,194,849
Norco	\$1,145,827	\$103,845	\$0	\$0	\$0	\$72,499	\$0	\$0	\$0	\$112,500	\$288,844
Perris	\$1,728,254	\$111,757	\$236,869	\$182,920	\$0	\$0	\$546,965	\$0	\$64,132	\$0	\$1,142,643
Riverside	\$6,613,993	\$626,829	\$62,438	\$122,985	\$194,336	\$9,146	\$1,676,729	\$549,494	\$0	\$117,260	\$3,359,217
San Jacinto	\$2,153,474	\$155,482	\$170,048	\$143,945	\$173,774	\$155,482	\$73,168	\$137,190	\$250,174	\$0	\$1,259,262
Temecula	\$1,533,124	\$0	\$0	\$981,440	\$45,950	\$91,900	\$104,278	\$233,092	\$9,146	\$4,549	\$1,470,355
Wildomar	\$424,084	\$89,727	\$27,438	\$18,292	\$18,292	\$18,292	\$147,773	\$0	\$45,730	\$45,730	\$411,274
County Central	\$2,185,271	\$9,146	\$0	\$36,584	\$210,358	\$18,292	\$0	\$27,438	\$47,912	\$18,292	\$368,022
County Hemet/S.J.	\$1,597,374	\$0	\$348,212	\$71,770	\$169,893	\$313,132	\$69,889	\$204,448	\$103,194	\$178,679	\$1,459,217
County Northwest	\$3,070,662	\$326,574	\$532,838	\$360,036	\$182,920	\$631,247	\$415,022	\$1,360,085	\$676,899	\$187,105	\$4,672,726
County Pass	\$141,968	\$0	\$9,146	\$0	\$18,292	\$18,292	\$0	\$18,292	\$18,292	\$0	\$82,314
County Southwest	\$4,933,120	\$263,995	\$172,508	\$289,850	\$223,476	\$124,361	\$113,045	\$150,095	\$246,653	\$386,797	\$1,970,778
Total	\$63,915,185	\$ 4,670,576	\$5,016,241	\$ 5,110,701	\$ 2,395,365	\$3,872,062	\$ 5,364,474	\$ 4,469,576	\$3,761,211	\$2,268,558	\$36,928,763

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Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: TUMF Nexus Study White Paper

Contact: Ivana Medina, Staff Analyst, imedina@wrcoq.us, (951) 405-6753

Date: May 14, 2020

The purpose of this item is to provide an update on the development of the TUMF Nexus Study White Paper.

Requested Action:

1. Receive and file.

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, the Western Riverside County Regional Conservation Authority (RCA) and the Riverside Transit Agency (RTA).

Background

The purpose of the TUMF Nexus Study is intended to satisfy the requirements of California Government Code Chapter 5 Section 66000-66008 Fees for Development Projects (also known as California Assembly Bill 1600 (AB 1600) or the Mitigation Fee Act) which governs imposing development impact fees in California. The initial TUMF Nexus Study was completed in October 2002 and adopted by the Executive Committee in November 2002. Since then there have been three updates, the latest in 2016, that have occurred addressing new transportation models and input from participating jurisdictions. WRCOG's Executive Committee also directed staff to use the adopted growth forecasts included in Southern California Association of Governments' (SCAG) Regional Transportation Plan / Sustainable Communities Strategy.

TUMF Nexus Study White Paper

In the summer of 2020, WRCOG will be undertaking an update of the TUMF Nexus Study. The Nexus Study Update is a periodic effort and serves two main purposes. First, the Nexus Study reanalyzes all the underlying data and assumptions used to calculate the TUMF fee. Second, the Nexus Study Update allows WRCOG's Executive Committee to review and update the fee based on changes in the data and assumptions.

Staff has developed a white paper highlighting the topics that will be analyzed in the Nexus Study Update including socio-economic data, travel behavior, projects in the TUMF Network, and various types of funding in the region. The 2020 RTP/SCS (Connect SoCal) is scheduled for adoption by SCAG in May 2020. The Nexus Study will be updated based on information contained in the 2020 RTP/SCS.

The white paper also discusses how travel in Western Riverside County will continue to grow, adding additional challenges on reducing congestion. This challenge will be even more complex as the region will need to meet state greenhouse gas emissions and vehicle miles traveled reduction goals. Adding to this complexity is that transportation funding is not expected to grow in the near future. Further, the COVID-19 crisis will have a significant impact on funding at all levels due to declining revenues from sales and gasoline taxes. The TUMF program will continue to play an important role in improving transportation as a key funding source for the region.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

1. 2020 TUMF Nexus Study Update White Paper.

Item 5.A

TUMF Nexus Study White Paper

Attachment 1

Nexus Study White Paper

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2020 TUMF Nexus Study Update

Key Issues & Challenges

The Transportation Uniform Mitigation Fee (TUMF) program administered by the Western Riverside Council of Governments (WRCOG) is a key funding source for transportation improvements in the WRCOG region. TUMF, along with Federal, State, Regional, and local funds are used to fund improvements to roadways, interchanges, and transit facilities to accommodate population and employment growth in the region.

The TUMF program collects fees from new residential and non-residential development prior to construction. This fee mitigates the impacts associated with this development, thereby ensuring that incremental traffic associated with this growth pays its fair share of the impacts on the transportation system. Since 2003, the TUMF Program has collected nearly \$1 Billion in fees and resulted in the construction of over 100 projects throughout the region.

In 2020, WRCOG will be undertaking an update of the TUMF Nexus Study. The Nexus Study update is a periodic effort that WRCOG undertakes that serves two main purposes. First, the Nexus Study reanalyzes all the underlying data used to calculate the TUMF Fee. Examples of underlying data include but are not limited to:

- Socio-economic data (population, households, and employees)
- Travel behavior (number of trips, average trip lengths, VMT)
- Projects in the TUMF Network
- Available funding from non-TUMF sources

Second, the Nexus Study update allows WRCOG's Executive Committee to review and update the fee based on the above updated information.

Of the Nexus Study inputs, the one input that is entirely within the purview of WRCOG's member agencies is the list of eligible roadway and transit projects proposed for TUMF funding. The Nexus Study process allows agencies to add and remove projects based on set criteria established in the TUMF Administrative Plan. The criteria evaluates minimum thresholds that projects must meet in order to qualify for inclusion in the Network. Examples include minimum number of lanes at build-out, number of jurisdictions served, future forecast traffic volumes, and net fiscal impacts of TUMF network adjustments.

Other Nexus Study inputs are determined by outside sources. The purpose of this document is to provide information regarding the following topics and discuss any issues and possible outcomes:

- Socio-economic data
- Travel behavior
- Non-TUMF funding

Socio-Economic Data

The socio-economic growth forecasts for the WRCOG region are a key input into the Nexus Study. The level of anticipated development has a direct impact on the fee calculation process. Paradoxically, higher levels of growth often result in lower fees on each development since the total network cost is

spread out among more households and employees. The anticipated distribution between residential and non-residential growth is also germane to the TUMF calculations since the fee calculation differentiates between these types of land uses.

