



Western Riverside Council of Governments Public Works Committee

AGENDA

**Thursday, November 10, 2016
2:00 p.m.**

**Transportation's 14th Street Annex
3525 14th Street
2nd Floor, Conference Room 3
Riverside, CA 92501**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the WRCOG 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 WRCOG 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 WRCOG 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 October 13, 2016, WRCOG Public Works Committee meeting are available for consideration. P. 1

Requested Action: 1. Approve the Summary Minutes from the October 13, 2016, WRCOG Public Works Committee.

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

Requested Action: 1. Receive and file.

- C. WRCOG Financial Report Summary through September 2016 Andrew Ruiz P. 15

Requested Action: 1. Receive and file.

5. REPORTS/DISCUSSION

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

Requested Action: 1. Receive and file.

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

Requested Action: 1. Discuss and provide input.

- C. TUMF Administrative Plan Revision Christopher Gray, WRCOG P. 27

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

- D. Proposed Grant Writing Assistance Program for Local Jurisdictions and SCAG Sustainability Planning Grant Program Update Christopher Gray, WRCOG P. 29

Requested Action: 1. Receive and file.

- E. Active Transportation Plan Update Christopher Gray, WRCOG P. 31

Requested Action: 1. Discuss and provide input.

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 WRCOG Public Works Committee meetings.

8. GENERAL ANNOUNCEMENTS Members

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

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

10. ADJOURNMENT

1. CALL TO ORDER

The meeting of the WRCOG Public Works Committee (PWC) was called to order at 2:03 p.m. by Chairman Dan York at Transportation's 14th Street Annex, 2nd Floor in Conference Room 3.

2. ROLL CALL

Members present:

Art Vela, City Banning
Nelson Nelson, City of Corona
Craig Bradshaw, City of Eastvale (3:14 p.m. departure)
Steve Latino, City of Hemet (2:13 p.m. arrival)
Mike Myers, City of Jurupa Valley
Ati Eskandari, City of Lake Elsinore
Jonathan Smith, City of Menifee
Ahmad Ansari, City of Moreno Valley
Bob Moehling, City of Murrieta (3:13 pm departure)
Sam Nelson, City of Norco
Brad Brophy, Cities of Perris and San Jacinto
Jeff Hart, City of Riverside (2:17 p.m. arrival)
Thomas Garcia, City of Temecula (2:33 p.m. arrival)
Dan York, City of Wildomar (Chair)
Patricia Romo, County of Riverside Transportation & Land Management (TLMA)
Jeff Smith, March Joint Powers Authority
Grace Alvarez, Riverside County Transportation Commission (RCTC)
Rohan Kuruppu, Riverside Transit Agency

Staff present:

Christopher Gray, Director of Transportation
Christopher Tzeng, Program Manager
Andrew Ruiz, Program Manager
Lupe Lotman, Executive Assistant

Guests present:

Glenn Higa, TLMA
Mo Salama, TLMA
Mike Heath, City of Calimesa
Martha Durbin, RCTC
Clint Lorimore, Building Industry Association of Southern California
Jason Pack, Fehr & Peers
Joe Punsalan, KTU+A
Paul Rodriguez, Rodriguez Consulting Group, TUMF Consultant
Bill Stracker, SC Consulting

3. PUBLIC COMMENTS

There were no public comments.

4. CONSENT CALENDAR - (Moehling/Smith) 16 yes; 0 no; 0 abstention. Items 4.A through 4.C were approved by a unanimous vote of those members present. The Cities of Calimesa, Canyon Lake, Hemet, Riverside and Temecula were not present.

A. Summary Minutes from the September 8, 2016, WRCOG Public Works Committee meeting.

Action: 1. *Approved the Summary Minutes from the September 8, 2016, WRCOG Public Works Committee meeting.*

B. TUMF Revenue and Expenditures Update

Action: 1. *Received and filed.*

C. WRCOG Financial Report Summary through August 2016

Action: 1. *Received and filed.*

5. REPORTS/DISCUSSION

A. TUMF Nexus Study Ad Hoc Committee

Christopher Gray reported that the Nexus Study Ad Hoc Committee is comprised of the following members from the WRCOG Executive Committee: Mayor Rusty Bailey, Mayor Pro Tem Jeffrey Giba, Mayor Jeff Hewitt; members of the Technical Advisory Committee (Rob Johnson, Grant Yates, Gary Thompson) and Public Works Committee (PWC) (Art Vela, Craig Bradshaw and Patricia Romo) to assist members of the Ad Hoc Committee in discussing potential options related to completion of the Nexus Study. The first Ad Hoc Committee meeting was held in September, in which the Ad Hoc Committee requested information on the following items: potential phase-in scenarios, facilities that do not meet the criteria included in the Nexus Study, the overall change in proposed preliminary fee, and the impact of the proposed logistics fee on industrial uses. Staff will continue to provide updates to the PWC based on discussion at the Ad Hoc Committee meetings.

