



Western Riverside Council of Governments Public Works Committee

AGENDA

**Thursday, April 13, 2017
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 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 9, 2017, Public Works Committee meeting are available for consideration.**

Requested Action: 1. Approve the Summary Minutes from the March 9, 2017, Public Works Committee.

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

Requested Action: 1. Receive and file.

C. Financial Report Summary through February 2017 **Andrew Ruiz** **P. 15**

Requested Action: 1. Receive and file.

5. REPORTS/DISCUSSION

A. Active Transportation Plan Update **Christopher Gray, WRCOG** **P. 21**

Requested Action: 1. Receive and file.

B. State and Federal Transportation Legislative Update **Aaron Hake, Riverside County Transportation Commission** **P. 33**

Requested Action: 1. Receive and file.

C. Public Works Committee Video Conferencing Options **Christopher Gray, WRCOG** **P. 41**

Requested Action: 1. Discuss and provide input.

D. Transportation Uniform Mitigation Fee (TUMF) Nexus Study Update **Daniel Ramirez-Cornejo, WRCOG** **P. 47**

Requested Action: 1. Discuss and provide input.

E. Transportation Uniform Mitigation Fee (TUMF) Agreements Policy **Christopher Gray, WRCOG** **P. 49**

Requested Action: 1. Receive and file.

F. Complete Streets Training Opportunities for WRCOG Member Jurisdictions **Christopher Gray, WRCOG** **P. 51**

Requested Action: 1. Discuss and provide input.

G. Riverside County Traffic Analysis Model (RIVTAM) Update **Christopher Tzeng, WRCOG** **P. 53**

Requested Action: 1. Receive and file.

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 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 is scheduled for Thursday, May 11, 2017, at 2:00 p.m., in Transportation's 14th Street Annex, 2nd Floor, Conference Room 3.
10. **ADJOURNMENT**

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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:

Ati Eskandari, City of Lake Elsinore
Jonathan Smith, City of Menifee
Ahmad Ansari, City of Moreno Valley (2:17 p.m. arrival)
Jeff Hitch, City of Murrieta
Sam Nelson, City of Norco
Brad Brophy, Cities of Perris, and San Jacinto, and March Joint Powers Authority
Jeff Hart, City of Riverside (2:05 p.m. arrival)
Amer Attar, City of Temecula
Dan York, City of Wildomar (Chair)
Patricia Romo, County of Riverside Transportation & Land Management (TLMA)
Rohan Kuruppu, Riverside Transit Agency

Staff present:

Christopher Gray, Director of Transportation
Christopher Tzeng, Program Manager
Andrew Ruiz, Program Manager
Tyler Masters, Program Manager
Daniel Ramirez-Cornejo, Staff Analyst
Cherish Latchman, Staff Technician
Lupe Lotman, Executive Assistant

Guests present:

Michael Heath, City of Calimesa
Glenn Higa, TLMA
Kristin Warsinski, Riverside Transit Agency
James Benya, Benya Burnett Consultancy
Darren Henderson, Parsons Brinckerhoff
David Theriault, Philips Lighting
Martha Masters, Riverside County Transportation Commission
Paul Rodriguez, Rodriguez Consulting Group
James Filanc, Southern Contracting

3. PUBLIC COMMENTS

There were no public comments.

4. CONSENT CALENDAR - (Smith/York) 12 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, Corona,

Eastvale, Hemet, Jurupa Valley, Moreno Valley, and the Riverside County Transportation Commission were not present.

A. Summary Minutes from the February 9, 2017, Public Works Committee meeting are available for consideration.

Action: 1. *Approved the Summary Minutes from the February 9, 2017, Public Works Committee meeting.*

B. TUMF Revenue and Expenditures Update

Action: 1. *Received and filed.*

C. Financial Report Summary through January 2017

Action: 1. *Received and filed.*

5. REPORTS/DISCUSSION

A. Regional Streetlight Program Activities Update

Tyler Masters reported that the Regional Streetlight Program is a Program that WRCOG is developing to assist cities in identifying the feasibility of streetlight acquisition, and if feasible, support member jurisdictions through the streetlight acquisition process. Additionally, WRCOG is supporting and identifying the financing opportunities that are available for streetlight light acquisition as well as streetlight retrofit. WRCOG has been working with jurisdictional staff as they evaluate streetlight design standards and the need to develop new or update existing streetlight standards.

James Benya reported that in 1988, the County of Riverside became the first County to regulate outdoor lighting. There are three main purposes for mitigating light pollution. First, to prevent anthropogenic sky glow. This is a man-made effect due to shining light into the sky, increasing light pollution, and wasting energy. It would be beneficial to limit the total amount of light as well as the light emitted into the sky. Second, the minimization of light trespass from one property onto the other. This light not only affects neighbors but there is generally too much light pollution at night. Third, to minimize glare impact, which can be accomplished by reducing the amount of short wavelength through blue and white lights, which can be seen in headlights as well as other lighting. Another way to regulate light is to mitigate the amount of light that occurs at night and its effects. In June 2016, the American Medical Association (AMA) released a report that recommends using lights with warm tones such as white light. Alongside positive astronomical impacts, the AMA finds that warmer toned lights can also be better for all living beings. Lastly, regulating lighting is essential for saving energy as well as the cost of energy.

The County of Riverside's Lighting Ordinance No. 655 does not currently account for Light-Emitting Diodes (LED) technologies and will likely need to be modernized. Between 1988 to present, the state passed a series of laws as part of Title 24 which focused on lighting zones. At this time there are established lighting zones ranging from 0 to 4, 0 being no light and 4 being the brightest. However, these zones can be changed by a city agreeing to change the zones and advising the Energy Commission that a change has occurred. The purpose of the modernization is to ensure that the ordinances in place are not conflictual and are maintained.

The approach to modernizing the lighting ordinance consists of limiting color temperature to warm white light, reducing poor quality LEDs, updating to remain current with Illuminating Engineering Society terms and recommendation practices, and ensuring state codes are not being duplicated.

Mr. Benya proposed the replacement standards that modernize standards to LED lighting. These proposals are available to cities that are interested in incorporating these standards into its own framework. Addressing these issues immediately is prudent as lights that are obsolete are being replaced by contractors that are using outdated LED technology. These proposed ordinances are beneficial when planning reviews by minimizing code conflicts, and would serve as a subregional baseline.

A final draft of recommended language as well as a standard for developers will be provided to each city for consideration.

Committee member Glenn Higa asked what issues the replacement lights currently have in terms of quality.

Mr. Benya replied that the number one issue is the color temperature. Currently, the replacements are not using warm tone lights; they are using higher temperature lights, causing more light pollution.

Committee member Ati Eskandari requested information on the spacing, width, and type in regard to building codes.

Mr. Benya answered that the only economically feasible project involves taking down a streetlight and replacing it entirely. Additionally, spacing, width, location, and type are among the standards used when modernizing the city's streetlights.

Committee member Eskandari asked if the standards proposed were going to keep the same amount of light that currently exists, verifying that there would be no dark spots on the road while people are driving.

Mr. Benya responded that there will be more light coverage, resulting in the appearance that the street is brighter and has greater visibility.

Chairman York added that Mr. Masters should work with the County Sheriff regarding safety language in the Ordinances.

Action: 1. *Received and filed.*

B. Riverside Transit Agency Activities Update

Rohan Kuruppu reported on projects underway and planned that will receive funding through WRCOG's TUMF Program. The most recently completed project is the Downtown Riverside Bus Stop Improvement Project, which included the installation of twenty bus shelters. RTA is planning to construct a mobility hub near the Riverside Metrolink Station, with the intention of merging various forms of transportation. RTA is currently in the process of acquiring property; once acquired the conceptual planning process will begin. Additionally, RTA has increased the frequency of buses for the most densely populated areas of the region that RTA services to every fifteen minutes. This initiative was designed to reduce travel time by thirty-percent.

RTA is also working on the Promenade Temecula transit stop in order to expand this location to accommodate six buses. Additionally RTA is planning on the construction of the UCR Mobility Hub in January 2018. UCR is currently underserved by transit and RTA is looking to expand service on the campus.

Mr. Kuruppu concluded by announcing the BusWatch mobile device application that will be released in the upcoming months. Among the application's features is a bus schedule and estimated arrival times.

Action: 1. *Received and filed.*

C. Transportation Uniform Mitigation Fee (TUMF) Nexus Study Update

Daniel Ramirez-Cornejo reported that the Draft TUMF Nexus Study is out for review and the deadline to submit comments is April 14, 2017. The key components of the draft TUMF Nexus Study are the growth forecast for the subregion, TUMF Network, unit cost assumptions, allocation of fee to residential and non-residential developments, and the Vehicle Miles Traveled (VMT).

WRCOG convened a TUMF Nexus Study Ad Hoc Committee, which recommended a 2-year phase-in for the single-family fee and a 2-year freeze for the retail fee, followed by a 2-year phase-in. Action on the Draft TUMF Nexus Study is expected to take place by the Executive Committee at its June 5, 2017, meeting.

Christopher Gray added that the City of Murrieta requested clarification on the TUMF Network exhibits included in the Draft TUMF Nexus Study. The TUMF Network included in the Draft TUMF Nexus Study is the document that contains the list of facilities included in the Program.

On March 6, 2017, the Executive Committee directed staff to convene a TUMF Program Ad Hoc Committee to discuss the future of the TUMF Program. The Program has not been reviewed since its inception, and the goal of the Ad Hoc Committee is to provide a recommendation on the management and administration of the Program.

Mr. Gray added that the Ad Hoc Committee is designed to address the request to review the pros and cons of a potential transfer of the TUMF Program to Riverside County Transportation Commission (RCTC), and will also address broader issues, including the reimbursement process, zone development, eligible expenses, etc.

Committee member Jonathan Smith asked if the Ad Hoc Committee is separate from the group convened by RCTC.

Mr. Gray replied that the two groups are separate.

Chairman York commented that he appreciates that the Ad Hoc Committee will review all aspects of the Program. The Cities of Menifee, Moreno Valley, and Wildomar volunteered to serve on the Ad Hoc Committee.

Chairman York continued that the upcoming TUMF Nexus Study is unique from the 2009 Nexus Study because there are facilities that have been removed, but are tied to active Reimbursement / Credit Agreements.

Mr. Gray replied that the issue of active Reimbursement / Credit Agreements will be addressed at the next meeting. WRCOG is proposing to honor all active Reimbursement / Credit Agreements that currently exist and those entered into before the adoption of the updated Nexus Study.

Action: 1. *Appointed representatives from the Cities of Menifee, Moreno Valley, and Wildomar to serve on the TUMF Program Ad Hoc Committee.*

(Hitch/Romo) 13 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, Corona, Eastvale, Hemet, Jurupa Valley, and the Riverside County Transportation Commission were not present.

D. Transportation Uniform Mitigation Fee (TUMF) Calculation Handbook Update

Christopher Gray reported that WRCOG staff has received numerous questions on exemptions such as the rehabilitation and/or reconstruction of any habitable structure in use on or after January 1, 2000. Provided that the same or fewer traffic trips are generated. There are four scenarios that staff has received questions on: 1) type of land use changes from exempt to a non-exempt category – currently, neither the TUMF Ordinance nor the Administrative Plan address this scenario. Staff interpretation is that development would not be assessed TUMF; 2) same category within TUMF with no changes in building square footage – under the Program, this change would be exempt from TUMF; 3) change in TUMF category from less intensive to more intensive use – the development in this scenario would be assessed TUMF on delta of fee in effect for both land use categories; and 4) type of land use is the same as the previous use and there is an increase in gross floor area – the development in this scenario would be assessed TUMF on delta of TUMF calculated for the increase in gross floor area.

Action: 1. *Received and filed.*

E. Work Plan for Proposed Grant Writing Assistance Program for Local Jurisdictions

Christopher Tzeng reported that WRCOG is working to formalize a grant writing program to provide direct assistance to member agencies. The grants that the Program would assist member agencies with would need to meet documents standards such as the Sustainability Framework and the Active Transportation Program (ATP).

Additionally, it is preferred that the grants that the Program is assisting with be multi-jurisdictional. The Program will focus on grants such as the ATP, Caltrans Sustainable Transportation Planning Grant Program, Affordable Housing and Sustainable Communities Program, and new planning grant opportunities such as General, Specific, and Community Plans.

WRCOG expects to release a Request for Proposal in March 2017.

Committee member Jeff Hitch asked if there are any dollar amount limitations for the grants.

Christopher Gray responded that WRCOG has allocated approximately \$200,000 and is seeking to spread the funding around as much as possible.

Chairman York added that the Program should be successful the first time around and not every application that is submitted will be accepted.

Action: 1. *Received and filed.*

6. REPORT FROM THE DIRECTOR OF TRANSPORTATION

Christopher Gray encouraged Committee members to discuss matters pertaining to the TUMF Nexus Study with their City Managers and elected officials.

7. ITEMS FOR FUTURE AGENDAS

There were no items for future agendas.

8. GENERAL ANNOUNCEMENTS

There were no general announcements.

9. NEXT MEETING:

The next Public Works Committee meeting is scheduled for Thursday, April 13, 2017, at 2:00 p.m., in the Transportation 14th Street Annex, 2nd Floor, in Conference Room 3.

10. ADJOURNMENT:

The meeting was adjourned at 3:21 p.m.



Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: TUMF Revenue and Expenditures Update

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

Date: April 13, 2017

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 February 2017, the TUMF Program received \$4,754,188 in revenue.

To date, revenues received into the TUMF Program total \$707,102,199. Interest amounts to \$32,367,471, for a total collection of \$739,469,670.

WRCOG has dispersed a total of \$336,672,983 primarily through project reimbursements and refunds, and \$21,276,084 in administrative expenses.

The Riverside County Transportation Commission share payments have totaled \$319,621,312 through February 28, 2017.

Prior Action:

March 9, 2017: The Public Works Committee received report.

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

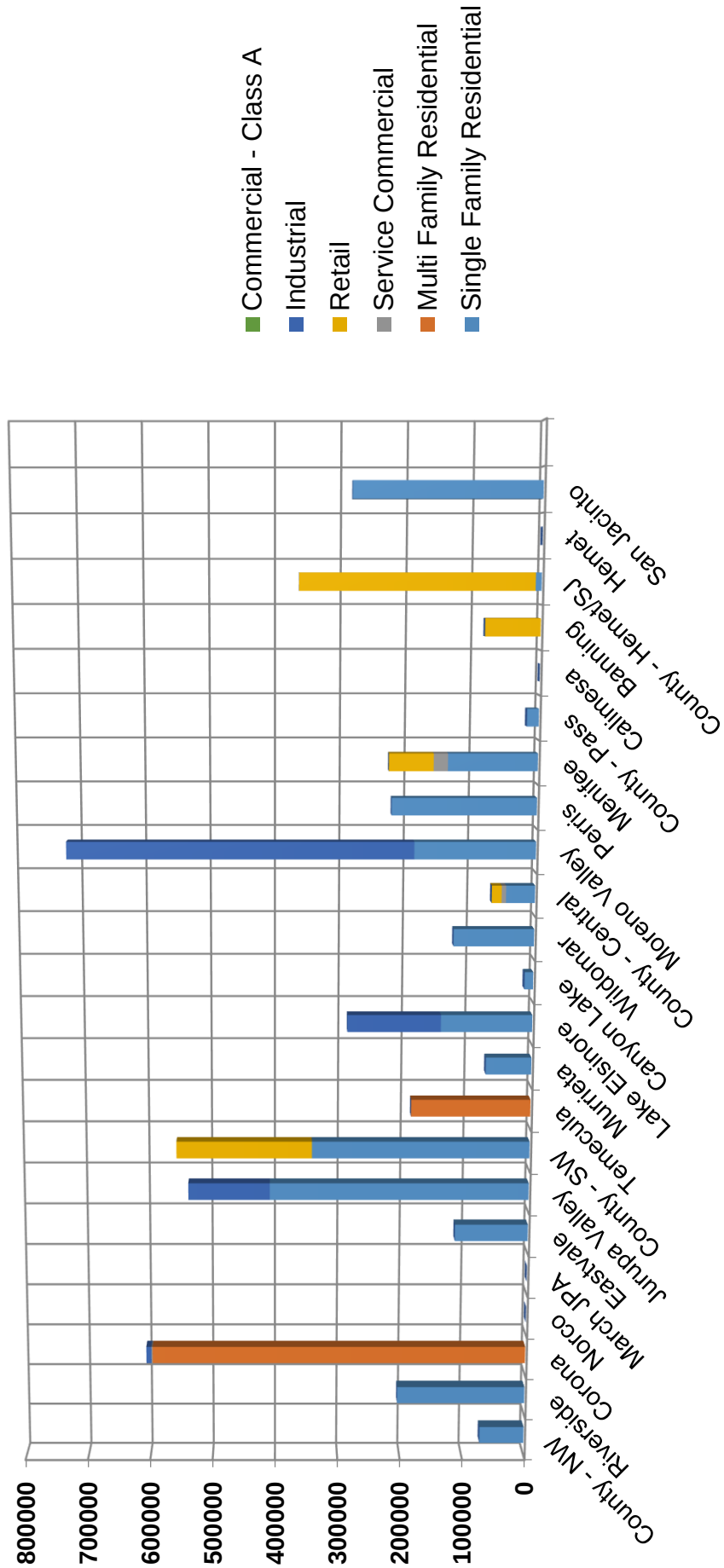
Attachment 1

Summary TUMF Program Revenues

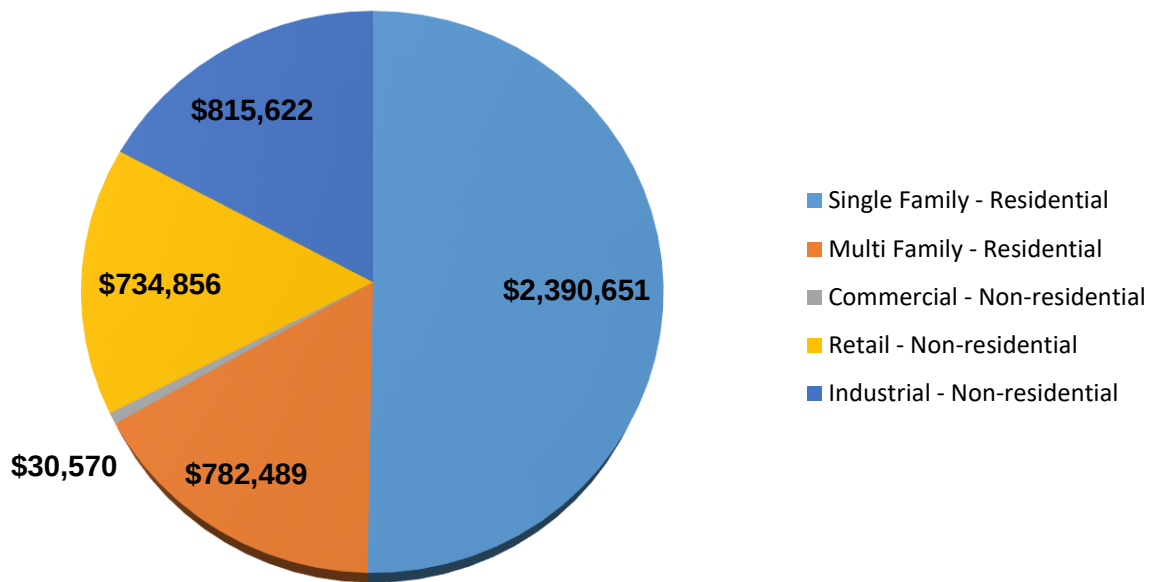
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February 2017 TUMF Revenues by Jurisdiction