Previously, WRCOG's Executive Committee directed staff to use the adopted forecasts prepared by the Southern California Association of Governments (SCAG) for all the jurisdictions in Southern California during the preparation of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) document, which occurs every four years. Based on the Draft 2020 RTP/SCS (also known as Connect SoCal), the anticipated level of population growth, household growth, and employment growth are 33%, 46%, and 50% respectively for the WRCOG region from 2016 through 2045.¹

Since the 1970's Riverside County's population has been increasing dramatically. Western Riverside County cities, which comprise about 67% of the County's population, added the largest number of residents since 1970.² As more people move to Riverside County, specifically Western Riverside County, the increase in population will have significant impacts on the transportation system. As with any growing region, the regional arterial system needs to accommodate the demand of its users. The socio-economic data used in the nexus study will provide guidance on how to structure the fee program. There are three core demographic data that are evaluated; population change, household size, and employment. The graphs below depict the changes in each core demographic per jurisdiction between the Draft 2020 RTP/SCS and adopted 2016 RTP/SCS, which was used in the previous Nexus Study update.

2020 Draft RTP/SCS									
	Population			Households			Employment		
	2016	2045	Change	2016	2045	Change	2016	2045	Change
Banning	31,000	41,500	10,500	10,900	16,100	5,200	7,300	11,400	4,100
Beaumont	45,500	80,200	34,700	14,200	25,100	10,900	9,300	15,900	6,600
Calimesa	8,500	20,600	12,100	3,400	10,400	7,000	1,600	4,100	2,500
Canyon Lake	10,800	11,400	600	3,900	4,200	300	1,800	2,600	800
Corona	165,800	185,100	19,300	46,900	52,400	5,500	79,200	92,800	13,600
Eastvale	63,900	72,700	8,800	16,300	18,500	2,200	7,400	21,600	14,200
Hemet	81,500	124,000	42,500	29,900	53,500	23,600	21,700	40,200	18,500
Jurupa Valley	100,100	117,800	17,700	25,300	31,800	6,500	27,100	31,300	4,200
Lake Elsinore	61,500	111,600	50,100	16,900	37,800	20,900	14,000	24,900	10,900
Menifee	89,600	129,800	40,200	30,500	51,200	20,700	13,800	29,200	15,400
Moreno Valley	205,700	266,800	61,100	52,700	76,200	23,500	35,500	64,900	29,400
Murrieta	113,600	127,700	14,100	34,500	42,300	7,800	31,300	52,200	20,900
Norco	27,100	27,300	200	7,100	7,100	0	15,200	22,100	6,900
Perris	74,900	121,000	46,100	17,200	33,800	16,600	16,100	26,400	10,300
Riverside	325,300	395,800	70,500	94,500	115,100	20,600	145,400	188,700	43,300
San Jacinto	44,800	69,900	25,100	14,000	25,000	11,000	6,900	13,100	6,200
Temecula	110,300	138,400	28,100	33,600	46,400	12,800	56,400	71,600	15,200
Wildomar	35,400	55,200	19,800	10,600	19,600	9,000	6,500	11,200	4,700
Unincorporated WRC	277,875	394,200	116,325	85,200	135,675	50,475	57,075	104,700	47,625
Totals	1,873,175	2,491,000	617,825	547,600	802,175	254,575	553,575	828,900	275,325
Percent Change	33%			46%			50%		

¹ "Draft Connect SoCal, Demographics and Growth Forecasts" <https://connectsocial.org/>

² "Riverside County Long Range Transportation Study" <https://www.rctc.org/wp-content/uploads/2019/12/RCTC-Draft-LRTS-120119-GV22.pdf>

2016 RTP/SCS									
	Population			Households			Employment		
	2012	2040	Change	2012	2040	Change	2012	2040	Change
Banning	30,100	37,600	7,500	10,800	14,000	3,200	7,300	14,200	6,900
Beaumont	39,400	80,600	41,200	12,400	27,200	14,800	5,900	18,000	12,100
Calimesa	8,100	24,800	16,700	3,300	10,900	7,600	1,300	5,900	4,600
Canyon Lake	10,700	11,300	600	3,900	4,100	200	1,200	2,700	1,500
Corona	156,000	172,300	16,300	45,300	52,000	6,700	66,400	88,400	22,000
Eastvale	56,500	65,400	8,900	14,100	16,500	2,400	4,300	9,800	5,500
Hemet	80,800	126,500	45,700	30,300	52,200	21,900	21,000	45,500	24,500
Jurupa Valley	97,000	114,500	17,500	25,000	30,400	5,400	24,500	32,600	8,100
Lake Elsinore	54,100	111,400	57,300	15,200	35,000	19,800	11,800	31,700	19,900
Menifee	81,600	121,100	39,500	28,400	48,100	19,700	10,300	23,500	13,200
Moreno Valley	197,600	256,600	59,000	51,800	73,000	21,200	31,400	83,200	51,800
Murrieta	105,600	129,800	24,200	32,800	43,500	10,700	23,200	45,100	21,900
Norco	26,900	32,100	5,200	7,000	9,200	2,200	13,200	25,700	12,500
Perris	70,700	116,700	46,000	16,600	32,700	16,100	15,100	32,200	17,100
Riverside	310,700	386,600	75,900	92,400	118,600	26,200	120,000	200,500	80,500
San Jacinto	45,100	79,900	34,800	13,200	27,600	14,400	5,900	17,800	11,900
Temecula	104,100	137,400	33,300	32,500	42,900	10,400	43,000	63,500	20,500
Wildomar	33,000	56,200	23,200	10,100	18,100	8,000	5,000	13,500	8,500
Unincorporated WRC	269,250	374,400	105,150	84,225	122,175	37,950	52,875	117,450	64,575
Totals	1,777,250	2,435,200	657,950	529,325	778,175	248,850	463,675	871,250	407,575
Percent Change	37%			47%			88%		

Change in totals from Draft RTP to 2016 RTP									
	Population			Households			Employment		
		Change in pop.			Change in households			Change in employment	
Totals 2016-2045	1,873,175	2,491,000	617,825	547,600	802,175	254,575	553,575	828,900	275,325
Totals 2012-2040	1,777,250	2,435,200	657,950	529,325	778,175	248,850	463,675	871,250	407,575

One key difference in the data sets is the amount of employment growth forecasted. In the 2016 RTP/SCS (used for the 2016 Nexus Study update), projected employment reached 88% from 2012-2040. In the Draft 2020 RTP/SCS, employment has been projected to grow 50% from 2016-2045. Population and household projected forecasts remained relatively the same, while more notably population growth estimates were lower in the draft 2020 RTP/SCS. SCAG's growth forecasts were developed based on a local-input process along with the following data sources:

- California Department of Finance (DOF) population and household estimates
- California Employment Development Department (EDD) jobs report by industry
- 2015 existing land use and General Plans from local jurisdictions
- 2010 Census and the latest ACS data (2013-2017 5-year samples)
- County assessor parcel databases
- 2011 and 2015 business establishment data from InfoGroup
- SCAG's 2016 RTP/SCS growth forecast.