Committee member Patricia Romo indicated that the first meeting was primarily a discussion of the TUMF Program and Nexus Study requirements.

Committee member Art Vela indicated that WRCOG staff and its legal counsel did a great job introducing the members to the requirements of the Mitigation Fee Act.

Action: 1. *Received and filed.*

B. TUMF Network Revisions

Christopher Gray reported that one comment staff has received from members of the Executive and Technical Advisory Committees is the number of facilities included in the TUMF Network. Staff has reviewed the list of facilities that member jurisdictions requested to add to the TUMF Network, which represents approximately \$150M in additions. Staff has also reviewed the entire TUMF Network to ensure that all facilities meet the necessary criteria for inclusion in the TUMF Network, and these facilities represent approximately \$450M in cost reductions. Staff has met with the County of Riverside because the majority of the facilities that do not meet the criteria are within the County.

Action: 1. *Approved WRCOG staff to continue reviewing the TUMF Network and identify facilities for potential removal from the TUMF Network.*

(Bradshaw/Eskandari) 18 yes; 0 no; 0 abstention. Item 5.B was approved by a unanimous vote of those members present. The Cities of Calimesa, Canyon Lake and Temecula were not present.

C. TUMF Administrative Plan Revision

Christopher Gray reported that a comprehensive update of the Administrative Plan was completed in early 2016. Staff have been working with a couple of member jurisdictions on how to treat a project in which a developer is paying for the full cost of a project, yet is not the lead party responsible for hiring a contractor. Under the Administrative Plan, there are three options for a developer to satisfy the TUMF obligation: 1) pay the TUMF fee; 2) the developer hires a contractor who builds a project; or 3) the developer participates in a community facilities district that is constructing a TUMF facility. Staff, in consultation with legal counsel, will draft language regarding the item for review by the WRCOG Committee structure.

The reason for this change is that local jurisdictions may not accept privately hired contractors to work directly on large projects such as interchanges.

Committee member Nelson Nelson indicated that he would like language to be clarified.

The PWC requested for the language to be clarified and brought back.

Action: 1. *Received and filed.*

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

Christopher Tzeng reported that the categories for the SCAG Sustainability Planning Grant Program have not changed. The three categories are 1) Active Transportation; 2) Integrated Land Use; and 3) Green Region Initiative. All of the projects must demonstrate a nexus to transportation. SCAG anticipates this round to be a competitive process. A webinar was conducted, which can be viewed on SCAG's sustainability website. The deadline to apply is November 18, 2016, at 5:00 p.m. There are six distinct application forms. All member cities of SCAG are eligible. WRCOG is interested in applying on behalf of a subregion for the following projects: Smart Cities Readiness Plan, SB 743 Implementation, Climate Action Plan, and Subregional Sustainability Demonstration Center. WRCOG is actively seeking a jurisdiction to be a sponsor.

Mr. Tzeng indicated that for the Grant Writing Assistance Program, WRCOG is asking for two PWC members to serve on the focus group. The discussion will be on the types of grants that will be eligible for assistance. There will also be two members from the Planning Directors' Committee (Rick Sandzimier, City of Moreno Valley and Steven Weiss, County of Riverside) and a representative from the Riverside County Transportation Commission, because they have indicated interest in this Program as well.

Christopher Gray disclosed that SCAG does not provide funding for staff on the Grant Writing Program, and that WRCOG will administer the contract with the grant writer on behalf of the jurisdiction. WRCOG is currently working to develop a full program with the jurisdictions' input on the program.

Mr. Gray mentioned that the City of Riverside has asked WRCOG to consider doing an

intercounty trail study to best link regional trails in Riverside County to corresponding trails in Orange and San Bernardino Counties.

Mr. Gray indicated that Mr. Tzeng has the list of projects funded by SCAG, which were approximately 90 projects.

- Actions:**
1. *Designated Dan York and Nelson Nelson to serve on the Grant Writing Assistance Program focus group.*
 2. *Requested partner agencies for WRCOG applications for SCAG Sustainability Planning Grant Program.*

(Ansari/Moebling) 19 yes; 0 no; 0 abstention. Item 5.D was approved by a unanimous vote of those members present. The Cities of Calimesa and Canyon Lake were not present.

E. The Effects of Big Data in Transportation

Jason Pack reported on the different data sets available to assist transportation engineers, planners, and types of projects the data could be applied to. Mr. Pack indicated that the basic structure is like a pyramid. The goal is to find ways to filter, process, and refine the use of the data to make it meaningful. One reason to filter big data is that it is too big - literally billions of data points are collected every day. There are multiple data sources such as cellular and smart phone, GPS navigation systems, satellite, detectors, service providers, social media, etc. After moving from creating the data, to acquiring it, and applying it, travel speeds and patterns are collected. Satellite photos are taken to help predict same stores sales and parking information. The imagery can also be used to assess large box retail store effects. Some of the other information sources are transit location, ridership data, riding and hiking routes, and social media. This data information is applied to answer transportation questions. Tweets and cell phone data are used to verify travel patterns. Some examples of big data projects include RCTC's Passenger Rail Study and CVAG's O-D Study. Data is still developing, changing, and evolving. Bigger data does not mean better data. Other sources are available for projects.