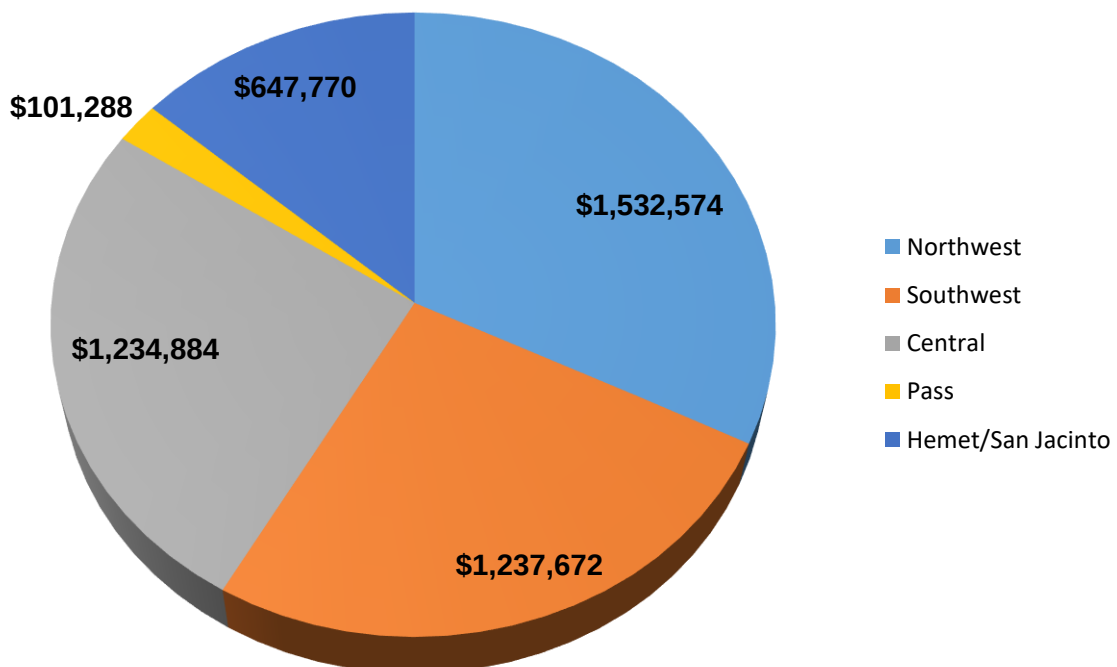
Total Revenue - \$4,754,188



February 2017 TUMF revenues by land-use type



February 2017 TUMF Revenues by Zone



Jurisdiction	Fiscal Year		2016								2017		Fiscal Year	
	15/16		July	August	September	October	November	December	January	February	16/17			
Banning	\$13,637		\$0	\$0	\$0	\$0	\$0	\$0	\$4,688	\$83,542	\$88,230			
Beaumont	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
Calimesa	\$20,344		\$8,873	\$197,212	\$0	\$0	\$17,746	\$0	\$0	\$0	\$223,831			
Canyon Lake	\$44,370		\$4,437	\$0	\$4,437	\$0	\$0	\$4,437	\$0	\$13,311	\$26,622			
Corona	\$5,913,963		\$46,463	\$145,693	\$35,905	\$142,253	\$3,460	\$429,392	\$179,707	\$605,546	\$1,588,419			
Eastvale	\$3,676,091		\$70,984	\$124,620	\$20,786	\$532,380	\$0	\$707,095	\$70,984	\$115,349	\$1,642,198			
Hemet	\$756,651		\$0	\$1,508	\$60,165	\$0	\$0	\$0	\$0	\$0	\$61,674			
Jurupa Valley	\$5,034,660		\$168,587	\$434,777	\$310,555	\$390,412	\$702,734	\$230,698	\$536,056	\$536,616	\$3,310,434			
Lake Elsinore	\$2,089,961		\$97,603	\$53,238	\$106,476	\$141,968	\$8,873	\$44,369	\$116,624	\$287,366	\$856,517			
March JPA	\$479,591		\$0	\$0	\$0	\$0	\$326,652	\$720,702	\$0	\$0	\$1,047,354			
Menifee	\$2,638,484		\$568,179	\$364,975	\$248,444	\$355,922	\$301,682	\$17,746	\$159,714	\$226,576	\$2,243,238			
Moreno Valley	\$2,923,749		\$146,767	\$230,698	\$212,952	\$212,666	\$35,492	\$35,492	\$0	\$720,018	\$1,594,085			
Murrieta	\$3,348,006		\$105,181	\$79,857	\$97,802	\$244,306	\$208,814	\$459,948	\$0	\$70,984	\$1,266,892			
Norco	\$216,329		\$0	\$52,923	\$0	\$0	\$0	\$0	\$3,755	\$0	\$56,677			
Perris	\$2,515,873		\$173,105	\$342,849	\$415,754	\$27,589	\$248,444	\$0	\$8,873	\$221,825	\$1,438,439			
Riverside	\$4,001,916		\$194,893	\$799,136	\$544,556	\$163,602	\$133,095	\$72,530	\$239,938	\$204,079	\$2,351,829			
San Jacinto	\$1,506,559		\$70,984	\$0	\$195,206	\$17,746	\$133,095	\$150,841	\$8,873	\$283,936	\$860,681			
Temecula	\$1,745,342		\$245,056	\$105,927	\$0	\$41,215	\$33,086	\$26,003	\$0	\$186,930	\$638,216			
Wildomar	\$900,614		\$53,238	\$79,857	\$346,047	\$221,825	\$204,079	\$221,825	\$113,854	\$124,222	\$1,364,947			
County Central	\$2,242,917		\$241,196	\$97,603	\$292,809	\$26,619	\$34,404	\$108,376	\$26,619	\$66,464	\$894,089			
County Hemet/S.J.	\$646,306		\$8,873	\$8,873	\$141,968	\$6,920	\$8,873	\$79,857	\$8,873	\$363,834	\$628,071			
County Northwest	\$892,990		\$53,238	\$11,096	\$79,857	\$253,989	\$36,305	\$79,857	\$53,238	\$70,984	\$638,564			
County Pass	\$44,365		\$8,873	\$0	\$0	\$0	\$0	\$0	\$0	\$17,746	\$26,619			
County Southwest	\$2,419,890		\$178,955	\$230,580	\$111,668	\$325,974	\$126,352	\$130,256	\$139,484	\$554,859	\$1,798,127			
Total	\$44,072,606	\$2,445,483	\$3,361,423	\$3,225,387	\$3,105,385	\$2,563,184	\$3,519,424	\$1,671,278	\$4,754,188	\$24,645,753				

FY 16/17 Revenues by Zone	
Pass	\$338,680
Southwest	\$5,951,321
Central	\$6,169,851
Northwest	\$10,635,475
Hemet/SJ	\$1,550,425
Total	\$24,645,753

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Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: Financial Report Summary through February 2017

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

Date: April 13, 2017

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

Requested Action:

1. Receive and file.

Attached for Committee review is the Financial Report Summary through February 2017.

Prior Action:

March 9, 2017: The Public Works Committee received report.

Fiscal Impact:

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

Attachment:

1. Financial Report Summary – February 2017.

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Item 4.C

Financial Report Summary through
February 2017

Attachment 1

Financial Report Summary –
February 2017

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Western Riverside Council of Governments
Monthly Budget to Actuals
For the Month Ending February 28, 2017

		Approved 6/30/2017 Budget	Thru 2/28/2017 Actual	Remaining 6/30/2017 Budget
Revenues				
40001	Member Dues	309,410	306,410	3,000
42001	Other Revenue	-	3,515	(3,515)
42004	General Assembly	300,000	5,000	295,000
40601	WRCOG HERO	1,963,735	903,078	1,060,657
40603	CA HERO	7,615,461	4,573,813	3,041,648
40605	The Gas Company Partnership	62,000	41,031	20,969
40606	SCE WRELP	4,692	77,698	(73,006)
40607	WRCOG HERO Commercial	27,500	13,404	14,096
40609	SCE Phase III	10,643	10,634	9
40611	WRCOG HERO Recording Revenue	335,555	200,625	134,930
40612	CA HERO Recording Revenue	1,301,300	919,590	381,710
40614	Active Transportation	200,000	50,254	149,746
41201	Solid Waste	107,915	98,415	9,500
41401	Used Oil Opportunity Grants	290,227	264,320	25,907
41402	Air Quality-Clean Cities	228,000	161,750	66,250
40616	CCA Revenue	247,950	102,095	149,918
40617	Energy Admin Revenue	31,678	30,000	1,678
41701	LTF	701,300	701,250	50
43001	Commercial/Service - Admin (4%)	37,074	45,953	(8,879)
43002	Retail - Admin (4%)	142,224	54,031	88,193
43003	Industrial - Admin (4%)	128,446	113,242	15,204
43004	Residential/Multi/Single - Admin (4%)	1,067,271	475,354	591,917
43005	Multi-Family - Admin (4%)	224,983	58,994	165,989
43001	Commercial/Service	889,786	1,103,157	(213,371)
43002	Retail	3,413,375	1,296,736	2,116,639
43003	Industrial	3,082,710	2,717,816	364,894
43004	Residential/Multi/Single	25,614,514	11,408,214	14,206,300
43005	Multi-Family	5,399,595	1,415,859	3,983,736
	Total Revenues	61,237,078	27,152,582	33,889,248
Expenditures				
	Wages and Benefits			
60001	Wages & Salaries	1,981,159	1,490,423	490,737
61000	Fringe Benefits	578,219	866,833	(288,614)
	Total Wages and Benefits	2,619,378	2,357,256	262,122
	General Operations			
63000	Overhead Allocation	1,520,636	1,012,091	508,545
65101	General Legal Services	450,949	471,744	(20,795)
65401	Audit Fees	25,000	15,300	9,700
65505	Bank Fees	25,500	115,751	(90,251)
65507	Commissioners Per Diem	46,950	35,250	11,700
73001	Office Lease	145,000	102,264	42,736
73003	WRCOG Auto Fuels Expense	678	353	325
73004	WRCOG Auto Maint Expense	33	33	0
73101	Special Mail Svcs	1,500	1,028	472
73102	Parking Validations	3,755	3,735	20
73104	Staff Recognition	1,200	632	568
73107	Event Support	185,980	74,958	111,022
73108	General Supplies	21,021	11,243	9,778
73109	Computer Supplies	8,937	4,806	4,132
73110	Computer Software	13,705	24,272	(10,567)

Western Riverside Council of Governments
Monthly Budget to Actuals
For the Month Ending February 28, 2017

		Approved 6/30/2017 Budget	Thru 2/28/2017 Actual	Remaining 6/30/2017 Budget
73111	Rent/Lease Equipment	25,000	21,452	3,548
73113	Membership Dues	21,364	17,176	4,188
73114	Subscriptions/Publications	8,539	16,621	(8,082)
73115	Meeting Support/Services	14,809	6,168	8,641
73116	Postage	5,708	2,031	3,677
73117	Other Household Expenditures	2,523	4,764	(2,241)
73118	COG Partnership Agreement	40,000	17,772	22,228
73122	Computer Hardware	4,000	337	3,663
73126	EV Charging Equipment	49,605	49,605	0
73201	Communications-Regular	2,000	559	1,441
73203	Communications-Long Distance	1,200	151	1,049
73204	Communications-Cellular	11,802	7,860	3,942
73206	Communications-Comp Sv	18,271	42,558	(24,287)
73209	Communications-Web Site	15,600	1,314	14,286
73301	Equipment Maintenance - General	7,070	10,565	(3,495)
73302	Equipment Maintenance - Computers	8,151	14,264	(6,113)
73405	Insurance - General/Business Liason	73,220	73,020	200
73407	WRCOG Auto Insurance	1,570	1,570	-
73502	County RCIT	2,500	545	1,955
73506	CA HERO Recording Fee	1,636,855	3,489,724	(1,852,869)
73601	Seminars/Conferences	23,035	10,175	12,861
73605	General Assembly	300,000	2,125	297,875
73611	Travel - Mileage Reimbursement	21,920	11,494	10,426
73612	Travel - Ground Transportation	8,779	2,615	6,164
73613	Travel - Airfare	22,837	9,436	13,401
73620	Lodging	19,016	5,914	13,102
73630	Meals	10,633	5,186	5,447
73640	Other Incidentals	14,888	7,294	7,594
73650	Training	12,200	40	12,160
73703	Supplies/Materials	41,851	300	41,551
73706	Radio & TV Ads	44,853	41,133	3,720
XXXXX	TUMF Projects	38,399,980	39,712,519	(1,312,539)
85101	Consulting Labor	3,497,028	2,075,012	1,422,016
85102	Consulting Expenses	245,000	3,613	241,387
85180	BEYOND Expenditures	2,023,000	234,186	1,788,814
90101	Computer Equipment/Software	31,500	21,227	10,273
90501	Office Improvements	100,000	3,276	96,724
97005	Benefits Transfer Out	-	(386,490)	386,490
97001	Operating Transfer Out	(1,518,136)	(1,033,406)	(484,730)
Total General Operations		56,198,774	46,377,164	9,821,610
Total Expenditures		58,818,152	48,734,420	10,083,732





Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Active Transportation Plan Update

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

Date: April 13, 2017

The purpose of this item is to provide an update to the Committee members on the Western Riverside County Active Transportation Plan (ATP).

Requested Action:

1. Receive and file.

WRCOG staff provided an update to the Public Works Committee (PWC) in February 2017 on the draft ATP Goals and Objectives, and will be providing member jurisdictions with a proposed list of projects to be included in the ATP. The ATP will identify challenges to and opportunities for creating a safe, efficient, and complete active transportation network that will expand the availability of active modes of transportation for users both within the region and between neighboring regions.

Background

The ATP Project Team is in the process of finalizing the Draft Regional Active Transportation Network using the following process:

- Jurisdictions were asked to provide a list of candidate projects
- Project Team reviewed that list of projects
- Project Team followed up with any jurisdiction where there were questions about the candidate projects
- Candidate projects were evaluated using a list of criteria such as if the route crosses multiple jurisdictions, barriers crossed, available funding, and key destinations

Based on the input received, the Project Team identified a list of 23 projects qualified to be included in the Network. The consultant then distributed to member agencies a list of projects for further review.

Next Steps

As part of this review process, staff has received several comments regarding the proposed Network. In some instances, commenters have indicated that there are additional projects they would like to be considered. In other instances, member agencies have asked about the status of specific projects and/or additional information regarding why certain projects were not included in the list of recommended projects.

Staff wants to ensure that all member agencies have sufficient time to review the recommended list of projects. As part of this review process, WRCOG would like to offer some clarifying comments:

- The purpose of this list is to generate a list of regional projects that could be implemented by member

jurisdictions, with assistance from WRCOG, RCTC, and other agencies.