As previously mentioned, Western Riverside will continue growing at a high rate resulting in increased congestion. The future arterial roadway congestion is directly attributable to future development in Western Riverside County. Riverside County continues to have a lower jobs-housing balance in comparison to other counties in Southern California. Having more housing than employment has created a high level of out-commuting, especially in the western part of the County, creating severe congestion and long commutes to and from high employment areas in Orange, Los Angeles, and San Diego counties. These commute sheds overburden the transportation system impacting the quality of life and economic opportunities for Riverside County residents. Per SCAG's Draft 2020 RTP/SCS, in comparison to surrounding counties in the SCAG region, the jobs housing ratio in 2016 was lowest in Orange County at 1.21, suggesting net in-commuting. Riverside County was the highest at 1.96 suggesting net out-commuting.³

The impacts of population growth and the jobs/housing imbalance continue to strain the transportation system. Local arterials need to be widened to accommodate housing developments and provide support to the overburdened highways. In other words, the higher the growth rate generated by new development the higher the need is for additional roadway improvements. The TUMF program is designed to meet the capacity needs on the local arterial system and provide relief to the state highway system. Analyzing the updated socio-economic data for this Nexus Study update will assist in setting fees to mitigate traffic impacts and ensuring new development pays its fair share. Due to the change in employment between the two RTP/SCS cycles, there may be an impact to the current program.

Conclusion: Western Riverside County will continue to grow significantly, both in terms of population and employment. Household and population growth is in line with previous forecasts; however, employment growth is projected to be less than the previous Nexus Study.

Travel Behavior

Travel behavior has two main components. First, there are the number of trips taken on a daily basis by each resident and employee within the WRCOG region. In terms of transportation studies, the term trip type is used to refer to the purpose of a trip. Common trip types include work trips (a person traveling from home to work), shopping (traveling from a residence to a retail establishment), school trips (traveling from a residence to a school). Below is a graph that shows average trips lengths per trip type included in the 2016 Nexus Study.

Home Based Work			
	VMT	Trips	AVG Trip Length
2012	18,880,594	1,282,345	14.7235
2040	29,332,895	2,175,350	13.4842

³ ^1

Home Based Other			
	VMT	Trips	AVG Trip Length
2012	22,507,351	2,683,472	8.3874
2040	34,214,024	4,003,531	8.5460

Non Home Based			
	VMT	Trips	AVG Trip Length
2012	12,134,145	1,366,996	8.8765
2040	22,086,320	2,470,067	8.9416

ALL TRIP			
	VMT	Trips	AVG Trip Length
2012	53,522,090	5,332,814	10.0364
2040	85,633,239	8,648,948	9.9010

2016 Nexus Study Average Trip Rates				
SF Residential	MF Residential	Industrial	Retail	Service
9.52 Daily Trips per DU	6.20 Daily trips per DU	5.3 Trips per TSF*	51.02 Trips per TSF	33.79 Trips per TSF

*Thousand Square Feet

It is important to quantify trip rates to determine impacts on the regional transportation system by reflecting the peak demands based on the number of trips and the cumulative distance these trips occupy on the facilities in the system. The RivTAM (soon to be RivCOM) model produces person-trips (irrespective of mode choice) on the basis of five trip purposes including home-based-work (HBW), home-based-other (HBO), home based-school (HBSC), work-based-other (WBO), and other-based-other (OBO). Peak period, off-peak period, daily vehicle trips and VMT are derived from the person-trip productions based on mode choice assignments and differing trip length characteristics embedded on the model parameters. ⁴

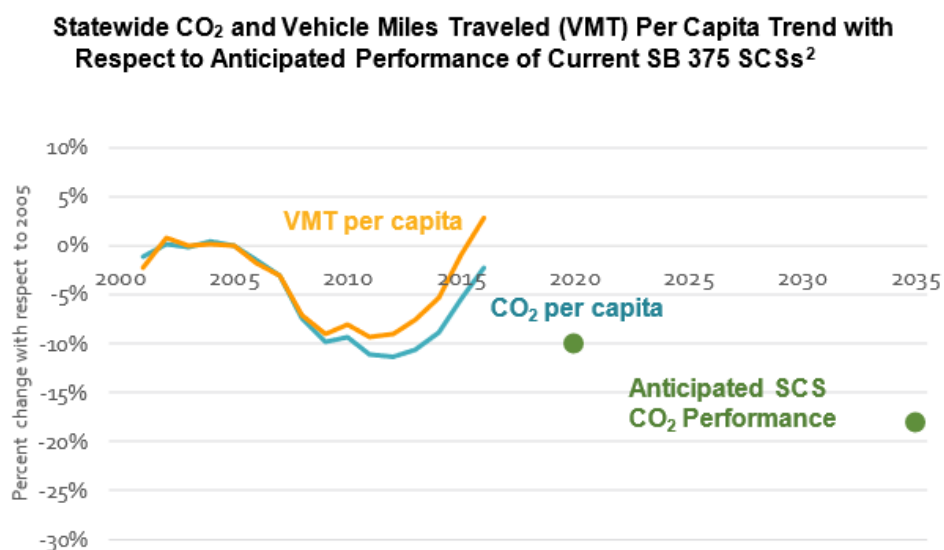
These trip rates directly affect the fee because the formula for the fee is calculated by multiplying the estimated TUMF Network improvements cost attributable to mitigating the cumulative regional impacts of new development by the proportion of all regional trips that are generated by residential land uses, and dividing this number by the projected increase in residential units between model years (e.g. for the 2016 Nexus Study Update years 2012 and 2040). The non-residential fee was calculated by multiplying the estimated Regional System of Highways and Arterials improvements cost attributable to new development by the proportion of all regional trips that are generated by non-residential land uses, and

⁴ 2016 Nexus Study- Appendices <http://www.wrcog.cog.ca.us/DocumentCenter/View/1021/TUMF-2017-Nexus-Study---Appendices>

dividing this number by the projected increase in non-residential land use between 2012 and 2040 and the proportional share of new employees in each sector.

The Southern California region population continues to increase and diversify. As a regional policy from SCAG, as noted in its 2020 RTP/SCS, there is emphasis on land use strategies and transportation investments to achieve sustainable goals. This includes the development of compact centers with a robust mix of land uses, targeting rideshare and travel demand management strategies, and having a better mix of transportation choices through access to transit infrastructure.

In the Western Riverside region, due to the nature of the land use and the location of employment centers, these choices are less diverse. While the WRCOG region continues to follow the vision of the SCAG RTP/SCS, there is less of an immediate impact to travel behavior. While it is expected that there will be increases to transit ridership and a per capita reduction in average vehicle trip length, overall Vehicle Miles Traveled (VMT) will continue to increase in the region. Currently nearly 80% of all vehicle trips are made in single occupant vehicles. The figure below indicates that despite state aligned goals, VMT is increasing rather than decreasing.



Source: CDTFA, U.S.EIA, U.S.EPA, CARB

Emerging technologies in transportation and mobility can have effects on travel behavior. By providing more options for local and regional trips, emerging technologies may shift trips to less environmentally damaging modes, minimize negative environmental externalities associated with current vehicle use, increase system efficiency, improve safety, and reduce auto-related collisions and fatalities. Intelligent Transportation Systems (ITS) such as managed lanes, signal coordination, and traffic metering can further help to reduce congestion on the region's crowded transportation network. However, it is difficult to quantify expected changes due to the rapidly changing nature of technology trends. While

long term behavior may shift, in the near term there are no anticipated effects of the change on the number or length of trips per capita due to new transportation technology.

With promotion of HOV lanes, ridesharing, and vanpooling, it is possible that there could be some moderation in the number of trips or length of trips made in Western Riverside County. However; it is also just as likely that there may be an increase in the number of trips or trip length for a variety of factors. For the purposes of the 2020 WRCOG Nexus Study, travel behavior is not expected to change significantly. Therefore, increases in VMT and the degradation of Level of Services (LOS) will continue underlining the need for infrastructure improvements and development of transportation alternatives.

Conclusion: The number of trips and length of trips is likely to remain the same as they are today. There are a number of factors which could lead to more travel behavior and a number of factors which could lead to less personal travel. The most likely scenario; however is that personal travel behavior will not change significantly from what is observed today.

Funding Sources in Western Riverside County

The TUMF program funds critical transportation infrastructure to accommodate the traffic created by new population growth and commercial development throughout western Riverside County. It is a vital funding source that complements Federal, State, and Local funding funds for improvements to roadways, interchanges, and transit facilities. While TUMF does not usually comprise 100% of funding for projects there are several other funding sources used to implement projects. It is important to recognize these other funding sources in order to get a complete understanding of transportation funding opportunities and shortfalls that currently exist. Below are the most commonly used fund sources for transportation projects in the region.

Measure A:

In 1988, voters approved Measure A, Riverside County's first half-cent sales tax for transportation improvements. In 2002, Measure A was extended by Riverside County voters and will continue to fund transportation improvements through 2039. Measure A is a flexible funding source and can fund a variety of different types of projects in the region. The table below shows the portion of Measure A revenue collected for Western Riverside County allocated to Local Streets and Roads, which are primarily used for road rehabilitation. The chart below demonstrates total Measure A revenues between

Table 2 – Measure A Revenue for Local Streets and Roads

Geographic Area	Measure A Revenue*
Western Riverside County	\$747.9
Coachella Valley	\$249.8
Palo Verde Valley	\$25.2
Total Local Streets and Roads Revenues	\$1,022.9

*Revenue in millions

Source: RCTC, 2019

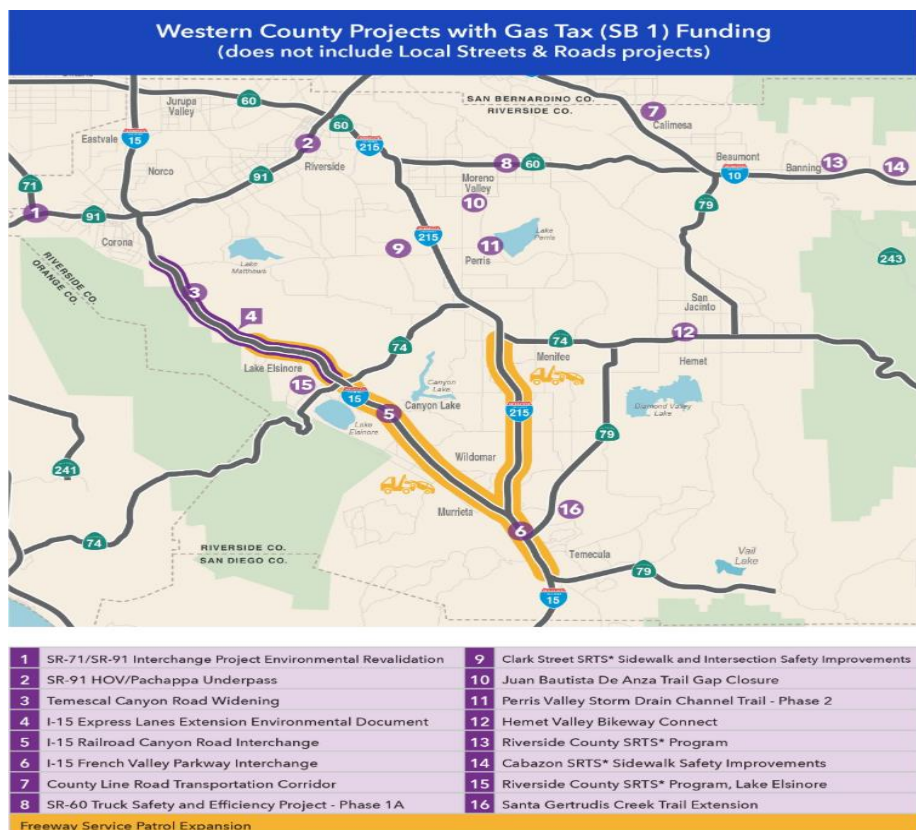
Western County

- 30% Highways
- 29% Local Streets & Roads
 - Allocation to County/cities based on 75% population, 25% taxable sales
- 12% Public Transit
- 11% New Corridors
- 9% Regional Arterials
- 8% Bond Financing
- 1% Economic Development Incentives

1990 and 2017, and the percentage breakdown of Measure A funds among each category. Local agencies are required to participate in TUMF to receive Measure A Local Streets and Roads funding.

Senate Bill 1:

In April 2017, the Governor signed Senate Bill 1 (SB 1), formally known as the Road Repair and Accountability Act, providing a new revenue source to support transportation infrastructure through increased gasoline taxes and annual vehicle fees. The California Transportation Commission (CTC) administers SB 1 funding programs that provide support for state and local systems to meet four critical needs: road rehabilitation, congestion relief, trade corridor improvements, and improvements to transit and rail travel. SB 1 funds can be used to build new roads and increase capacity on roads and highways, however, evaluation criteria established by the CTC to evaluate congestion relief (Solutions for Congested Corridors Program (SCCP)) and trade corridors (Trade Corridor Enhancement Program (TCEP)) projects are geared towards VMT reduction. Therefore, capacity enhancement projects on arterials and highways may not be awarded funds or could be deemed ineligible for the SCCP and TCIF funding programs. The SB1 Local Partnership Program (LPP) consists of two components: Formula and Competitive. Regional Transportation Planning Agencies, such as RCTC, are responsible for selecting projects for LPP formula funds. The LPP Competitive program requires a fifty percent match of local regional fees or sales tax funds that are committed solely for transportation improvements. Jurisdictions in Riverside County that participate in TUMF are at an advantage to compete in this fund category as regional fee programs are limited throughout the state. Below is a map of projects in Western Riverside County funded by SB1 programs.