- As part of this implementation process, staff will be evaluating the option of including active transportation projects in future Nexus Studies, thereby potentially making them eligible for TUMF funding. WRCOG will be evaluating this option within the next year and bring any recommendations to the WRCOG Committees for their consideration at a future date.
- WRCOG is also going to offer a grant writing service to member agencies. Staff expects that regional active transportation facilities could receive preference for this service, depending on the number of applicants.

Therefore, it is critical that we focus the regional ATP on a subset of high priority, regional projects.

Staff anticipates that finalizing the list of projects will require an additional two months of effort, which will focus on three main tasks. First, staff would ask that any jurisdiction which has questions or comments about the Network to contact WRCOG so that staff can address those concerns. Second, the Project Team is coordinating with a concurrent effort by the Riverside County Parks Department as part of its effort to develop an updated Trails Master Plan. Third, staff is verifying the proposed alignments against the proposed TUMF Network and may modify alignments based on the latest information in the Draft Nexus Study.

Draft materials, including the current list of projects and the map of these projects, are attached for reference. This information may be updated based on the current review and activities identified above.

Prior Action:

None.

Fiscal Impact:

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

Attachments:

1. Draft WRCOG Active Transportation Plan Regional Project list.
2. Draft WRCOG Active Transportation Regional Project Map.

Item 5.A

Active Transportation Plan Update

Attachment 1

Draft WRCOG Active Transportation
Plan Regional Project list

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DRAFT WRCOG ACTIVE TRANSPORTATION PLAN REGIONAL PROJECT LIST

#	Route Name	Recommended by	Local Route Overlaps	Local Route Intersects	RTA First/Last Mile
1	Santa Ana River				
	Harrison Road Diet	Eastvale		X	
	Hamner Bikeway	Eastvale		X	Complements
2	91 Corridor via Magnolia				Overlaps
	Butterfield Overland Trail	Corona		X	
	Jurupa / Olivewood	Riverside		X	
	Vine / Mission Inn	Riverside		X	Complements
	La Sierra	Riverside		X	
3	Cajalco – San Bernardino Co. Line via Van Buren				
	Van Buren Boulevard	Jurupa Valley	X (entire route)		
	Arlington Ave	Riverside		X	
4	15 Corridor via Temescal Canyon				
	Ontario Ave	Corona		X	
	Butterfield Overland Trail	Lake Elsinore	X		
5a	East Corona – Lake Perris via El Sobrante				Complements
5b	East Corona– Lake Perris (Alternative) via Cajalco Rd				
	Ramona Exwy	Perris		X	
6	Bautista Creek – Perris via San Jacinto River				
	Juan Bautista De Anza Historic Trail (on San Jacinto River Levee)	San Jacinto	X		
	4th Street/San Jacinto Ave	Perris	X		Complements
	Perris Valley Channel Multi-Purpose Trail (Phase 2)	Perris		X	
	Bernasconi Rd	Moreno Valley		X	
7	San Timoteo Canyon Rd – Ramona Expy				Overlaps



	Alessandro Boulevard	Moreno Valley	X		
	Iris Avenue	Moreno Valley	X		
	JFK Drive	Moreno Valley	X		
	Redlands Blvd	Moreno Valley	X		
8	San Bernardino Co – Interstate 10 Pass Area via San Timoteo Canyon Rd				
9	San Jacinto River Park – Diamond Valley Lake <i>[Adjusted]</i>				
	Hemet Valley Bikeway Connect	Hemet	X (entire route)		
	Salt Creek Trail - B	Riverside County	X		
10	Bautista Creek – Mission Trail via Salt Creek				Overlaps
	Salt Creek Trail - A	Riverside County	X		
	Newport Rd	Menifee		X	
	Murrieta	Menifee		X	
11	Lake Elsinore – Murrieta/Temecula Creek				Complements
	Murrieta Creek Regional Trail	Wildomar	X		
	Santa Gertrudis Interconnect	Temecula		X	Overlaps
	Butterfield Overland Trail	Lake Elsinore		X	
	Murrieta Creek Trail/Union	Lake Elsinore			
12	Aberhill Ranch – Ramona Expy via Perris Blvd				Overlaps
	Perris Blvd	Perris	X		Overlaps
	Nuevo Rd	Perris		X	
13	Jefferson Ave – Lake Skinner				
14	215 South Corridor				
	Scott-Haun-Newport	Menifee	X		
	Scott	Menifee		X	
	Newport Rd	Menifee		X	
	Bundy Canyon Active Transportation Corridor	Wildomar			
	Sunset Regional Trail	Wildomar			
15	215 Central Corridor <i>[Partial]</i>				Overlaps



16	Gilman Springs Rd – Beaumont				
17	Temecula – San Diego Co via Rainbow Canyon Rd				
18	<i>Riverside Hunter Park – Downtown Menifee</i>				
	MLK Bike Path	Riverside	X		
	Canyon Crest	Riverside	X		
	Perris Downtown to South Metrolink Station Connectivity	Perris	X		Complements
	Perris Valley Channel Multi-Purpose Trail (Phase 2)	Perris		X	
	Murrieta Rd	Perris		X	
	Gage Canal	Riverside		X	
19	<i>Eastern Riverside – Moreno Beach Dr via Ironwood Ave</i>				
	Ironwood Avenue / Box Springs Road	Moreno Valley	X		
	Heacock St	Moreno Valley		X	
20	<i>Lake Matthews Loop</i>				
21	<i>Lake Elsinore Loop</i>				
	Wildomar Trail	Wildomar	X		
	Butterfield Overland Trail	Lake Elsinore	X		
22	<i>Pave Diamond Valley Lake Lakeview Trail (low priority)</i>				Complements
23	<i>Complete Perris Reservoir Loop</i>				Complements

Notes:

- This project list reflects proposed regional facilities (in grey) and local projects with regional significance (in white). Prior local and regional planning, collision review, regional destinations, and agency input were used to develop this project list.
- Local route overlaps: Local projects of regional significance utilize the same alignment as proposed regional facilities.
- Local route intersects: Local projects of regional significance intersect with the proposed regional facilities, enhancing connectivity between the local and regional active transportation networks.
- The RTA First/Last Mile Plan proposes improvements near key transit areas. This table identifies where a proposed ATP route would utilize the same corridor as a project proposed in the RTA Plan, within the first/last mile catchment area or by extending the facility to the surrounding region. Also identified are proposed ATP projects that would complement the RTA plan by

4/4/2017



proposing facilities on corridors that are parallel to or intersecting with first/last mile projects, enhancing the connectivity of both active transportation and transit facilities.

- Once additional information is available, this table will also reflect coordination with Riverside County's Trails Master Plan that is currently under development.

Item 5.A

Active Transportation Plan Update

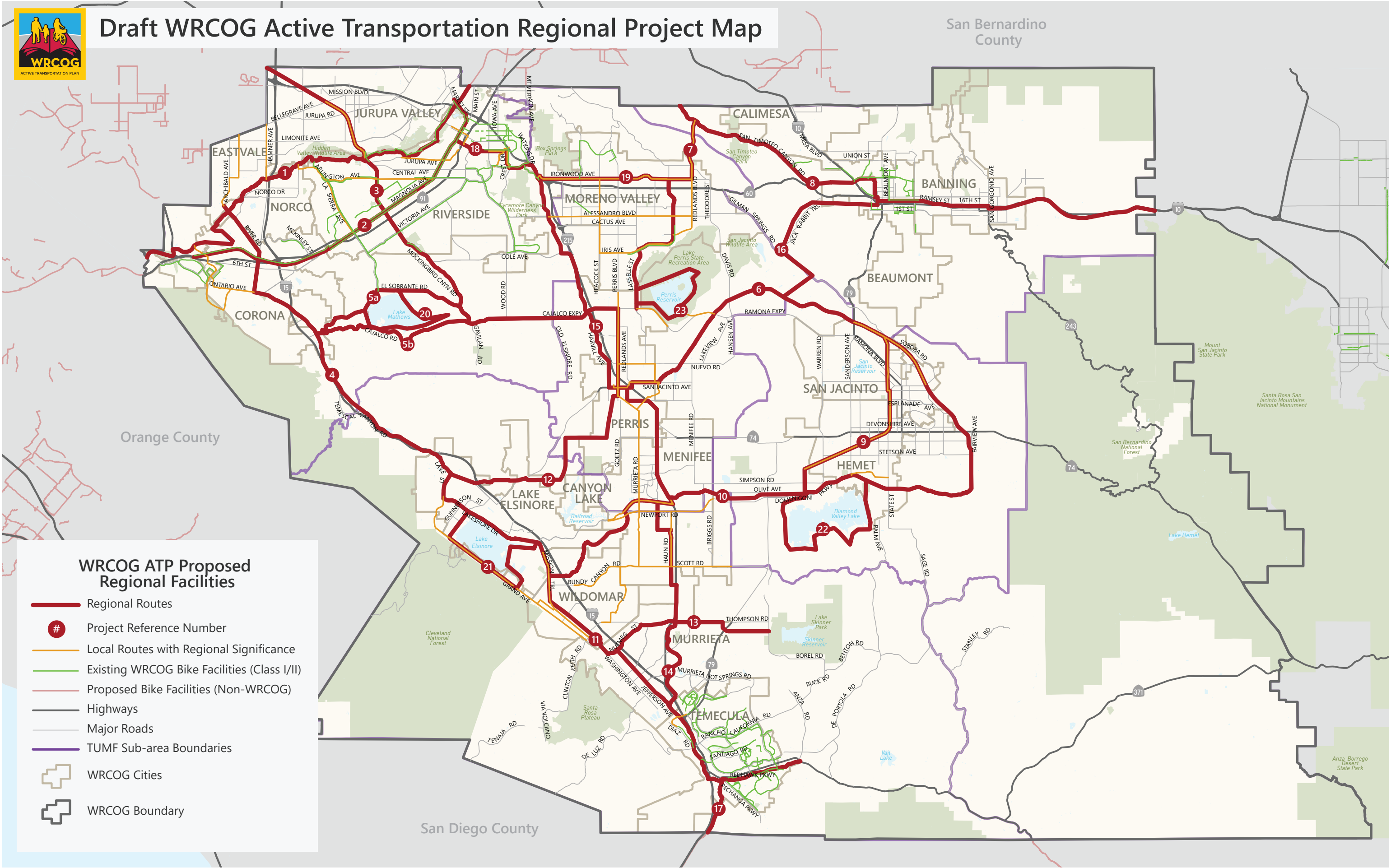
Attachment 2

Draft WRCOG Active Transportation
Regional Project Map

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Draft WRCOG Active Transportation Regional Project Map



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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: State and Federal Transportation Legislative Update

Contact: Aaron Hake, External Affairs Director, Riverside County Transportation Commission, ahake@rctc.org, (951) 787-7141

Date: April 13, 2017

The purpose of this item is to provide an update on state and federal transportation legislature to the Committee members.

Requested Action:

1. Receive and file.

Background

SB 1, AB 1, and the Governor's Proposal: SB 1 (Beall), AB 1 (Frazier), and the Governor's Budget proposal are all transportation funding packages being proposed this session. While SB 1 currently has the most traction, having been passed by several Senate Committees, the Brown Administration, Speaker, and Senate President Pro-Tem, are said to be aiming for an April 6, 2017, deadline for a deal to be reached on a transportation funding package. An overview and comparison of the three proposals prepared by the California Association of Councils of Governments (CALCOG) is attached to this item. A verbal update on the status of a transportation funding package will be presented at the meeting.

AB 1189: AB 1189 (Garcia), is clarifying legislation to enable the Riverside County Transportation Commission (RCTC) to implement a second "self-help" sales tax in addition to Measure A, subject to approval of two-thirds of the electorate in a future election, possibly as soon as 2018. RCTC's Board of Commissioners voted in favor, with one abstention, on Friday, January 27, 2017, to sponsor such legislation. Exploration of an additional self-help sales tax for transportation has been an explicit goal of RCTC since January 2016. The legislation is an essential "housekeeping" item to ensure RCTC can move forward if its Board of Commissioners vote to place a measure on any future ballot.

RCTC's authorizing statutes have been amended from time to time to modernize the agency, ranging from expansion of the Board of Commissioners to bestowing tolling and bonding authority, and imposition of a sales tax. In this instance, RCTC seeks to amend Public Utilities Code Section 240306, which speaks specifically to RCTC's sales tax authority. The bill would make it explicitly clear that RCTC may implement a sales tax above the half-cent in Measure A, should two-thirds of the voters pass a measure to do so.

Transportation commissions throughout California also have their own authorizing statutes separate and apart from RCTC's. Counties throughout California have sought similar legislation in recent years to allow them to pursue additional transportation sales taxes. These bills have been approved by the Governor and have met little resistance beyond the Howard Jarvis Taxpayers Association.

Prior Action:

None.

Fiscal Impact:

This item is informational only; therefore, there is not fiscal impact.

Attachment:

1. Overview of SB 1, AB 1, and the Governor's Proposal.

Item 5.B

State and Federal Transportation Legislative Update

Attachment 1

Overview of SB 1, AB 1, and the Governor's Proposal

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AB 1 & SB 1: REVENUES			
Item	Rate	Revenue	Notes
Road Maintenance & Rehab			
Gas Tax	.12 cents/gallon	\$ 1.8 billion	(SB 1 phases the tax in over three years - indexed for inflations)
Registration Fee	\$38 per vehicle	\$1.3 billion	(indexed for inflation)
ZEV Registration Fee	\$165 per vehicle	\$21 million	(SB 1 uses \$100 fee and raises \$13 million)
Subtotal		\$3.121 billion	
State Highway Account			
Restore Price Based Excise Tax to 17	7.5 cents/gallon	\$1.1 billion	Rate indexed going forward; increase is from current rate: 9.8 cents
Redirect Misc. Revenues		\$125 million	Off road and Ag Uses Funding
Restore Weight Fees		\$500 million	(Phased in over 5 years @ \$100 million/yr)
Subtotal		\$1.725 Billion	
Deisel Excise Tax Base	20 cents/gallon	\$600 million	(Resets diesel tax rate to existing 13 cents; then adds 20 cents)
Transit			
Cap & Trade		\$300 million	Doubles TIRCP and LCTOP (Assumes \$2 Billion/yr in auction proceeds)
Diesel Excise Tax - Transit	3.5% increase	\$263 million	
	.05% increase	\$40 million	SB 1 imposes an addition 1/2% that raises \$40 million
Subtotal		\$563 million	(AB 1 Total)
Active Transprotation Add (Caltrans Efficiencies)		\$70 million	
TOTAL ONGOING REVENUES	Approximately	\$6.1 Billion	

AB 1 and SB 1 Expenditures Plan			
Item		Expenditures	Notes
Road Maintenance & Rehabilitation			
Self Help Funds		\$200 million	RMRA Set Aside
Advance Mitigation		\$30 million	RMRA Set Aside
Research		\$5 million	RMRA Set Aside - in SB 1, this figure is only \$2 million
Active Trasnportation		\$80 million	RMRA Set Aside
State RMRA		\$1.4 Billion	50% of RMRA after Set Asides
Local RMRA		\$1.4 Billion	50% of RMRA after Set Asides
Subtotal		\$3.125 Billion	
State Highway Account			
Local Strees & Roads (44%)		\$760 million	
SHOPP (12%)		\$207 million	
STIP - Regional (44% *.75)		\$570 million	
STIP - Inter-regiona (44%*.25)		\$190 million	
Subtotal		\$1.725 Billion	Akk funds would be indexed to inflation
Trade Corridors		\$600 million	SB 1 makes delegations that reflect the discussions in AB 2170
Transit			
Transit capital & ops (STA)		\$263 million	
IC & Commuter Rail		\$40 million	(SB 1 only)
TIRCP & LCTOP		\$300 million	
Subtotal		\$563 million	
Miscellenous: Add to Active Transportation		\$70 million	Caltrans efficiencies
TOTAL EXPENDITURES		Approx. \$6.1 Billion	
Plus One Time Loand Repayments			
State RMRA funds		\$353 Million	
Local RMRA Funds		\$353 Million	
		\$706 Million	

GOVERNOR's TRANSPORTATION PROPOSAL: REVENUES			
ITEM	Rate	Revenue	Notes
Revenues			
Vehicle Registration Fee	\$68 per vehicle	\$2.1 Billion	ZEVs are included. Indexed for inflation
Reset Price Based Excise Rate			
Retore base to 18 cents	\$70 million		10 yr average (assumes current CTC Fund Estimate that rate climbs back to 18 cents by 2022)
Add an addition 3.5 cents	\$520 million		
Add Inflation Indexing (10 yr Ave)	\$510 million		
Price Based Excise Subtotal		\$1.1 Billion	
Diesel Excise Tax	11 cents gallon	\$425 million	figure is based on 10 year average after indexing
Cap and Trade		\$500 million	
Caltrans Efficiencies		\$100 million	
TOTAL ONGOING REVENUES		\$4.25 Billion	

GOVERNOR's EXPENDITURE PLAN			
Item	Allocation		Notes
Local Programs			
Transit Intercity Rail Capital Program	\$400 million		
Active Transportation Program	\$100 million		
SB 375 Local Planning Grants	\$25 million		Not indexed, to be further defined by TBL
Corridor Mobility Program	\$275 million		Not indexed, to be further defined by TBL
Local Partnership (begin 7/1/2018)	\$250 million		Not indexed, to be further defined by TBL
Local STIP (regional programming)	\$65 million		(increase over current fund estimate; zeros out after 4 years)
Local Streets & Roads (from Excise Adjustment)	\$85 million		(increase over current fund estimate; zeros out after 4 years)
Local Streets & Roads (from Registration Fee)	1.billion		
Subtotal:	\$2.2 billion		
State Programs			
SHOPP/Maintenance (from Registration Fee)	1.7 billion		
SHOPP (current allocation)	\$20 million		(increase over current fund estimate; zeros out after 4 years)
Interregional STIP	\$20 million		
Trade Corridors	\$250 million		Not indexed, to be further defined by TBL
Subtotal:	\$2.0 billion		
TOTAL ONGOING ALLOCATIONS	\$4.2 Billion		
Loan Repayments:			
Trade Corridors	\$323 Million		
Transit Intercity Rail Capital Program	\$256 Million		Loan Repayments made over three years
SHOPP/Maintenance	\$127 Million		
Subtotal:	\$706 Million		

NOTES & ASSUMPTIONS

Price Based Excise Tax. Based on the structure from last year, this table projects that of the 21.5 cents, only 18 cents goes to the State Highway Account (which includes funding for the STIP, SHOPP, and LSR on a 44-12-44 formula). The additional 3.5 cents and all indexing (including the indexing on the base 18 cents), goes to the new Maintenance and Rehabilitation Account. The figures for the STIP are low in this table because there is no indexing and the Administration projects that the PBE will return to 18 cents by the fourth year of its 10 year calculation.