State Transportation Improvement Program (STIP):

The STIP is a five-year programming document, which consists of Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) funds for projects on the multimodal system including capacity enhancing projects. The California Transportation Commission (CTC) approves the STIP during even-numbered years. RCTC, the regional transportation planning agency, selects projects proposed for RIP funds and Caltrans selects IIP-funded projects. RCTC and Caltrans District 8 work closely in coordinating projects for these fund sources. STIP funds can be used on state highway improvements, intercity rail, and regional highway and transit improvements. RCTC nominates regional projects that are included in Measure A and other high priority projects, which may also include projects identified on the TUMF network.

Federal Funds

Federal funds available for TUMF eligible projects include Surface Transportation Block Grant (STBG), and highway bridge funds. RCTC is responsible for allocating STBG funds, which can fund various types of projects including lane widenings. Federal competitive programs such as the Better Utilizing Investments to Leverage Development (BUILD) and Infrastructure for Rebuilding America (INFRA) are also funds that local agencies can apply for; however, these are highly competitive fund programs competing for a limited amount of funding. In past funding cycles, only a handful of projects are funded in California and projects awarded funding are typically large, multimillion-dollar projects. In the fiscal year 2019 INFRA grant cycle, the city of Temecula was awarded \$50 million for the I-15/French Valley Parkway Interchange Phase 2 project, which was the only project in California that was awarded funding in that cycle.

State Funding Goals

The state of California has stressed the need to link transportation funding with state climate goals through Executive Orders under Governors Brown and Newsom. Recently, Governor Gavin Newsom declared key strategies that align the state's climate goals with transportation spending on planning, programming, and mitigation to achieve the objectives of the 2017 Air Resources Board Scoping Plan. The impact of this will greatly shift what types of projects state transportation funding can fund.

In the past, state funding programs were flexible and funded capacity enhancement projects, such as arterial lane widenings and highway general purpose lanes. By aligning State climate goals in reducing greenhouse gases and VMT, there will be significantly less funding available for projects that solely add capacity. A positive of this realignment is that active transportation, rail, and transit will experience a major boost in funds, which directly supports multimodal transit usage. As a result, flexible local funds such as Measure A and TUMF will be relied upon more heavily to support capacity expansion on the transportation system.

TUMF Contribution

There is a \$24.5 billion dollar need countywide for transportation improvements including highways, arterials, and transit capital. RCTC examined all existing funding available and determined a \$13 billion-dollar shortfall through 2040.⁵ Over the life of the program, TUMF will provide \$3 billion for improving

⁵ ^2

local and regional arterials in Western Riverside County by funding critical transportation infrastructure along with another \$92 million for regional transit enhancements. TUMF is a critical fund source needed for the region and provides many benefits. TUMF can provide a local match for state and federal grants to boost project competitiveness. In a Project Costs Survey distributed to jurisdictions in the WRCOG region it was found that TUMF can fund 15% to 100% of total project costs. Some projects can utilize all the maximum TUMF share allocated to the project while other project costs exceed the maximum share allocation requiring additional fund sources to complete the project.

Conclusion: While TUMF is an important funding source for regional transportation projects, it is not the only funding source. However; these other funding sources are not likely to increase beyond their current levels for a variety of reasons. As such, the TUMF will continue to be a critical component of the overall transportation funding process.

Conclusion

As previously stated, the purpose of this document is to provide information and identify issues and possible outcomes on the following primary topics:

- Socio-economic data
- Travel behavior
- Non-TUMF funding

Based on the review of available data, we can draw the following key conclusions:

- Western Riverside County will continue to grow, following a growth trajectory similar to the past several decades. While there may be short-term periods of limited growth, the long-term projections show significant growth within the region. As a 25-year Plan, the TUMF Nexus Study must address this growth.
- Residents, employees, and visitors in Western Riverside County will primarily use their automobiles to satisfy their mobility needs. The most likely future scenario is one in which the number of trips and their lengths are not significantly different than from today.
- The future funding scenario is also not that different than current conditions. While SB 1 and Measure A continue to provide significant funding for many TUMF Projects, there are no new funding sources that our region can rely on at this time.



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Regional Streetlight Program Activities Update

Contact: Daniel Soltero, Staff Analyst, dsoltero@wrcog.us, (951) 405-6738

Date: May 14, 2020

The purpose of this item is to provide an update on the Regional Streetlight Program Operations & Maintenance services.

Requested Action:

1. Receive and file.

Background

The Regional Streetlight Program provides 11 participating jurisdictions with streetlight retrofit, and Operations & Maintenance (O&M) services. In 2017, WRCOG released a Request for Proposals to solicit proposals for these services, and in 2018, Siemens was selected as the provider. As jurisdictions have taken ownership of their streetlights, it is required to maintain them should any issues arise such as lamp burnouts, damaged equipment, or a pole knockdown. One of the main reasons for selecting Siemens as the O&M provider for the subregion is improved level of service when compared to the previous owner and operator of the streetlights, Southern California Edison (SCE).

There are 10 participating jurisdictions in the Program that are utilizing Siemens O&M services. In 2018, the City of Murrieta was the first jurisdiction to acquire streetlights, and the only jurisdiction to initiate Siemens' services that year. In 2019, nine more jurisdictions have acquired streetlights and are utilizing Siemens' services. Each jurisdiction utilizing Streetlight Program services is provided with access to the Maintenance Portal which shows all the work orders for that jurisdiction. The portal shows all open, pending, or closed work orders, response dates and times, as well as brief descriptions of the issue and work conducted.

Regional O&M Update for Q1 2020

In November and December 2019, staff provided an O&M update to the Public Works Committee, Technical Advisory Committee, and Executive Committee to provide jurisdictions with the number of streetlight issues within their boundaries, average response times to routine and extraordinary maintenance calls, and information related to the most common types of streetlight maintenance requests.

From January 1, 2020, to March 31, 2020, Siemens responded to a total of 358 work orders across the subregion. As jurisdictions have converted its streetlights to LED fixtures, WRCOG staff have noticed a reduction in the most common issue seen in 2019: lamp issues from the existing HPS/LPS lamps. While lamp issues such as bulb burnouts on old lamps or LED driver malfunction on new fixtures continue to make up the majority of work orders, the number of lamp issues across the subregion has decreased by 51%. Additionally, the number of all streetlight work orders, including lamp issues, has decreased by an average 45% across the subregion as jurisdictions convert its streetlights to LED fixtures. This decrease in all work orders can be attributed to LED streetlight fixtures being more operationally efficient and less prone to maintenance visits.

Moreover, the second most common response was for power issues arising on the customer-side and SCE-side of the streetlight system. Power issues on the customer-side accounted for 8% of all work orders which mostly arose from wire breakdown requiring a splice repair, and power issues from the utility-side accounted for 10% of all work orders and are forwarded to SCE. On average, response times to routine maintenance callouts have been 4.71 workdays.