Calculation Method. Like last year's proposal, the Administration seems to be making 10 year projections and dividing by 10 to come up with the annual budget figure. This explains in part how the Administration proposal gets \$425 million out of an 11 cent increase in the Diesel Tax when the Legislative proposals are calculating \$600 million for a 20 cent increase. The administration appears to be factoring the indexing over that time period. However, only some of the funds appear to be indexed.

Disclaimer: Some Guess Work Here. This is based on some educated guessing, back of the envelope estimates, and the assumption that the proposal will largely be structured like last year with most of the funding going into one larger new fund that is split roughly evenly between state and local programs. We will have to wait for the Trailer Bill Language (Feb 1) to be sure.

Reforms & Accountability			
Policy	AB 1 (Frazier)	SB 1 (Beall)	Governor
Hwy Design Manual		Include Complete Streets	
Environmental Review	Exemption for work in existing right of way	Exemption for work in existing right of way	Exemption for work in existing rights of way
NEPA Delegation	Permanent	Permanent	Permanent
Advance Mitigation	Sets Program Framework w 4yrs Funding	Sets Program Framework w 4 yrs Funding	Supports, Program & funding not yet defined
NEPA Delegation	Extended Permanently	Extended Permanently	Extend Permanently
CA Transportation Comm	Independent from CalSTA	Independent from CalSTA	Expand Oversight Role (but no reorganization)
SHOPP	CTC Oversight	CTC Oversight	State Highway Performance Plan
Oversight	Inspector General	Inspector General	
New Funding Accountability	CTC Oversight over RMRA	CTC Oversight over RMRA	
Contracting		Plan to double contracts to small, disadvantaged, and disabled veteran enterprises	
Labor Shortage		Work force; job training	
Project Streamlining		CM/GC project delivery until 2025	Extend Public-Private Partnership Authority
			Maintenance job ordering contracting pilot
Programming		Expand Caltrans federal exchange/state match program; provide flexibility for engineering and ROW contracting	

Constitutional Protections (anticipated)	Protect Transportation Revenues	Protect Transportation Revenues	--
	55% Threshold	55% Threshold	--

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Public Works Committee Video Conferencing Options

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

Date: April 13, 2017

The purpose of this item is to provide Committee members with information regarding possible options related to videoconferencing for Public Works Committee Meetings.

Requested Action:

1. Discuss and provide input.

WRCOG staff has received requests from member agencies to offer teleconference or video conferencing options for the monthly Public Works Committee meetings. WRCOG has researched this topic and has identified several options to provide this service.

Background

WRCOG staff and Legal Counsel have previously determined that all WRCOG regularly scheduled committee meetings, including the Public Works Committee, are subject to the provision of the Ralph M. Brown Act. The Brown Act has specific provisions regarding teleconferencing and video conferencing, as follows:

- All votes must be roll call votes
- All locations must be identified prior to the meeting
- All locations offering this service must have the agenda posted
- All locations must be publicly accessible

The portion of Section 54953 of the California Government Code documents these requirements (Attachment 1).

WRCOG staff notes that only regularly scheduled WRCOG Committee meetings are subject to this provision. Informal meetings with jurisdictions, meetings of Ad Hoc Committees, working groups, and other similar meetings, are not subject to these requirements.

Options

Based on these requirements, there appear to be two options. The first option would be to continue with in-person meetings with no video conferencing option offered. The second option would be to provide this service at regularly scheduled locations, if staff at those locations would be willing and able to meet the requirements above, primarily posting the agenda and allowing public access to the location.

If member agencies want to allow video conferencing, staff would suggest that one concept could be to designate a limited number of remote locations where video conferencing is available. Staff would also

suggest that this approach could focus on those areas that are the most remote from downtown Riverside such as the Pass Area, the Temecula Valley, and the Hemet/San Jacinto area.

Staff would appreciate any input from member agencies. Based on this input, staff would bring back this item for Committee approval if there is consensus on a preferred approach.

If implemented, Staff would recommend that any implementation be implemented on a trial basis to evaluate the effectiveness. Additionally, this trial implementation would only occur after WRCOG relocates to its new office as the existing meeting space available to WRCOG for PWC meetings lacks the audio and visual equipment to accommodate this approach.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

1. Excerpt of Section 54953 of the California Government Code.

Item 5.C

Public Works Committee Video
Conferencing Options

Attachment 1

Section 54953 of the California
Government Code

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legislative body of a local agency may require that a copy of this chapter be given to each member of each legislative body all or a majority of whose members are appointed by or under the authority of the elected legislative body.

§ 54953. Meetings to be Open and Public; Attendance

(a) All meetings of the legislative body of a local agency shall be open and public, and all persons shall be permitted to attend any meeting of the legislative body of a local agency, except as otherwise provided in this chapter.

(b) (1) Notwithstanding any other provision of law, the legislative body of a local agency may use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law. The teleconferenced meeting or proceeding shall comply with all requirements of this chapter and all otherwise applicable provisions of law relating to a specific type of meeting or proceeding.

(2) Teleconferencing, as authorized by this section, may be used for all purposes in connection with any meeting within the subject matter jurisdiction of the legislative body. All votes taken during a teleconferenced meeting shall be by rollcall.

(3) If the legislative body of a local agency elects to use teleconferencing, it shall post agendas at all teleconference locations and conduct teleconference meetings in a manner that protects the statutory and constitutional rights of the parties or the public appearing before the legislative body of a local agency. Each teleconference location shall be identified in the notice and agenda of the meeting or proceeding, and each teleconference location shall be accessible to the public. During the teleconference, at least a quorum of the members of the legislative body shall participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as provided in subdivision (d). The agenda shall provide an opportunity for members of the public to address the legislative body directly pursuant to Section 54954.3 at each teleconference location.

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Transportation Uniform Mitigation Fee (TUMF) Nexus Study Update

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

Date: April 13, 2017

The purpose of this item is to provide Committee members with an update on the progress of the TUMF Nexus Study Update and comments received to date.

Requested Action:

1. Discuss and provide input.
-

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. Each of WRCOG's member jurisdictions and the March JPA participates in the Program through an adopted ordinance, collects fees from new development, and remits the fees to WRCOG. WRCOG, as administrator of the TUMF Program, allocates TUMF to the Riverside County Transportation Commission (RCTC), groupings of jurisdictions – referred to as TUMF Zones – based on the amounts of fees collected in these groups, and the Riverside Transit Agency (RTA). The TUMF 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.

Draft TUMF Nexus Study

On February 28, 2017, WRCOG released the Draft TUMF Nexus Study for review and comment through April 14, 2017 (http://www.wrcog.cog.ca.us/uploads/media_items/tumfnexusstudy-170228-draft.original.pdf). Staff requests that all comments be submitted in writing to the WRCOG office and/or via e-mail to Christopher Gray at gray@wrcog.cog.ca.us by the comment period deadline.

Private sector comments: To date, WRCOG has received one formal comment letter from the private sector. In mid-March, NAIOP (Commercial Real Estate Development Association) submitted a letter of support. Staff has also held meetings with the Building Industry Association (BIA) to discuss questions regarding the soft cost allocations included in the Program. The discussions with the BIA have also included the review of approximately ten segments of the TUMF Network that may be partially or fully complete. This review may result in WRCOG adjusting the TUMF Network accordingly. Similar to addressing the comments received by the BIA in 2015, WRCOG has retained a consultant to review the identified facilities to determine if any of the

ten segments should be adjusted in the TUMF Network. The consultant has completed a memo of the field review conducted of the identified TUMF segments with recommendations for adjusting the TUMF Network.

As part of the Draft TUMF Nexus Study, the Program allocates percentages of costs for planning, engineering, and contingency. The Program allocates 10% of construction costs for planning expenditures and 25% of construction costs for engineering expenditures. For contingency, the Program allocates 10% of construction and right-of-way costs. Staff would like to discuss with Committee members whether or not the soft costs allocations should be adjusted based on prior experience in delivering projects. Staff is requesting that Committee members provide examples of member jurisdictions that required additional funding above the allocations in the Program to deliver the soft costs of projects.

Public sector comments: WRCOG has not received any formal comment letters from member jurisdictions on the Draft TUMF Nexus Study. However, staff has received questions regarding the inclusion of an exhibit (Exhibit G-1), which contains the results of the TUMF Network review conducted in 2014/2015. With the delay in finalizing the TUMF Nexus Study in 2015, WRCOG conducted a second review of the TUMF Network due to the use of updated growth projections from the 2016 SCAG RTP/SCS. The Draft TUMF Nexus Study released in February 2017 contains the results of the two comprehensive reviews to the TUMF Network. Exhibit H-1 of the Draft TUMF Nexus Study is the final list of facilities that are included in the Program.

Prior Actions:

March 9, 2017: The Public Works Committee appointed representatives from the Cities of Menifee, Moreno Valley, and Wildomar to serve on the TUMF Program Ad Hoc Committee.

March 8, 2017: The Administration & Finance Committee received report.

Fiscal Impact:

TUMF activities are 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: Transportation Uniform Mitigation Fee (TUMF) Agreements Policy

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

Date: April 13, 2017

The purpose of this item is to provide an update to the Committee members on TUMF Agreements executed prior to action on the TUMF Nexus Study Update and recommend that the Executive Committee take action on a policy to grandfather TUMF Agreements that are executed prior to adoption of the TUMF Nexus Study Update to the 2009 TUMF Nexus Study.

Requested Action:

1. Receive and file.

TUMF Agreements

As WRCOG continues to proceed with the TUMF Nexus Study Update, staff has received a number of questions regarding agreements associated with the Program that have been entered into prior to the Executive Committee taking action on the Nexus Study Update anticipated this summer. In some instances, there are executed agreements for TUMF facilities that have been removed from the Program because facilities have been completed or facilities did not meet the criteria for inclusion in the Program.

For transparency and clarity purposes, WRCOG staff would note the following:

- Any existing TUMF agreements, including but not limited to credit agreements and reimbursement agreements, that have already been executed would continue to be honored even after the approval of an updated Nexus Study;
- Prior to the adoption of an updated Nexus Study, parties can enter into new TUMF agreements based on the 2009 Nexus Study provided that the agreement comply with the provisions of the Administrative Plan and local jurisdictional requirements; and
- Once a new Nexus Study is adopted, no new TUMF agreements can be developed using the 2009 Nexus Study. At that point agreements must be consistent with the newly adopted Nexus Study.

For purposes of this discussion, the date of adoption is determined to be the day that the Executive Committee takes action to approve an updated Nexus Study.

Prior Action:

None.

Fiscal Impact:

TUMF activities are 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: Complete Streets Training Opportunity for WRCOG Member Jurisdictions

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

Date: April 13, 2017

The purpose of this item is to gather interest from WRCOG member jurisdictions in receiving Complete Streets training. Training would be geared towards learning how to capitalize on the Complete Streets opportunities in the WRCOG subregion.

Requested Action:

1. Discuss and provide input.
-

Complete Streets describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all multi-modal users. Los Angeles County Metropolitan Transportation Authority (Metro) offers member jurisdiction staff and stakeholders training on what makes a Complete Street. WRCOG staff would like to provide WRCOG member jurisdictions the opportunity to receive Complete Streets training. The training would be catered to the opportunities in the subregion. Training would be free-of-charge to WRCOG member jurisdiction staff. WRCOG is also looking into the opportunity to team with partner agencies, in order to create economies of scale, and offer multiple training opportunities.

Complete Streets training

WRCOG would like to increase opportunities to expose member jurisdiction staff to ideas that are not TUMF-related, such as Complete Streets. Metro currently offers jurisdictions a multi-day training opportunity on Complete Streets. This program has been offered at no-charge to attend and has been well received.

Some components of the training sessions include:

- Defining Complete Streets
- Assessing elements of a well written Complete Streets Policy
- Developing appropriate evaluation metrics for Complete Streets
- Responding to challenges and barriers to Complete Streets implementation
- Examining strategies to move towards Complete Streets implementation
- Understanding how roadway and intersection design concepts are influential for a successful Complete Street
- Building and maintaining Complete Streets

WRCOG will be looking into the opportunity to team with partner agencies, such as RCTC, RTA, and the San Bernardino Council of Governments, to create economies of scale. It is possible that if partner agencies are interested in this training opportunity, multiple training sessions will be offered.

Training specific to WRCOG subregion

Western Riverside County has a unique landscape, and WRCOG understands that not all Complete Streets concepts are applicable in all parts of the subregion. WRCOG does not want the training session to introduce concepts and principles that do not apply, so staff intends to work with the trainers to ensure that the sessions will highlight tangible examples and opportunities of Complete Streets that can be applicable in the WRCOG subregion. The training session will be tailored as much as possible to focus on the strengths of this subregion. In order to highlight the subregion, the training would also focus on relevant items to WRCOG member jurisdictions that may be able to assist in the implementation of Complete Streets concepts, such as the TUMF Program, Measure A, RTA's First/Last Mile, etc.

The sessions can also be tailored based on the time commitment of those interested. Sessions offered by other agencies such as Metro and Caltrans are typically two-day sessions, with the first day addressing policy issues, while the second day addressed implementation issues.

WRCOG staff would like member agency input on the following questions:

- Are member agencies interested in these types of training opportunities?
- What type of time commitment could you make to this type of training?
- Are there specific topics you would like to cover in these trainings?
- Are there other considerations that you have that would either encourage or discourage your participation?

Prior Action:

None.

Fiscal Impact:

If these trainings are offered, any workshops would be funded in the Agency's forthcoming Fiscal Year 2017/2018 Budget under the Transportation Department.

Attachment:

None.



Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: Riverside County Traffic Analysis Model (RIVTAM) Update

Contact: Christopher Tzeng, Program Manager, tzeng@wrcog.cog.ca.us, (951) 955-8379

Date: April 13, 2017

The purpose of this item is to provide a report on the status of the RIVTAM update. WRCOG would like to commence the RIVTAM update as soon as possible, and is working on a few items concurrently to achieve this.

Requested Action:

1. Receive and file.

As one of the agencies which regularly uses the RIVTAM, WRCOG has expressed an interest in participating in an update of RIVTAM, as the last major update occurred in 2009. WRCOG facilitated a meeting of the agencies which originally participated in the development of RIVTAM to discuss a potential update to RIVTAM. WRCOG has provided updates in a timely fashion to its Public Works and Planning Directors' Committees.

Original Development of RIVTAM

Development of the original RIVTAM was completed in May 2009. At the time the model was finalized, it used available data from the SCAG Regional Transportation Model (RTM), which was Existing Year Data for 2008 and Forecast Year Data for 2035. The primary goal of developing the RIVTAM was to provide a greater level of detail in Riverside County, while maintaining consistency with the SCAG RTM.

The original MOU signatories are:

- Riverside County Transportation and Land Management Agency (TLMA)
- Western Riverside Council of Governments (WRCOG)
- Coachella Valley Council of Governments (CVAG)
- Riverside County Transportation Commission (RCTC)
- Southern California Association of Governments (SCAG)
- California Department of Transportation (Caltrans)

Initially, TLMA, WRCOG, and RCTC each contributed \$250,000 each for the RIVTAM update.

The MOU includes several key operational elements of the RIVTAM, such as:

- RIVTAM maintenance
- How RIVTAM would be utilized by the MOU signatories
- Updates to RIVTAM
- Use of RIVTAM by other governmental jurisdictions and by private entities
- Technical guidelines

Why an update is needed: One significant challenge facing agencies at all levels of government is the need to develop long-term forecasts of future travel behavior. These forecasts are used in a wide range of studies including but not limited to General Plans, Specific Plans, corridor studies, interchange studies, and environmental documents, such as Environmental Impact Reports (EIR's). As 2008 was the beginning of the Great Recession, many assumptions incorporated into the model may be considered aggressive as it relates to land use assumptions.