In addition to routine maintenance, Siemens also recognizes that there will be situations that will have to be addressed on a case-by-case basis, known as extraordinary maintenance. Extraordinary maintenance items accounted for nearly 9% of all work orders, and typically includes emergency response to pole knockdowns, pole replacements, and working on jurisdiction-requested work. In the first quarter of 2020, Siemens has responded to 14 pole knockdowns and replaced 10 felled poles. Additionally, Siemens provided other extraordinary maintenance services for specifically requested work from varying jurisdictions which included one pole relocation, nine conduit repairs, and two streetlight banner installations. Response times for pole knockdowns is typically within a few hours, and pole replacements are occurring on average 13 workdays from the initial knockdown response date.

Siemens is currently conducting and scheduling a quarterly review of streetlight system operations, otherwise known as a night survey, in jurisdictions utilizing its services. This involves technicians driving throughout each jurisdiction at night to identify any streetlights that are not functioning properly or have another visible issue that requires a maintenance response. Any streetlights that are identified during the night survey with any type of issue are then scheduled to be visited by a Siemens technician in the following days and/or week. Any streetlight issues identified during the night survey that are not owned and maintained by the jurisdiction are forwarded to SCE.

Moreover, WRCOG staff will be submitting monthly O&M briefs to City Managers and streetlight champions at each jurisdiction that is utilizing Siemens which will summarize the previous month's streetlight maintenance activities. Additionally, WRCOG staff will also provide quarterly streetlight O&M reports, which will summarize all maintenance work orders for those months, show response times, and include an analysis of the types of work orders or streetlight issues occurring.

Furthermore, WRCOG Staff and Siemens are finalizing a Standard Operating Procedure (SOP) for routine and extraordinary maintenance response types. The SOP will describe the general steps taken by Siemens staff and technicians when responding to streetlight work orders such as outages or day-burning streetlights, and extraordinary maintenance call outs such as pole knockdowns. The Siemens SOP is focused for technicians in the field to make sure a consistent response occurs and to clarify pole knockdown procedures related to public safety. The Siemens SOP is anticipated to be completed and shared with jurisdictions utilizing their services by the end of May 2020.

Pole Replacement Update

In November 2019, participating jurisdictions in the Program were informed of a delay in replacing poles that had been knocked down. The delay was due to a pole-vendor delay, as well as the various timelines in which jurisdictions received pole data from SCE and submitted that information to Siemens in order to make a bulk order. In December 2019, Siemens received their streetlight pole order and started scheduling the replacement work in jurisdictions with a backlog of pole knockdowns. Replacement work started in December 2019 and continued into early February 2020 to replace over 18 poles across the subregion.

To date, Siemens has received pole data from each jurisdiction which allows them to place pole orders as soon as needed for replacement work. Additionally, jurisdictions interested in maintaining their own stock of poles in case of future pole knockdowns can work with Siemens to achieve this, as this will further improve replacement timelines.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

None.

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: RIVCOM Future-Year Network Approach

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

Date: May 14, 2020

The purpose of this item is to provide a report on the proposed approach in developing the Riverside County Transportation Analysis Model Future-Year Roadway Network.

Requested Action:

1. Receive and file.

Development of the Riverside County Transportation Analysis Model (RIVCOM) kicked-off in August 2018. The project team leading the development of this transportation model is being led by WSP. The project team has been developing the base-year model and is in the process of validating the model. The project team is also in the process of beginning to develop the future-year model. Prior to these efforts, WRCOG is presenting a proposed approach in how the future-year roadway network will be developed.

Background

RIVCOM, which will replace RIVTAM, will have a base year of 2018 and a future year of 2045. For both model years, the adopted Southern California Association of Governments (SCAG) 2020 RTP/SCS model inputs (tier 2 Traffic Analysis Zone (TAZ) boundaries, socio-economic data, and fiscally constrained roadway networks) will be used as a starting point. However, considerable outreach is being done to ensure that local jurisdictions agree with the RIVCOM-specific TAZ boundaries, the base year and future year population and employment allocation, and the base year and future year networks.

RIVTAM, the current model in use, was completed in May 2009. It used data from the SCAG Regional Transportation Model, which utilized Base Year Data for 2008 and Forecast Year Data for 2035. It has been observed when applying the model in projects that the future year network includes a number of unfunded roadway improvements (many of which were consistent with General Plan designations), which makes the model not qualified for CEQA assessment without significant updates. Furthermore, the inconsistency of the RIVTAM data with SCAG's current regional travel model and the soon-to-be-adopted 2020 RTP/SCS creates concern that jurisdictions / agencies could be susceptible to CEQA challenges.

Approach to Future-Year Roadway Network Development

It is standard practice to use a fiscally constrained plan, or set of committed projects, when forecasting travel demand for long-range transportation plans as the "no build" comparison when performing alternative analyses for infrastructure improvements. More importantly, this approach is the appropriate assumption set when doing any CEQA-level assessment. The project team and WRCOG anticipate that the main uses of the RIVCOM model will be activities, such as TUMF Nexus Study updates, General Plan updates, Specific Plans, Mobility Plans and planning, Climate Action Plans, and estimating VMT for California Environmental Quality Act

assessments or estimating traffic volumes for traffic impact analyses. Most of these activities include CEQA assessment.

The concern associated with the previous model is that it included unfunded roadway improvements that were included in a jurisdiction's General Plan Circulation Element. Although this can be used to do buildout-scale planning for local jurisdictions / agencies, it is not an appropriate tool for use in CEQA assessment. Specifically, CEQA requires all assumptions to be reasonably foreseeable, and inclusion of unfunded roadways does not pass the typical test for inclusion in CEQA-level assessment. Given the application of the model for use in CEQA-level assessment, it is the project team and WRCOG's recommendation that the network be based on a fiscally constrained roadway network (e.g., only including roadways that have some level of assured funding) to maximize the defensibility of the model results and to ensure that the base model assumptions are appropriate for most applications.

The 2045 network that will be part of the RIVCOM model package can be modified by any of the jurisdictions / agencies to include any or all projects in a city's General Plan Circulation Element or for applications where CEQA considerations are not part of the analysis (e.g., when it makes sense to model a financially unconstrained scenario). Model users will have the flexibility within the model interface to designate the appropriate network for their study and build from the "base" network assumptions, but it is the goal of the model development team to make the model useful for the most common applications of the model.

Prior Action:

December 12, 2019: The Public Works Committee received and filed.