Additionally, the transportation infrastructure in Riverside County continues to be developed. Both CVAG and WRCOG continue the Transportation Uniform Mitigation Fee (TUMF) Program in their respective areas, and some local cities have implemented local Development Impact Fees (DIF). RCTC and CVAG continue to build projects that expand the transportation network. It is critical to ensure transportation projects are designed and constructed based on the best forecasts available.

Needs Assessment (survey of RIVTAM users): In order to garner feedback, WRCOG identified three different groups that would offer insights from their utilization of RIVTAM:

1. RIVTAM users
2. RIVTAM data users
3. Riverside County jurisdictions

The RIVTAM users consist of an on-call consultant list originally developed by TLMA; these consultants use RIVTAM on a regular basis. The RIVTAM data users consists of consultants who utilize RIVTAM outputs for studies, such as General Plan updates, Specific Plans, etc. The data users list was gathered based on WRCOG staff and MOU signatory staff's experience with consultants.

Feedback has been summarized and provided as an attachment to this report. Survey respondents indicate there are several features of RIVTAM that should be kept. The model is user-friendly, and there are a few technical features that make the RIVTAM standout. There were four overarching themes to feedback from all three surveys.

1. RIVTAM updates are needed for consistency. All survey responses included some language that RIVTAM is not consistent with SCAG's Regional Travel Model and RTP/SCS. Additionally, some of the respondents indicated that agencies could be susceptible to CEQA challenges because of inconsistency.
2. RIVTAM updates are needed to update the transportation network and Socio Economic Data in the model. Riverside County's transportation network, housing, employment, and population have changed since 2008. Given the economic changes, as well as shifts in forecasts, RIVTAM should be updated to reflect that, or else the outputs RIVTAM produces will not be accurate.
3. Transparency is needed. All three groups stressed the importance of documenting the RIVTAM update and the need to make sources files available to all users. Specific examples of documentation are trip distribution assignment and error finding purposes. Many users experienced issues troubleshooting model errors without source files.
4. RIVTAM updates should reflect emerging transportation trends. Since 2008, transportation has changed. There has been an increase in multi-modal planning and demand, especially with active transportation. Ride-sharing / sourcing, such as Lyft and Uber, has greatly affected the transportation network. The emergence of the automated vehicle becoming an everyday vehicle is prevalent. The RIVTAM needs to incorporate such trends.

RIVTAM Update Work Plan: Based on feedback from the MOU signatories, discussions with staff from western Riverside County agencies and jurisdictions, and the Needs Assessment surveys, there is a strong desire to undergo a RIVTAM update. In order to ensure an update is conducted in an efficient manner, WRCOG drafted a RIVTAM Update Work Plan and shared that Work Plan with the other MOU signatories.

The Work Plan is meant to further define how an update might occur. First, there is a series of model specifications which the RIVTAM will have to meet. These specifications inform the MOU signatories, agencies, and consultants about desired elements in the model. The Work Plan acknowledges that the specifications are subject to further refinement as the selected consultant proceeds with the RIVTAM update. The second element is a scope of work outline that is also subject to future refinement.

WRCOG believes there are two advantages to this approach. First, it encourages the technical experts hired to work on this effort to recommend innovative approaches and identify best practices that have been implemented elsewhere. Second, it allows a more expansive discussion of tradeoffs when evaluating a proposed cost for this effort. The MOU signatories can more easily compare the relative costs of meeting different specifications if there are overall financial constraints for this effort.

WRCOG is willing to commit financial resources and staff time to support the RIVTAM update. This commitment is based on two factors. First, WRCOG anticipates preparing future TUMF Nexus Studies, which rely heavily on updated regional travel demand models. Second, member agencies have expressed a strong desire to use RIVTAM for a variety of planning and infrastructure projects. Participating in an update of RIVTAM would address both issues.

WRCOG has had initial discussions with the other MOU signatories regarding their interest in participating in an update of RIVTAM and would like to finalize those discussions so that the RIVTAM update process can begin. Some key issues that need to be finalized are as follows:

- Are jurisdictions in the Coachella Valley interested in a RIVTAM update?
- Which agencies are available to contribute financially to an update?
- Which agencies would like to participate in the update process?
- Does the existing RIVTAM MOU require restructuring?
- Is there concurrence on the model elements to be updated?

Conclusion: The major issue that remains unresolved at this time is the level of participation by jurisdictions in the Coachella Valley. WRCOG staff presented on this topic to the RCTC Technical Advisory Committee (TAC) during its meeting in April. WRCOG will be coordinating with CVAG staff, RCTC, and the County to determine if jurisdictions in the Coachella Valley are interested in participating in an update to RIVTAM. Based on this feedback, there are two likely outcomes. First, if agencies in the Coachella Valley want to participate in this update, then a County-wide model would result. The other outcome is that agencies in the Coachella Valley do not want to participate in this update, which would then result in the development of a Western Riverside County-only model.

Staff anticipates that this issue will take no more than two months to resolve, after which definitive decisions on funding can be made. WRCOG will be allocating funds in the forthcoming 2017/2018 Transportation Department Budget to support this activity.

Prior Action:

October 13, 2017: The Public Works Committee received report.

Fiscal Impact:

The RIVTAM update is included in the Agency's adopted Fiscal Year 2016/2017 Budget under the Transportation Department.

Attachments:

1. RIVTAM Update Needs Assessment.
 - a. Survey Results – RIVTAM Users.
 - b. Survey Results – RIVTAM Data Users.

c. Survey Results – Agencies.

Item 5.G

Riverside County Traffic Analysis Model (RIVTAM) Update

Attachment 1

RIVTAM Update Needs Assessment

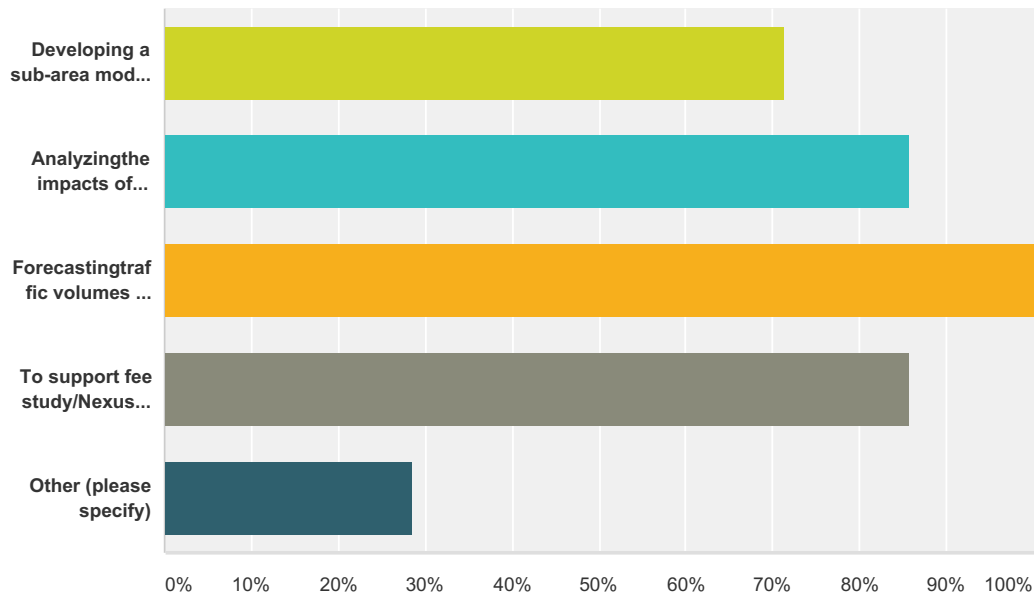
- a. Survey Results – RIVTAM Users
- b. Survey Results – RIVTAM Data
Users
- c. Survey Results – Agencies

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RIVTAM Model User Survey

Q1 How has your firm applied the RIVTAM? (please check all that apply).

Answered: 7 Skipped: 0

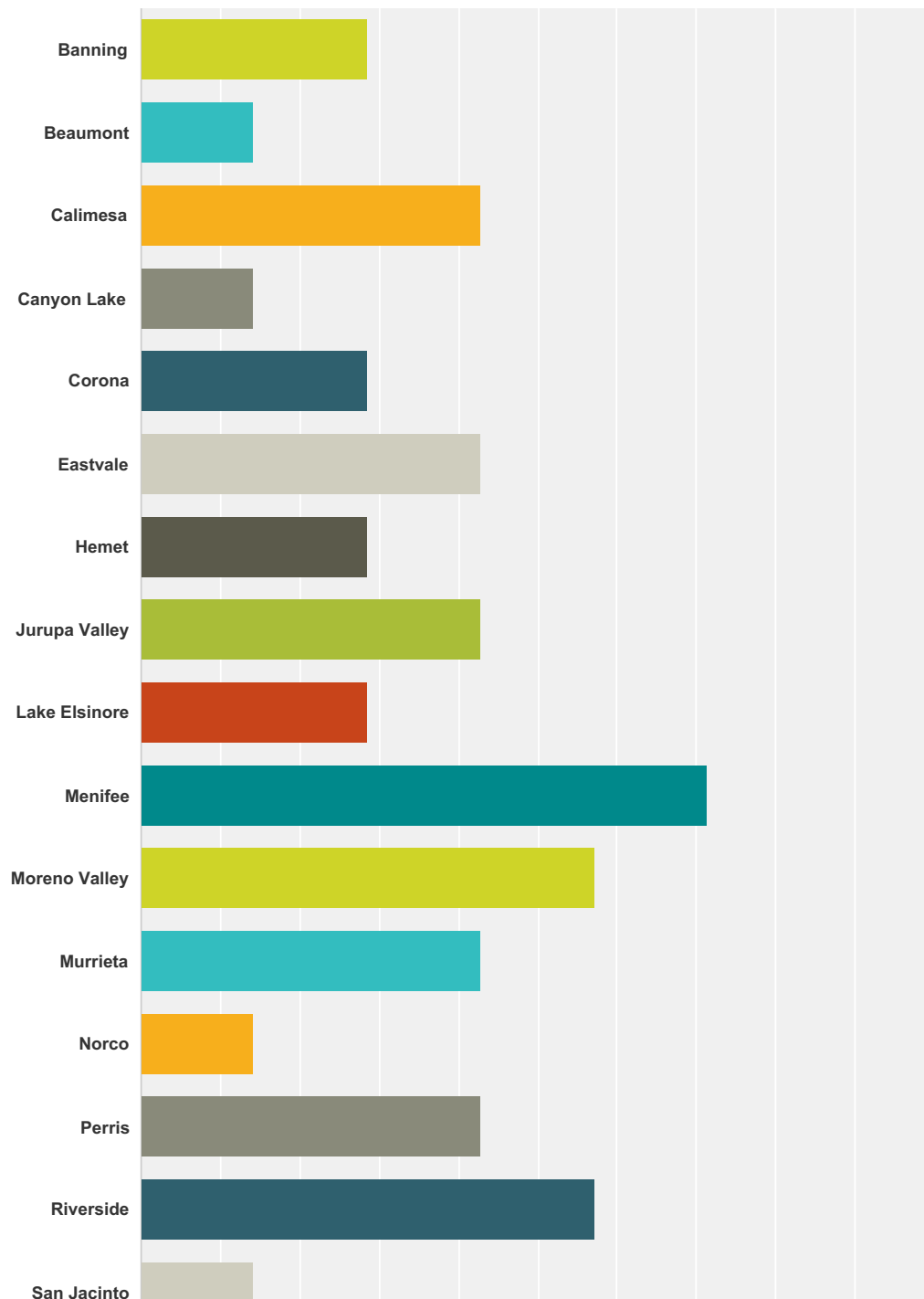


Answer Choices	Responses
Developing a sub-area model for a general plan or other similar study	71.43% 5
Analyzing the impacts of development projects	85.71% 6
Forecasting traffic volumes for infrastructure projects	100.00% 7
To support fee study/Nexus study/or other similar study	85.71% 6
Other (please specify)	28.57% 2
Total Respondents: 7	

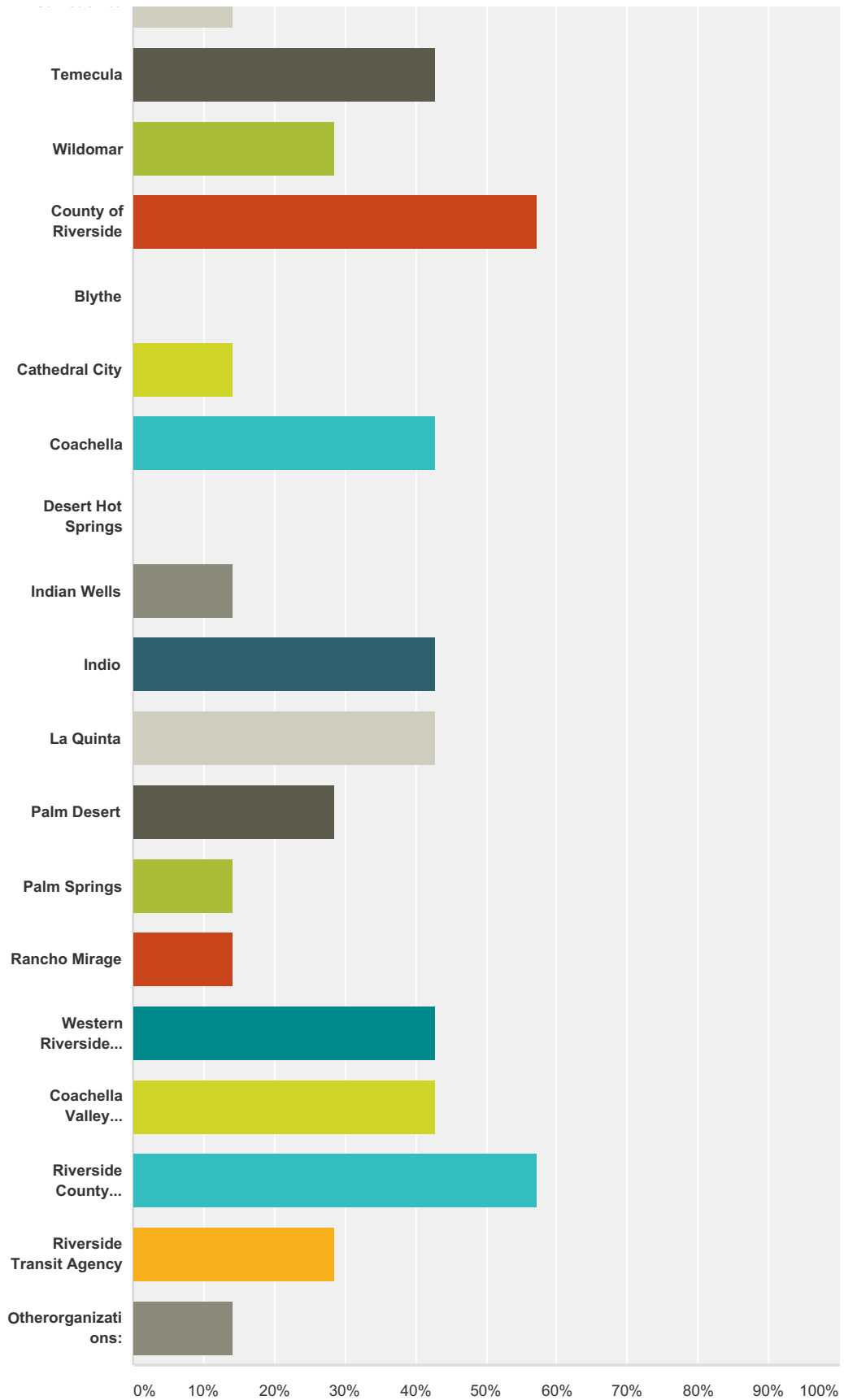
#	Other (please specify)	Date
1	Iteris was the original developer of RIVTAM, which was the first TransCAD focused model based on the SCAG regional model and incorporated a special module for the CVAG area with season and peaking trip estimation. In addition to the development of sub-area models and analyzing impacts for major highway (Mid-County Parkway, Riverside Overlook Parkway, and Cajalco Road Widening Project) and development projects and infrastructure projects, Iteris has used the model for multiple truck route studies. Iteris also used RIVTAM for the I-10/Jefferson Interchange cost sharing analysis in Indio.	8/31/2016 4:18 PM
2	VMT estimation for GHG assessment and for preliminary SB 743 assessment.	8/19/2016 9:01 AM

Q2 Please select all agencies for which your firm provided any of the services identified above - either directly for that agency or for other parties within the boundaries of that agency. For example, if you conducted a traffic impact analysis for a private developer in the City of La Quinta, please list La Quinta.