Fiscal Impact:

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

Attachment:

1. RIVCOM Future Year Network Assumptions Memo.

Item 5.C

RIVCOM Future-Year Network
Approach

Attachment 1

RIVCOM Future Year Network
Assumptions Memo

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TECHNICAL MEMORANDUM

Date: 04.22.2020

To: Chris Gray, Chris Tzeng, WRCOG

From: Jason D. Pack, P.E., Jinghua Xu, Ph.D., P.E., Fehr & Peers

Subject: RIVCOM Future Year Network Assumptions

Fehr & Peers, as a subconsultant to WSP, is assisting WRCOG in the development of the updated travel demand forecasting model (which will be known as RIVCOM). Part of our effort is developing the 2045 future year roadway network for inclusion into the travel demand model that will provide a baseline for long-range planning and analyses. This future year network will not preclude model users from developing scenario- or project-specific networks; rather, it will be the “no-build” or “baseline” network that the scenario- or project-specific networks will be built from. The purpose of this memorandum is to document the approach to developing the 2045 future year roadway network and kick-off a discussion between WRCOG and CVAG member agencies.

It is WRCOG’s anticipation that the main uses of the RIVCOM model will be:

- TUMF updates
- Local agency planning assessment:
 - General Plans
 - Specific Plans
 - Mobility Planning
 - Climate Action Plans
- Local agency development projects
 - Estimating VMT for CEQA assessments
 - Estimating traffic volumes for traffic studies
- Infrastructure studies

Most of the applications noted above include CEQA-level assessment. One major concern associated with the previous model is that it included unfunded roadway improvements that were included in an agencies General Plan Circulation Element. Although this can be used to do buildout-scale planning for local agencies, it is not an appropriate tool for use in CEQA assessment. Specifically, CEQA requires all

assumptions to be reasonably foreseeable, and inclusion of unfunded roadways does not pass the typical test for inclusion in CEQA-level assessment. Given the application of the model for use in CEQA-level assessment, it is the consultant's team recommendation that the network be based on a fiscally constrained roadway network (e.g. only including roadways that have some level of assured funding) to maximize the defensibility of the model results and to ensure that the base model assumptions are appropriate for most applications.

The remainder of this memorandum provides additional information related to this approach.

Background

RIVTAM, the current model in use, was completed in May 2009. It used data from the SCAG Regional Transportation Model, which utilized Base Year Data for 2008 and Forecast Year Data for 2035. It was observed when applying the model in projects that the future year network included a number of unfunded roadway improvements (many of which were consistent with General Plan designations), which makes the model not qualified for CEQA assessment without significant updates. Furthermore, the inconsistency of the RIVTAM data with SCAG's current regional travel model and the soon-to-be-adopted 2020 RTP/SCS creates concern that agencies could be susceptible to CEQA challenges. As such, the current RIVTAM model network data are outdated and will not be carried forward.

RIVCOM, which will replace RIVTAM, will have a base year of 2018 and a future year of 2045. For both model years, the adopted SCAG 2020 RTP/SCS model inputs (tier 2 boundaries, socio-economic data, and fiscally constrained networks) will be used as a starting point but considerable outreach is being done to ensure that local jurisdictions are in agreement with the RIVCOM-specific TAZ boundaries, the base year and future year population and employment allocation, and the base year and future year networks.

It should be noted that it is standard practice to use a fiscally constrained plan or set of committed projects when forecasting travel demand for long-range transportation plans or as the "no build" comparison when performing alternative analyses for infrastructure improvements and is the appropriate assumption set when doing any CEQA-level assessment.

It should also be noted that the 2045 network that will be part of the RIVCOM model package can be modified by any of the agencies to include any or all projects in a city's General Plan Circulation Element or for applications where CEQA considerations are not part of the analysis (e.g. when it makes sense to model a financially unconstrained scenario). Model users will have the flexibility within the model interface to designate the appropriate network for their study and build from the "base" network assumptions, but it is the goal of the model development team to make the model useful for the most common applications of the model.

DRAFT

Recommended Approach

The consultant team, when developing the future roadway network, will follow this approach:

1. Utilize the SCAG 2020 RTP/SCS fully funded project list to identify network improvements that will be coded into the 2045 future year network.
(https://connectsocal.org/Documents/Proposed/pfConnectSoCal_Project-List.pdf)
2. For any local improvements NOT identified in the RTP/SCS where the local agency would like the network improvement included in the model, the local agency will need to demonstrate a funding commitment for the project. This could include:
 - a. Identified in the City's CIP and is fully funded
 - b. Fully funded through TUMF or a local traffic impact fee program
 - c. Conditioned to be implemented by a project that has been approved by the local agency

While we will try to determine projects that fall into category 2 above, local jurisdictions, during their review of the proposed 2045 network, should bring those projects to our attention.



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: TUMF Revenue and Fiscal Year 2018/2019 Annual Review Report

Contact: Ivana Medina, Staff Analyst, imedina@wrcog.us, (951) 405-6753

Date: May 14, 2020

The purpose of this item is to provide an update on TUMF collections, uncollected payments, and findings of the Fiscal Year 2018/2019 Annual Review.

Requested Action:

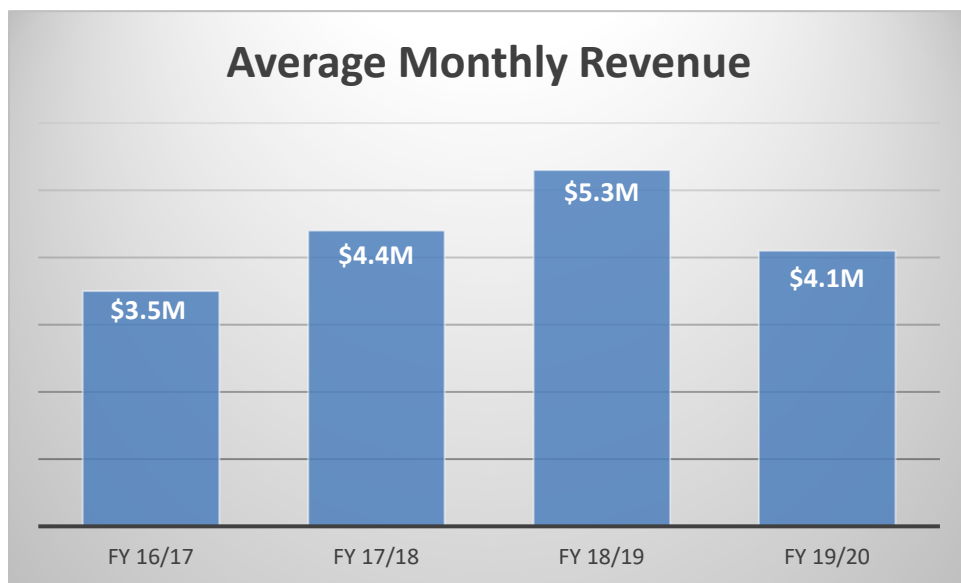
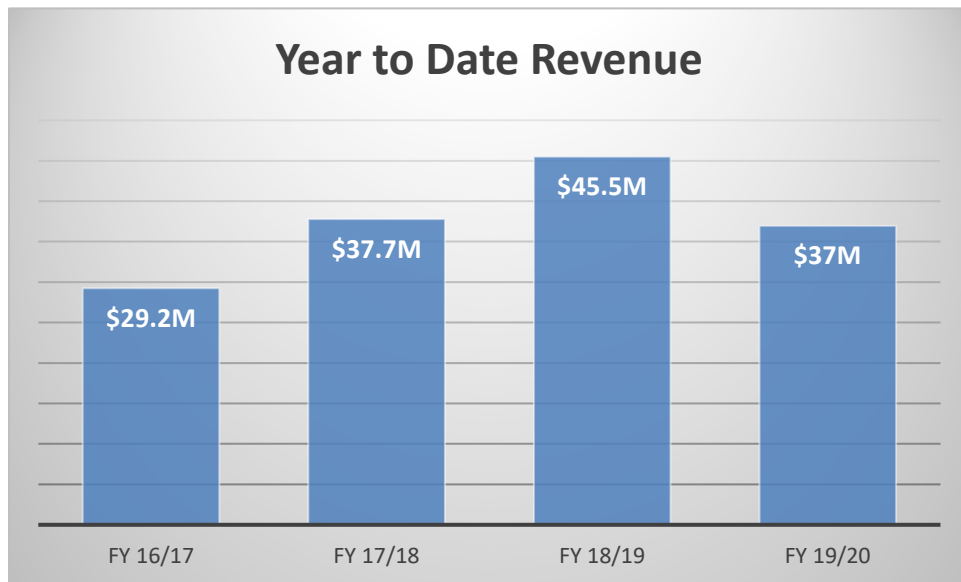
1. Receive and file.