Answered: 7 Skipped: 0



RIVTAM Model User Survey



Answer Choices

Responses

RIVTAM Model User Survey

Banning	28.57%	2
Beaumont	14.29%	1
Calimesa	42.86%	3
Canyon Lake	14.29%	1
Corona	28.57%	2
Eastvale	42.86%	3
Hemet	28.57%	2
Jurupa Valley	42.86%	3
Lake Elsinore	28.57%	2
Menifee	71.43%	5
Moreno Valley	57.14%	4
Murrieta	42.86%	3
Norco	14.29%	1
Perris	42.86%	3
Riverside	57.14%	4
San Jacinto	14.29%	1
Temecula	42.86%	3
Wildomar	28.57%	2
County of Riverside	57.14%	4
Blythe	0.00%	0
Cathedral City	14.29%	1
Coachella	42.86%	3
Desert Hot Springs	0.00%	0
Indian Wells	14.29%	1
Indio	42.86%	3
La Quinta	42.86%	3
Palm Desert	28.57%	2
Palm Springs	14.29%	1

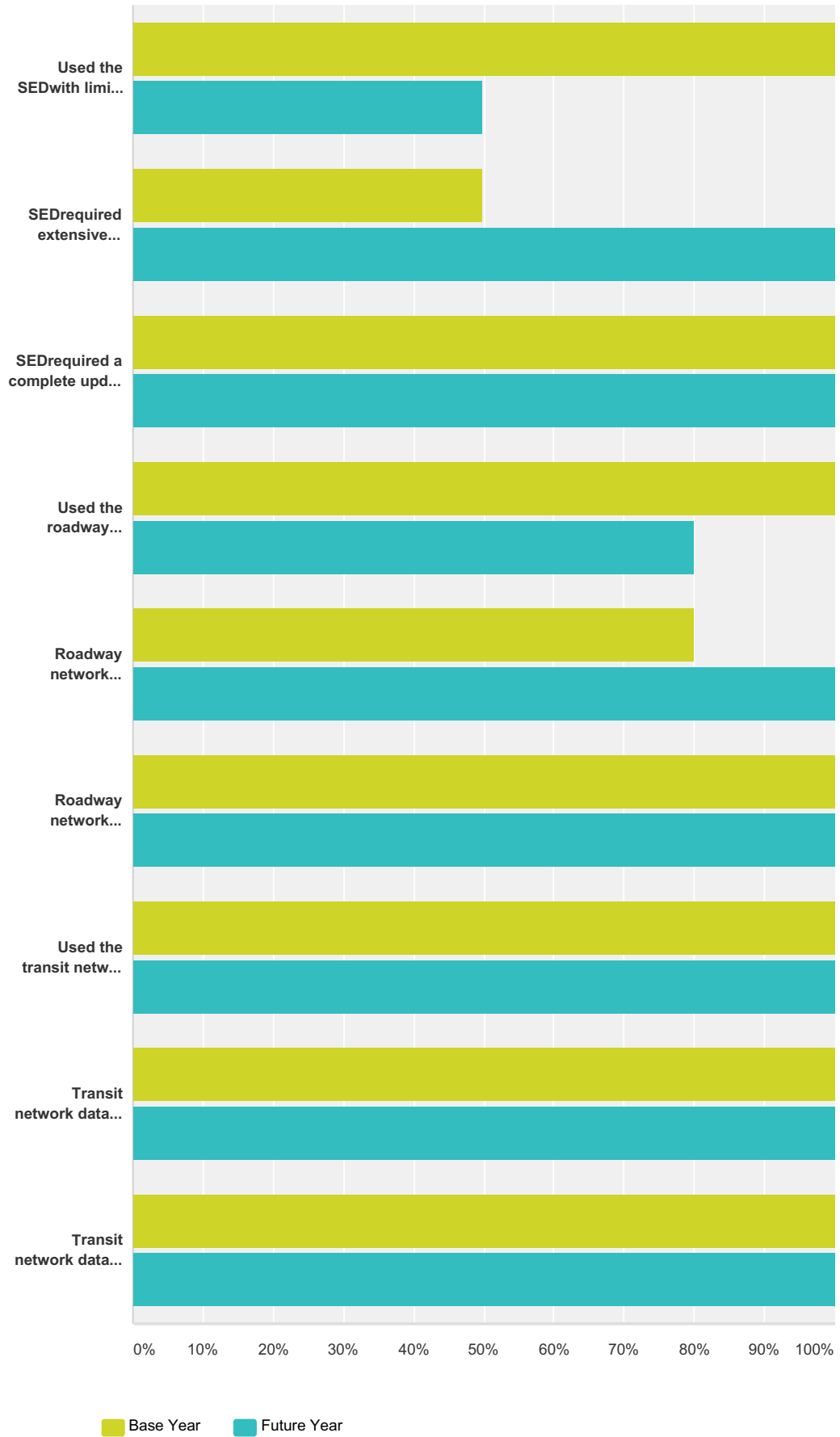
RIVTAM Model User Survey

#	Other (please specify)	Date
1	Riverside County Transportation Department (RCTD)	8/23/2016 4:44 PM

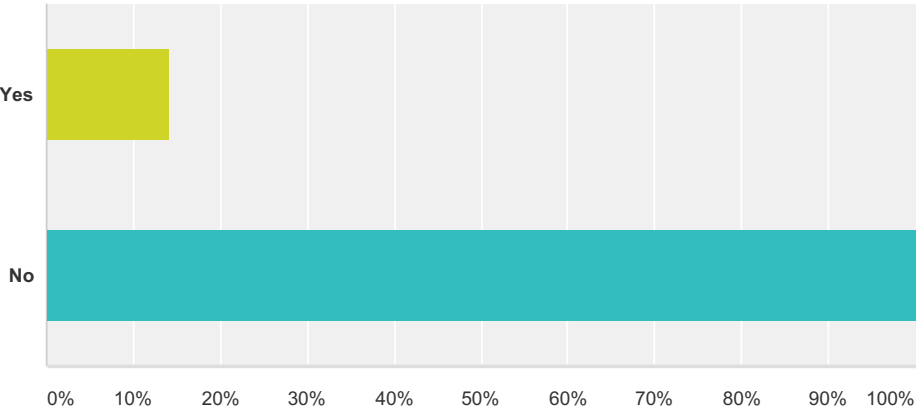
Q4 For socio-economic data (SED), roadway network data, and transit network data contained in the RIVTAM, please select from the boxes below to identify which data sets were used and describe the extent to which these data sets required revisions.

Answered: 7 Skipped: 0

RIVTAM Model User Survey



RIVTAM Model User Survey

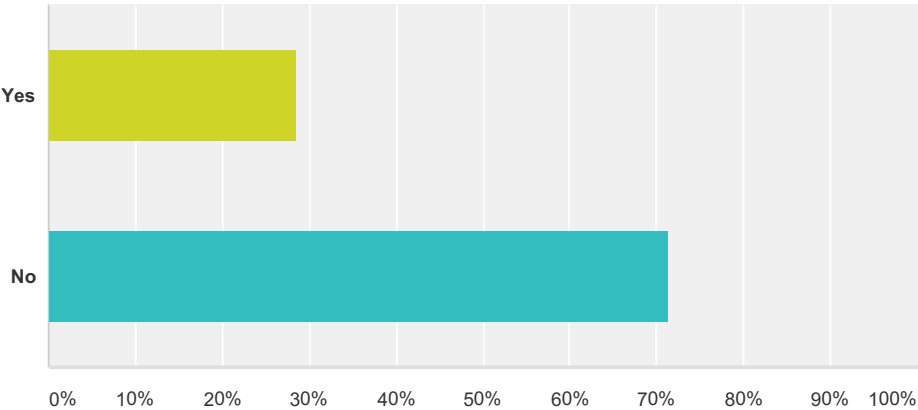


Answer Choices

- Yes
- No

Responses

RIVTAM Model User Survey

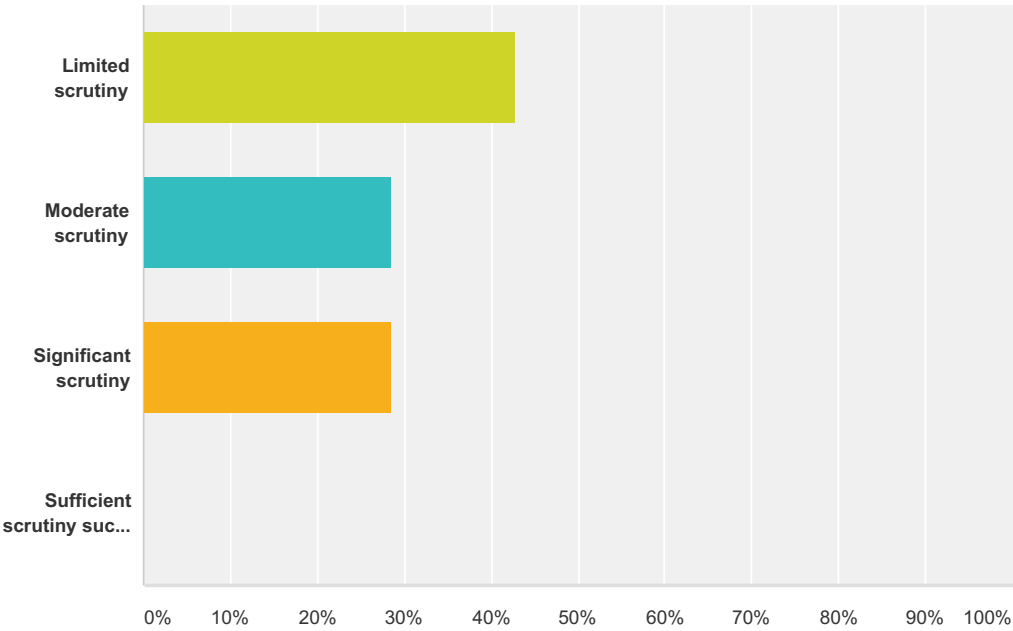


Answer Choices

- Yes
- No

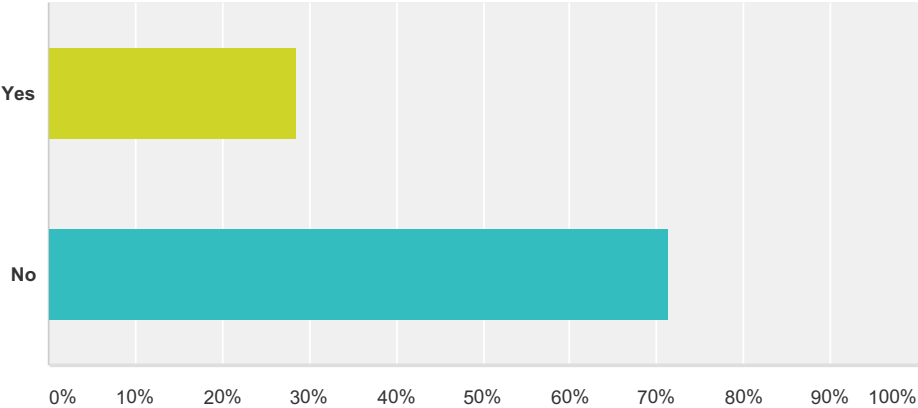
Responses

RIVTAM Model User Survey



Answer Choices	Responses
Limited scrutiny	
Moderate scrutiny	
Significant scrutiny	
Sufficient scrutiny such that project approvals have been jeopardized	

RIVTAM Model User Survey

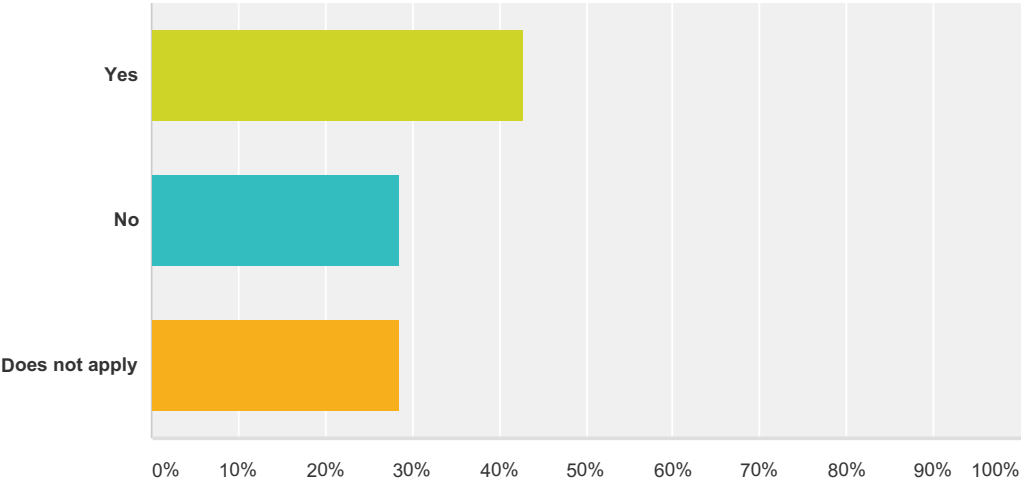


Answer Choices

- Yes
- No

Responses

RIVTAM Model User Survey

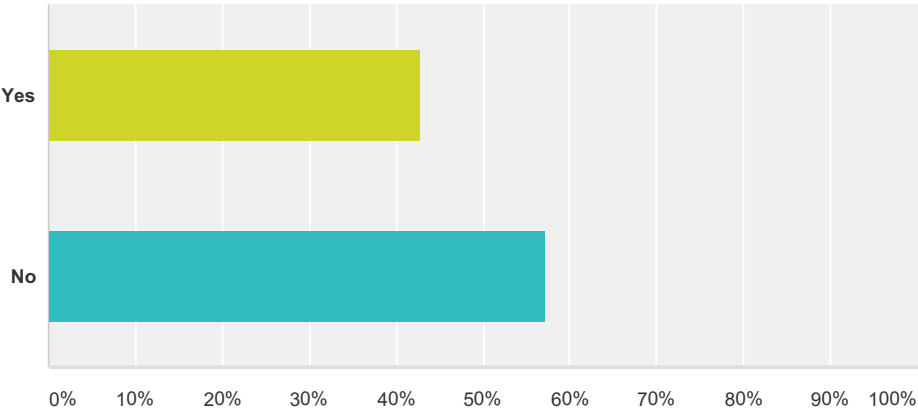


Answer Choices

- Yes
- No
- Does not apply

Responses

RIVTAM Model User Survey

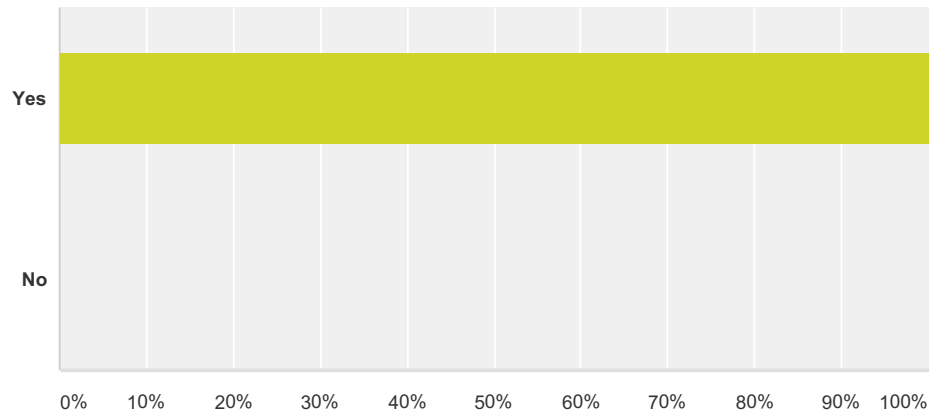


Answer Choices

Responses

- Yes
- No

RIVTAM Model User Survey



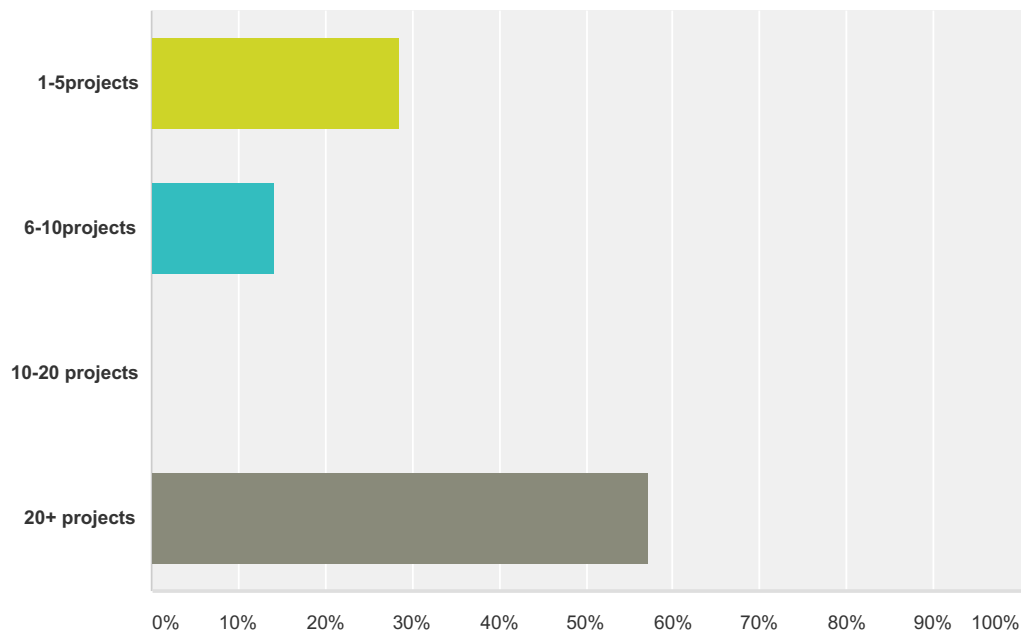
Answer Choices

Yes

No

Responses

RIVTAM Model User Survey



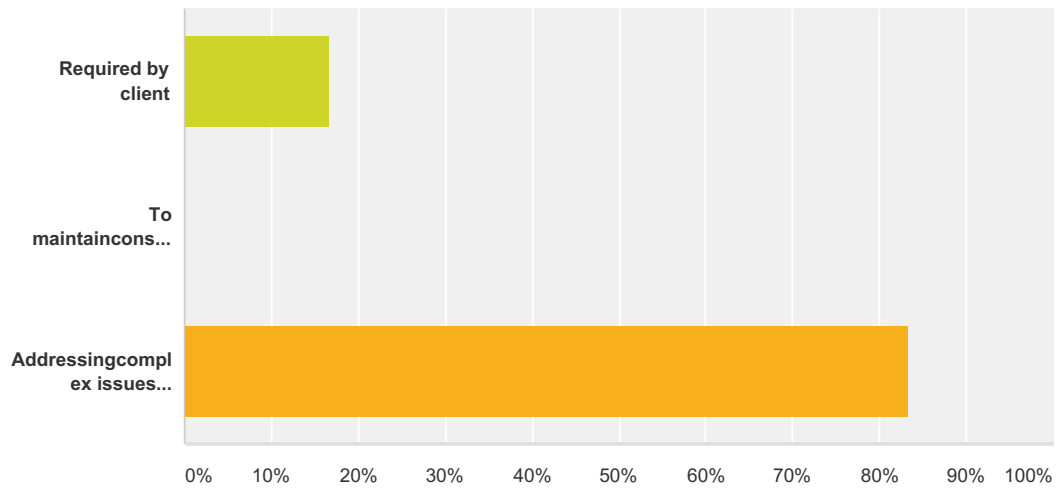
Answer Choices

- 1-5projects
- 6-10projects
- 10-20 projects
- 20+ projects

Responses

Q1 Why has your firm utilized RIVTAM previously?