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, the Western Riverside County Regional Conservation Authority (RCA) and the Riverside Transit Agency (RTA).

TUMF Collections

The TUMF program has continued to see development activity and TUMF fee payments during the March - April time period, as the COVID-19 pandemic emerged. The online calculation and collection portal have aided social distancing requirements by allowing two additional forms of payments for developers; e-check and credit card. These two methods allow developers to make payments directly from their computer instead of in-person visits. Developers can continue to mail a check to WRCOG offices or make a wire transfer. Additionally, project applications continue to be submitted and reviewed by staff in a timely manner.

Fee collections in Fiscal Year (FY) 2018/2019 totaled \$63 million, the highest in collections since the recession. Before COVID-19, FY 2019/2020 revenues were on trend similar to FY 2017/2018 revenues that totaled \$53 million. Forecasting TUMF revenue for the remainder of the fiscal year will be difficult due to a host of unforeseen variables brought on by COVID-19. Below are graphs depicting FY 2016/2017 through FY 2019/2020 fee revenues to date along with average monthly revenues per fiscal year.



TUMF Uncollected Payments

Staff has identified an approximate \$10 million backlog in submitted projects by jurisdictions that have not paid TUMF fees yet. These projects were first submitted to WRCOG staff when the ordinance transitioning the responsibility to WRCOG for calculation and collecting fee payments went into effect. As of April 2019, these project applications were submitted yet no payments had been made yet. The amount of uncollected but calculated TUMF varies from jurisdiction to jurisdiction, depending on the individual jurisdiction's timeline for when developers are referred to WRCOG. Jurisdictions that submit projects closer to the attaining a certificate of occupancy had fewer unpaid projects. Staff will follow-up with each jurisdiction on specific permits to identify the projects that have yet to pay TUMF that were submitted over 90 days ago.

FY 2018/2019 Annual Review

WRCOG has finished conducting the FY 2018/2019 Annual Review. The Annual Review is conducted each year in order to ensure that member jurisdictions' TUMF assessments were correctly calculated and remitted in accordance with the Mitigation Fee Act for FY 2018/2019. WRCOG staff requested and reviewed information related to TUMF credits, exemptions, and financial accounting of TUMF provided by each City. Staff found no

significant issues and final confirmation letters have been sent out to each jurisdiction with the findings. As a general reminder, staff would like to highlight common errors found in remittance reports:

- “Commercial” uses should be identified as the specific TUMF land use type: retail, service, or defined land use category from the TUMF Calculation Handbook.
- Remittance reports must show if the 3,000 square foot (SF) reduction was applied for commercial (retail and service) uses projects. Also, that those reductions are applied only under the total of 20,000 SF threshold for the project.
- The TUMF Administrative Plan requires member agencies to use the fees in effect at the time of fee collection, even if a developer received an estimate at a prior date. This means that fee estimates should be reviewed and updated as needed when developers are ready to pay fees, to address instances where fees or program administration may have changed between fee estimate and payment.
- WRCOG staff request that sufficient supporting documentation is provided to demonstrate that the member agency is tracking credits on an ongoing basis as credits are awarded.

For the FY 2019/2020 Annual Review, the Review will be far less intensive given that WRCOG has assumed responsibility for the calculation and collection of TUMF. The Review process will remain the same for the four jurisdictions that opted to continue calculating and collecting TUMF and remitting payment to WRCOG.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

None.

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: TUMF Network Update for Nexus Study

Contact: Cameron Brown, Program Manager, cbrown@wrcog.us, (951) 405-6712

Date: March 14, 2020

The purpose of this item is to discuss the update to the TUMF Network as part of the 2020 Nexus Study Update.

Requested Action:

1. Receive and File.

WRCOG's 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.

Nexus Study Update

In the summer of 2020, WRCOG will begin the update of the TUMF Nexus Study. Among other things, the Update will examine evolving demographics, revised transportation model input, transportation project costs, and current capacity deficiencies. The last update to the TUMF Nexus Study took place in 2016 and coincided with the 2016 Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) Update. SCAG is finalizing the 2020 RTP Update and WRCOG staff will update the TUMF Nexus Study using the RTP as a foundation for new demographic and modeling assumptions.

Network Revisions

As part of the TUMF Nexus Study Update, WRCOG will be revising the Regional System of Highways and Arterials (RSHA), also referred to as the TUMF Network. The TUMF network represents arterial and collectors that are regional in nature that primarily support inter-community trips in the WRCOG subregion. WRCOG staff will be undertaking an update of this Network to identify all these facilities. In doing so, staff will be requesting recommendations by local agency staff on Network facilities that should be added to or removed from the Network. Also, WRCOG staff will need assistance from city staff to help identify what portions of the facilities have been completed so that the TUMF Network costs and shares can be determined.

The process for this Update is as follows:

- WRCOG will first review all of the TUMF roadways within each jurisdiction's boundary to determine which of these projects are either currently under construction or are widened to the full width, based on the previous TUMF Nexus Study. Funding for the completed projects will be removed from the TUMF Project list.
- WRCOG will then provide a list of removed projects to each of its member agencies for review and concurrence.
- WRCOG will then provide the full list of criteria for adding projects to the TUMF Network to each of its member agencies. This list of criteria will include all of those currently contained within the TUMF

Administrative Plan as well as any additional criteria adopted by WRCOG Committees. This list of criteria will be provided to the Public Works Committee prior to its distribution.

- WRCOG will then review all project submittals for consistency with the provided criteria.
- WRCOG will convene meetings of staff from each TUMF Zone to review and approve any additional project requests.
- This list of projects will be presented through the WRCOG Committee structure for approval, prior to its use in the TUMF Nexus Study.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

None.