Answered: 6 Skipped: 0

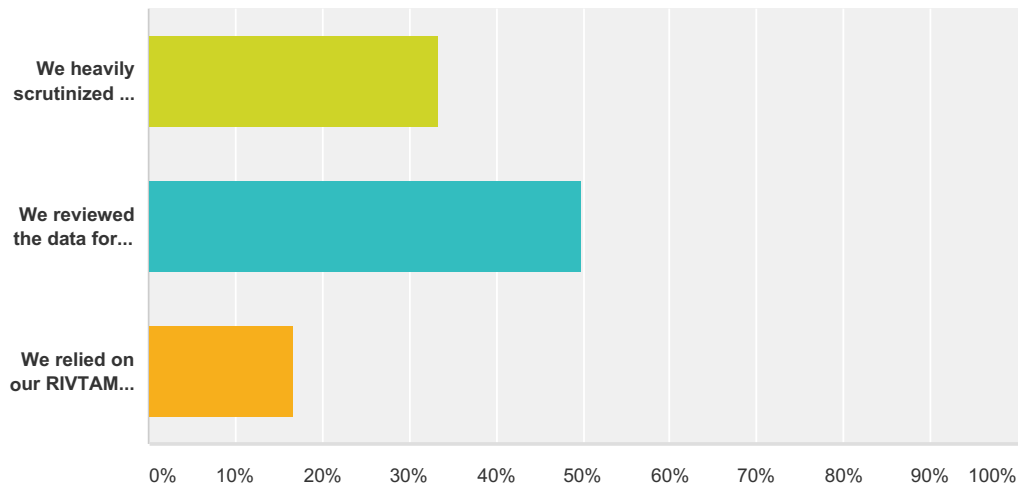


Answer Choices	Responses	
Required by client	16.67%	1
To maintain consistency with other studies	0.00%	0
Addressing complex issues requiring the use of a Travel Demand Model	83.33%	5
Total		6

#	Other reason(s) (please specify):	Date
	There are no responses.	

Q2 What level of scrutiny did you apply to the input data in RIVTAM?

Answered: 6 Skipped: 0

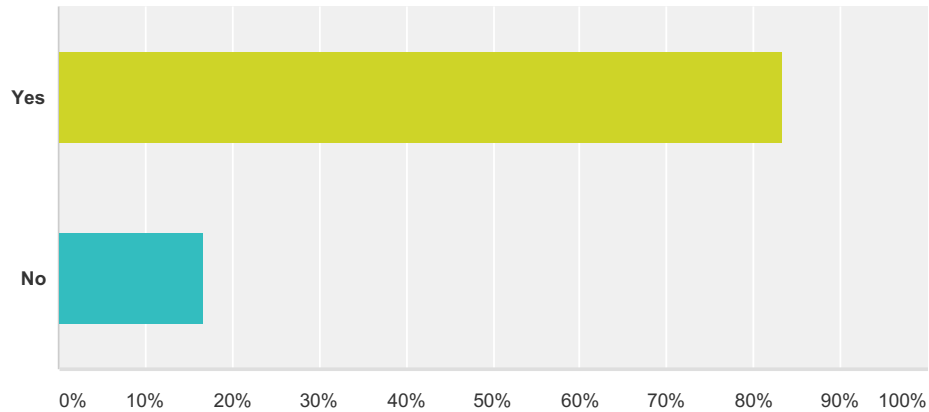


Answer Choices	Responses	
We heavily scrutinized all input data.	33.33%	2
We reviewed the data for reasonableness.	50.00%	3
We relied on our RIVTAM consultants or the agency we worked with to provide us with the appropriate information.	16.67%	1
Total		6

#	Other (please specify)	Date
	There are no responses.	

Q3 Do you believe you have sufficient understanding of the input data and overall structure of RIVTAM to determine how best to utilize the model in future studies?

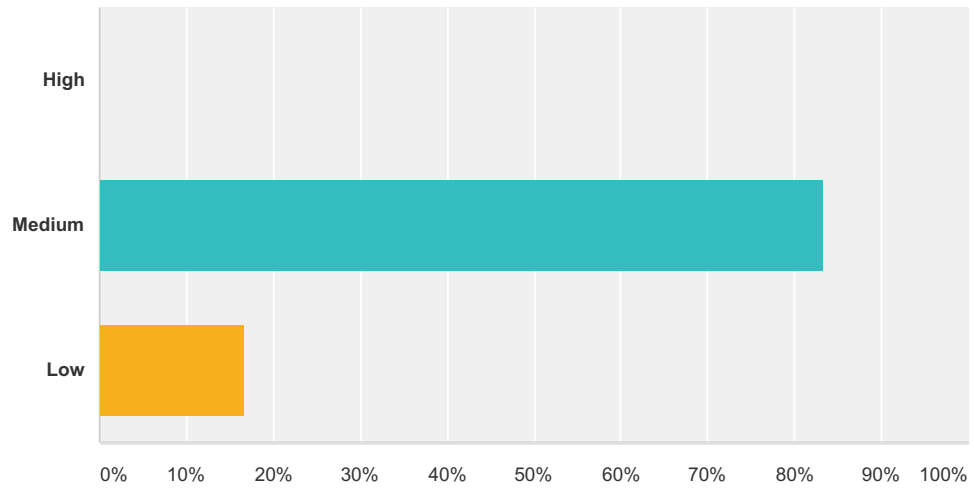
Answered: 6 Skipped: 0



Answer Choices	Responses	
Yes	83.33%	5
No	16.67%	1
Total		6

#	Please provide additional details or insights.	Date
	There are no responses.	

RIVTAM Data Users Survey



Answer Choices

Responses

High

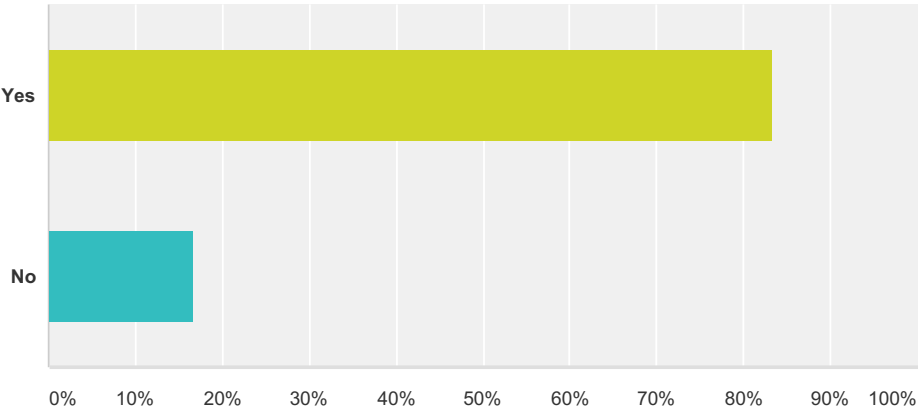
Medium

Low

	0.00%
	83.33%
	16.67%
Total	6

#	Please elaborate, if possible.	Date
1	Others in my form have directly utilized RivTAM	9/14/2016 9:39 AM
2	We typically rely on a traffic firm to export the data and analyze for our use on projects. The model sheets are friendly relative to volumes.	9/13/2016 9:35 PM
3	I don't think it is more or less friendly than similar models. One of the enhancements would be to publish ADT forecasts on a website for the horizon year and also for intervening years, if available.	9/13/2016 7:12 AM

RIVTAM Data Users Survey

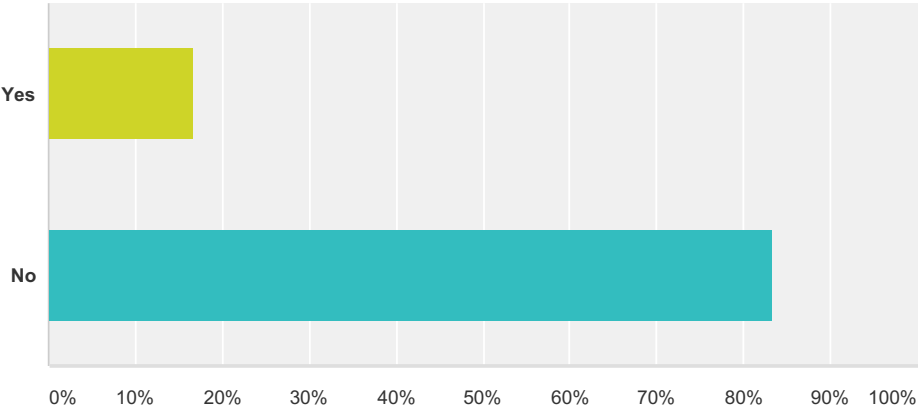


Answer Choices

- Yes
- No

Responses

RIVTAM Data Users Survey

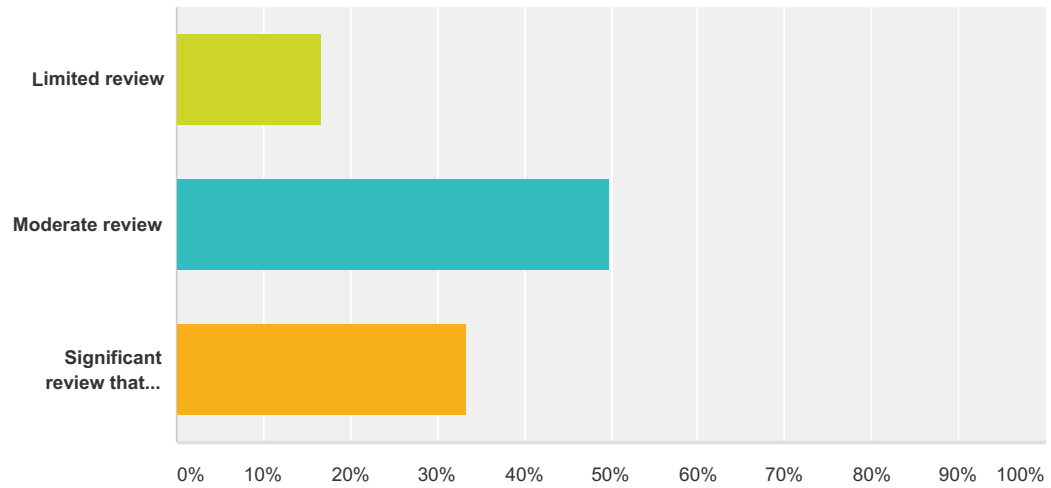


Answer Choices

- Yes
- No

Responses

RIVTAM Data Users Survey



Answer Choices

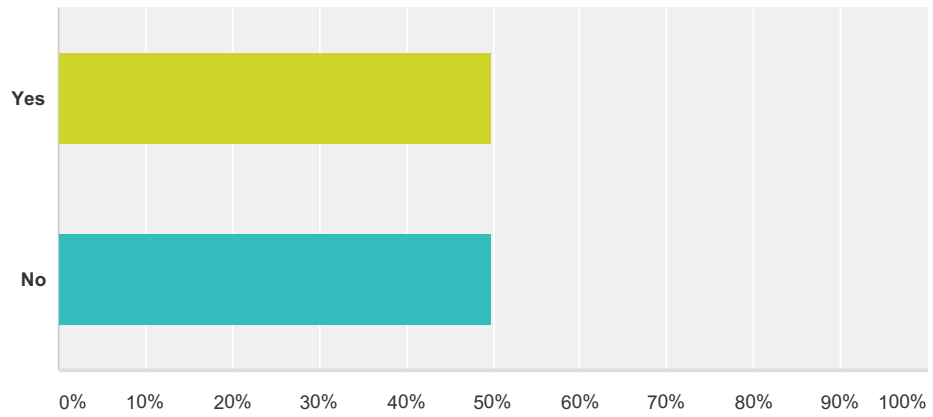
Responses

Limited review

Moderate review

Significant review that required additional analysis and updates to technical studies and other studies.

RIVTAM Data Users Survey



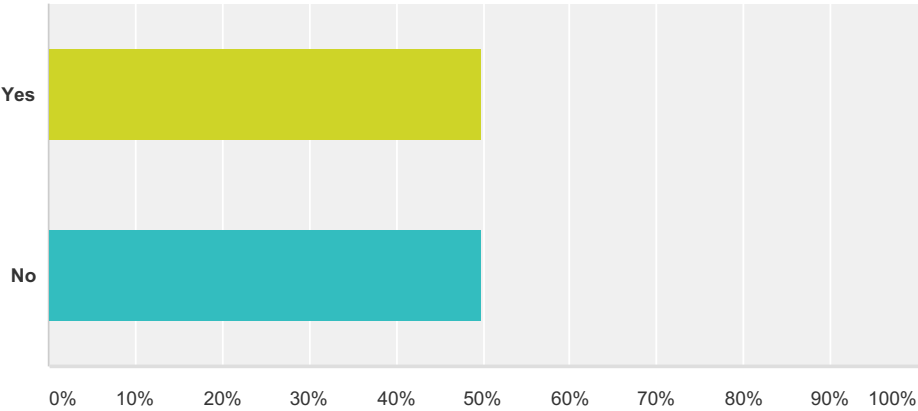
Answer Choices

Yes

No

Responses

RIVTAM Data Users Survey

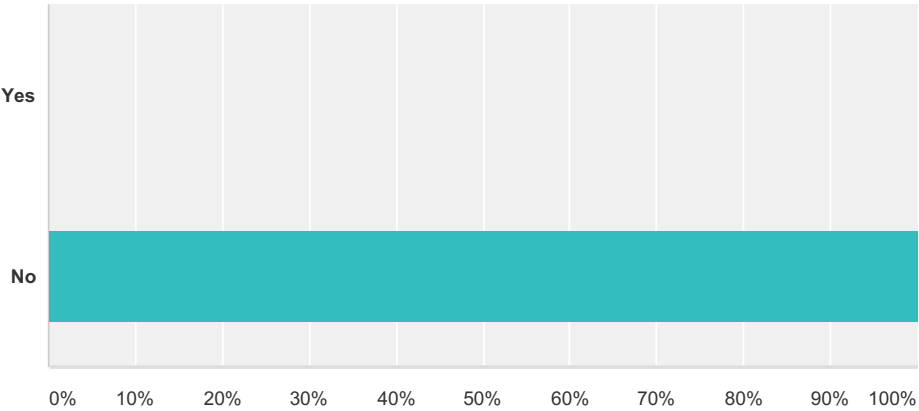


Answer Choices

- Yes
- No

Responses

RIVTAM Data Users Survey



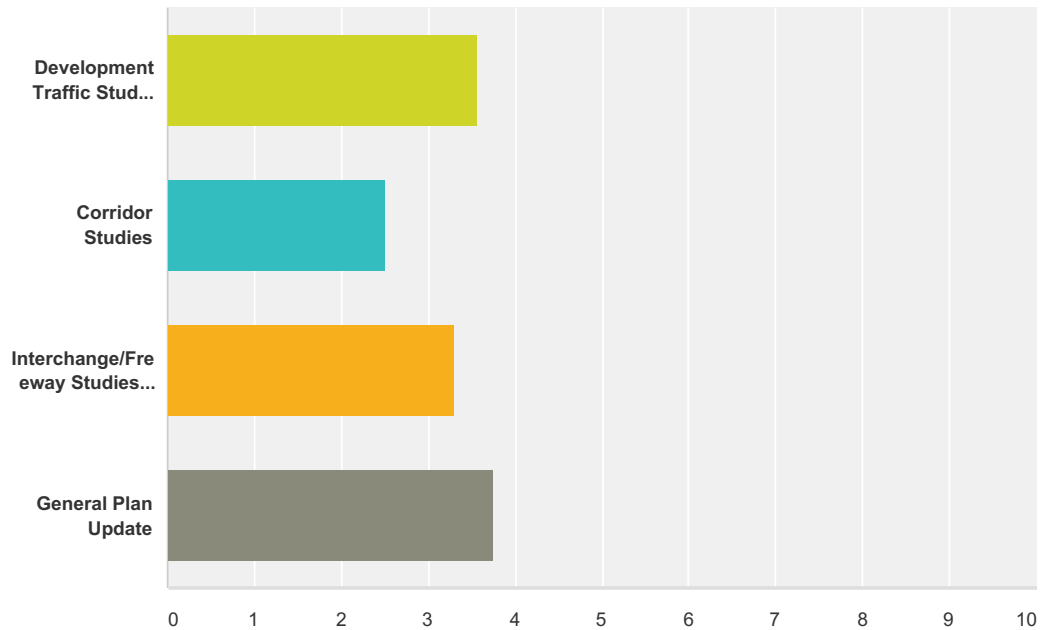
Answer Choices

- Yes
- No

Responses

Q1 Please list the types of studies for which your agency has utilized RIVTAM, and the frequency of its use?

Answered: 9 Skipped: 0

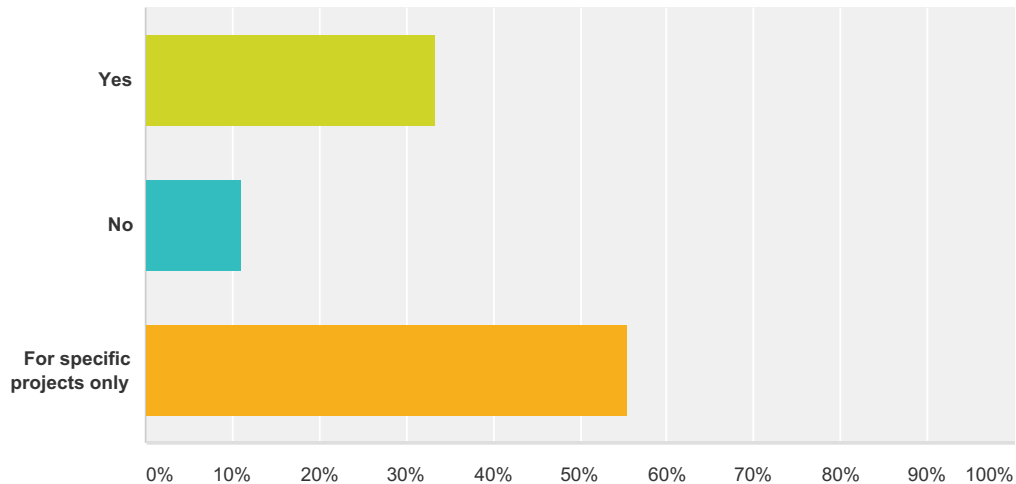


	Never	Rarely	Sometimes	Often	Always	N/A	Total	Weighted Average
Development Traffic Studies (TIA/TIS)	11.11% 1	0.00% 0	44.44% 4	11.11% 1	33.33% 3	0.00% 0	9	3.56
Corridor Studies	16.67% 1	33.33% 2	33.33% 2	16.67% 1	0.00% 0	0.00% 0	6	2.50
Interchange/Freeway Studies (PSR, PR/ED)	14.29% 1	28.57% 2	0.00% 0	28.57% 2	28.57% 2	0.00% 0	7	3.29
General Plan Update	11.11% 1	0.00% 0	22.22% 2	22.22% 2	33.33% 3	11.11% 1	9	3.75

#	Please list othertypes of studies that utilized RIVTAM and the frequency of its use:	Date
1	The City of Murrieta contracted with Iteris to prepare a traffic model for the City the last time that the General Plan was updated (2011). The RIVTAM model was used as the starting point, with all City circulation element roads and TAZ's included. Also, during the update, a few of the roads either increased in size or decreased in size.	9/13/2016 4:55 PM
2	We will often use the model validation data from our General Plan analysis- which was created using RIVTAM	8/31/2016 10:43 PM

Q2 Do you require consultants conducting transportation plans/projects/studies in your City to utilize RIVTAM?

Answered: 9 Skipped: 0

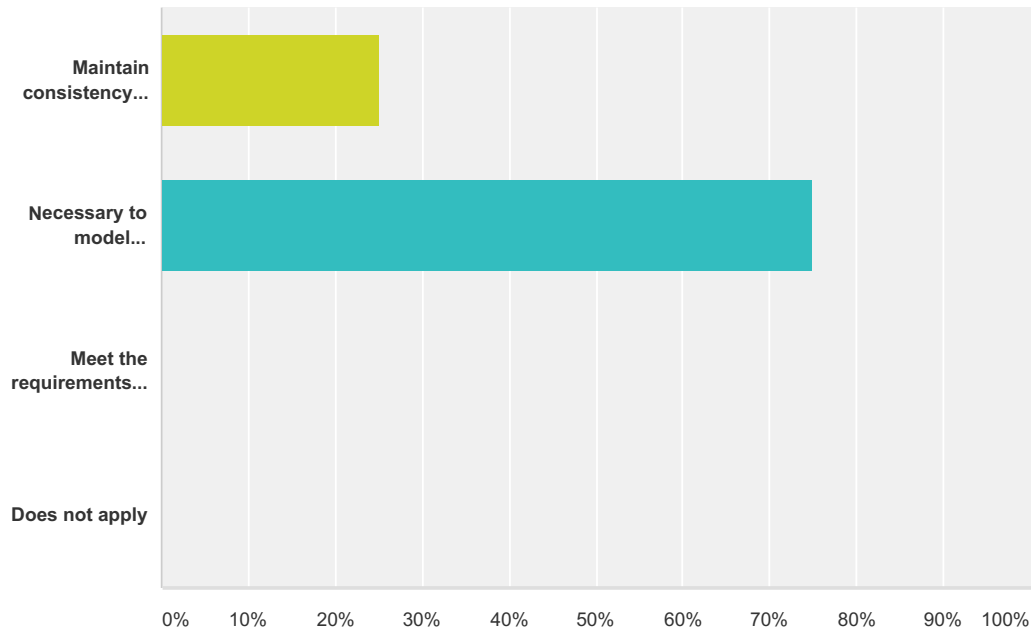


Answer Choices	Responses
Yes	33.33% 3
No	11.11% 1
For specific projects only	55.56% 5
Total	9

#	Please elaborate, if appropriate.	Date
1	We require consultants to use RIVTAM if development is requesting a GPA or Specific Plan.	9/20/2016 11:54 AM
2	Long range forecasting is required when development projects process a General Plan Amendment or Change of Zone. In these instances, RIVTAM is utilized.	9/15/2016 7:31 AM
3	We require consultants to use the City's model, which was based off of the RIVTAM model.	9/13/2016 4:55 PM
4	The City of Corona requires consultants to use the Corona Model to forecast future traffic volumes. The Corona Model is a focused version of the SCAG Model and RIVTAM, so in essence, the consultants are using RIVTAM to conduct traffic studies.	9/7/2016 1:39 PM
5	Consultants use the city-specific traffic model which is based off of RIVTAM.	9/6/2016 9:54 AM
6	the City of Wildomar has only used RivTam as part of TIA analysis with proposed developments	9/2/2016 9:39 AM
7	Projects exceeding a certain trip threshold are required to run the model	8/31/2016 10:43 PM

Q3 If you answered yes to Question #2, what are the reasons for requiring the use of RIVTAM? (Please check all that apply)

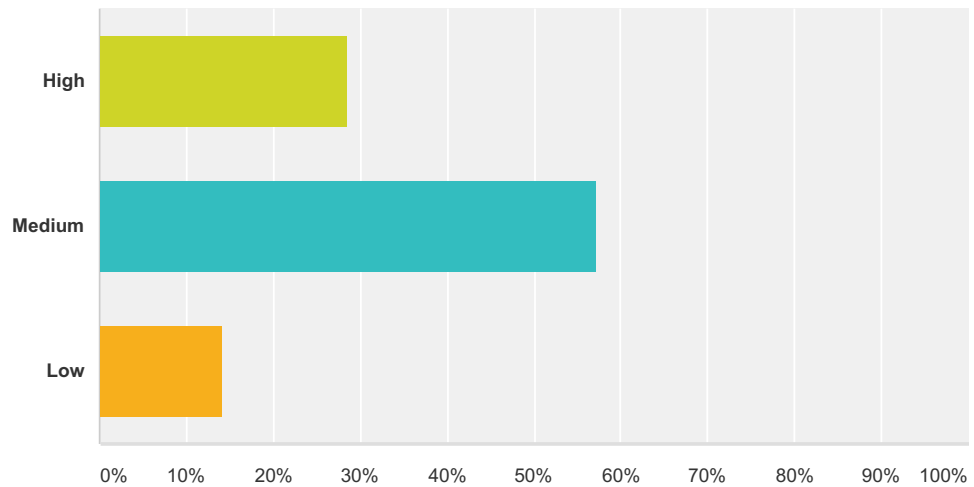
Answered: 8 Skipped: 1



Answer Choices	Responses
Maintain consistency with other studies	25.00% 2
Necessary to model long-range growth	75.00% 6
Meet the requirements of outside agencies	0.00% 0
Does not apply	0.00% 0
Total	8

#	Other:	Date
1	All three apply but the app doesn't allow the checking of all three.	9/20/2016 11:54 AM
2	The city uses its own model which is based off RIVTAM. It is mainly used when long-range forecasts are made.	9/6/2016 9:54 AM

RIVTAM Survey for Agencies



Answer Choices

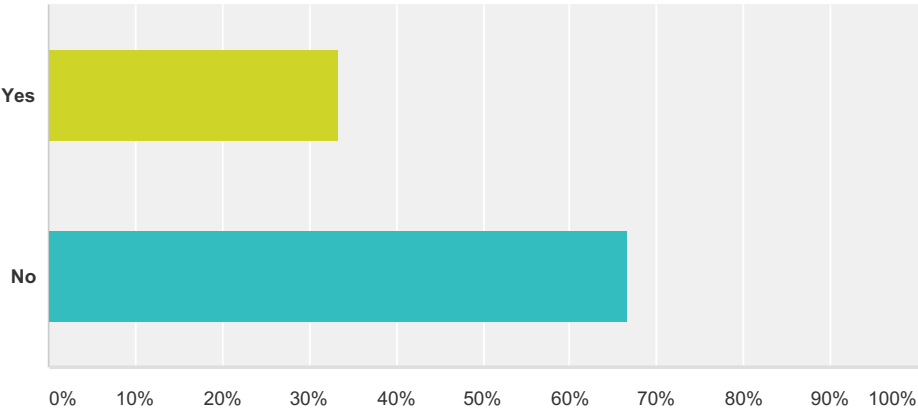
Responses

High
Medium
Low

	28.57%	2
	57.14%	4
	14.29%	1
Total		7

#	Please elaborate, if possible.	Date
1	Much of the time, our jurisdiction is relying on the consultant's expertise to use RIVTAM appropriately. It would be beneficial if the model documentation included guidelines that provide criteria on when and how RIVTAM is to be used for various types of projects (e.g. capital projects, development projects, general plan updates).	9/15/2016 7:31 AM
2	I do not personally use it, so I don't have a response.	9/13/2016 4:55 PM
3	Not applicable since not a user and haven't heard anything negative.	9/12/2016 10:14 AM
4	The city itself does not use RIVTAM itself on a regular basis. Consultants use the city's RIVTAM-based model for studies. There have not been any complaints.	9/6/2016 9:54 AM
5	Consultants do not complain about working with the model	8/31/2016 10:43 PM

RIVTAM Survey for Agencies

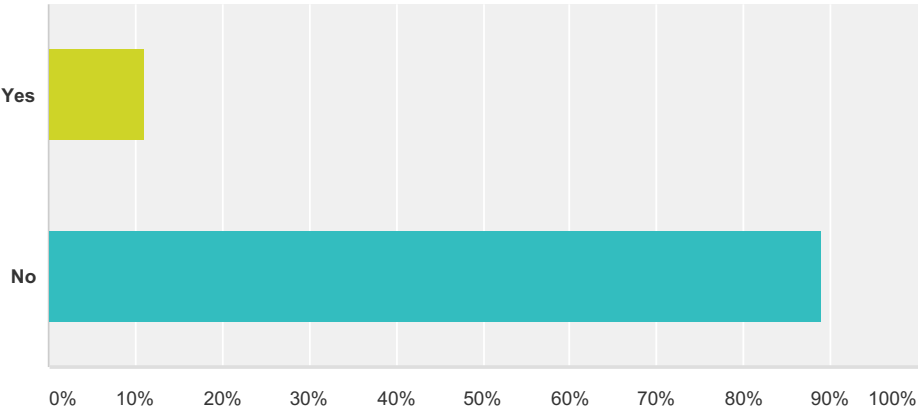


Answer Choices

- Yes
- No

Responses

RIVTAM Survey for Agencies

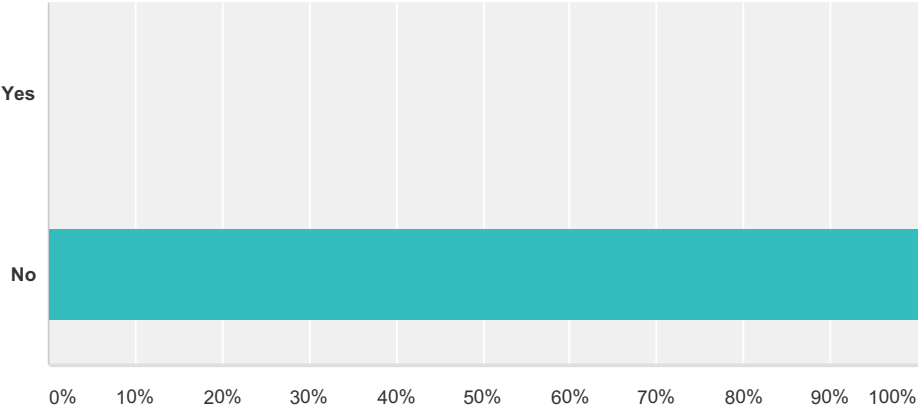


Answer Choices

- Yes
- No

Responses

RIVTAM Survey for Agencies

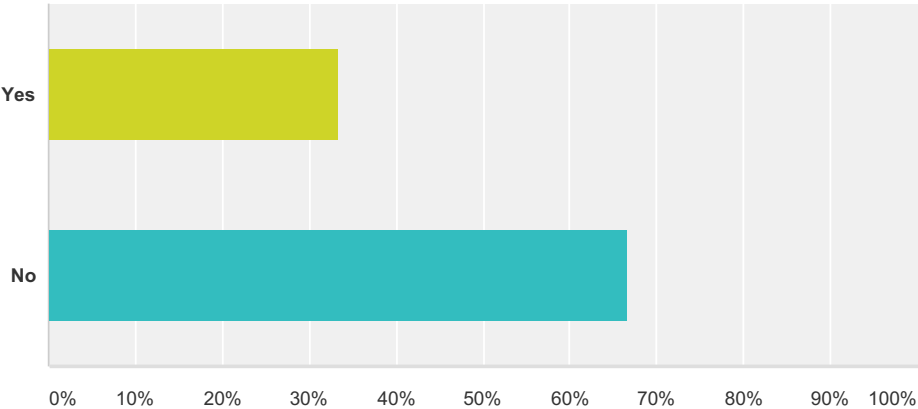


Answer Choices

- Yes
- No

Responses

RIVTAM Survey for Agencies

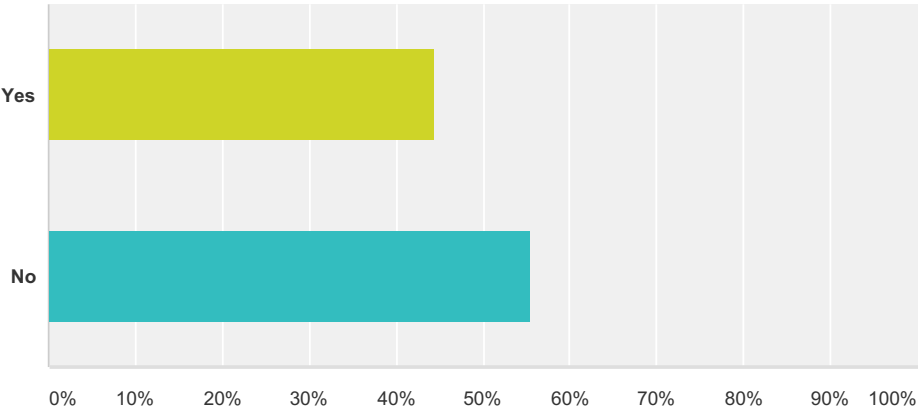


Answer Choices

- Yes
- No

Responses

RIVTAM Survey for Agencies



Answer Choices

- Yes
- No

Responses