Christopher Gray mentioned that this is something that WRCOG is looking into over the next year. WRCOG may be looking into opportunities to buy data. Depending on the cost and availability, one thought is to purchase cell phone data; if there are a number of other agencies who are interested, WRCOG will make it available.

- Action:**
1. *Received and filed.*

F. Riverside County Traffic Analysis Model (RIVTAM)

Christopher Gray reported that there have been discussions with partner agencies on the RIVTAM model, which was last updated in 2009. A survey was distributed to RIVTAM modelers and users.

Christopher Tzeng reported that the base year for the RIVTAM was 2009 and that the model's forecast year is 2035, which is based on the SCAG Regional Transportation Model. Some of the issues with RIVTAM are outdated data and the passing of SB 375 and SB 743, which may have an effect on travel behavior.

WRCOG distributed three surveys to the RIVTAM users. Feedback from all three survey responses indicated 1) a need for consistency, 2) the update should reflect the network and SED, 3) transparency, and 4) the update should reflect emerging transportation trends.

WRCOG will meet with the original MOU signatories at the end of October. Depending on the outcome of the meeting, the MOU will be updated as well as a proposed work plan in December.

Action: 1. *Received and filed.*

G. Update on Analysis of Fees and Their Potential Impact on Economic Development in Western Riverside County

Christopher Gray reported that one of the questions WRCOG has been receiving regarding its fee comparison study is, "Of the total cost to build a development, what percent of the cost are fees." What was found is that the biggest line item is the actual construction cost. Fees are between approximately 5% and 9%. TUMF is approximately 2% to 3% of the total development cost.

WRCOG has been looking at how the TUMF fees have increased over time as compared to other economic metrics; in particular the construction cost index.

Action: 1. *Received and filed.*

H. Riverside Transit Agency First-Mile / Last-Mile Study Update

Joe Punsalan provided a third update on the RTA First & Last Mile Mobility Plan. A summary of the April / July meetings consist of project introduction, facility types, strategies, public outreach, station typologies and initial rankings. 894 surveys have been completed. Per the feedback, missing sidewalks have been the biggest issue at 55%. The final six pilot study stations are 1) urban core (City of Riverside), 2) core district (City of Perris), 3) suburban (Cities of Murrieta, Temecula, and County of Riverside), 4) rural (County of Riverside), 5) commercial district (City of Jurupa Valley), and 6) industrial and business park (City of Moreno Valley). The next steps are to develop recommendations for this pilot location typologies to include a toolbox of strategies for improving mobility and to partner with the various cities to review the draft strategies for consistency with existing local plans. RTA's goal is to meet with the cities within the next month and develop a draft plan to present to the group by early next year.

Action: 1. *Received and filed.*

6. REPORT FROM THE DIRECTOR OF TRANSPORTATION

Christopher Gray reported that at the next PWC meeting, discussion will be on the next phase of the regional Active Transportation Plan (ATP) and staff will be bringing a process forward for the committee to suggest projects to be included in the Plan. WRCOG envisions the ATP complimenting a city bike plan, providing regional and multi-city projects with longer trails, and supplementing efforts being done locally. Mr. Gray encourages the cities to apply for a bike plan.

7. ITEMS FOR FUTURE AGENDAS

There were no items for future agendas.

8. GENERAL ANNOUNCEMENTS

Committee member Mike Myers announced that the Pedley Metrolink Train Station has been renamed to the Jurupa Valley / Pedley Station.

9. NEXT MEETING:

The next WRCOG Public Works Committee meeting is scheduled for Thursday, November 10, 2016, at 2:00 p.m., in the Transportation 14th Street Annex, 2nd Floor, in Conference Room 3.

10. ADJOURNMENT:

The meeting was adjourned at 3:33 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: November 10, 2016

The purpose of this item is to update Committee members on the TUMF revenues, expenditures and reimbursements since program inception.

Requested Action:

1. Receive and file.
-

For the month of September 2016, the TUMF program received \$2,743,168 in revenue.

To date, revenues received into the TUMF Program total \$688,056,852. Interest amounts to \$32,687,425, for a total collection of \$720,744,277.

WRCOG has dispersed a total of \$310,828,767, primarily through project reimbursements and refunds, and \$19,814,581 in administrative expenses.

The Riverside County Transportation Commission share payments have totaled \$313,645,145 through September 30, 2016.

Prior WRCOG Action:

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

WRCOG Fiscal Impact:

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

Attachment:

1. Summary TUMF Program Revenues.

Page Intentionally Left Blank

Item 4.B

TUMF Revenue and Expenditures Update

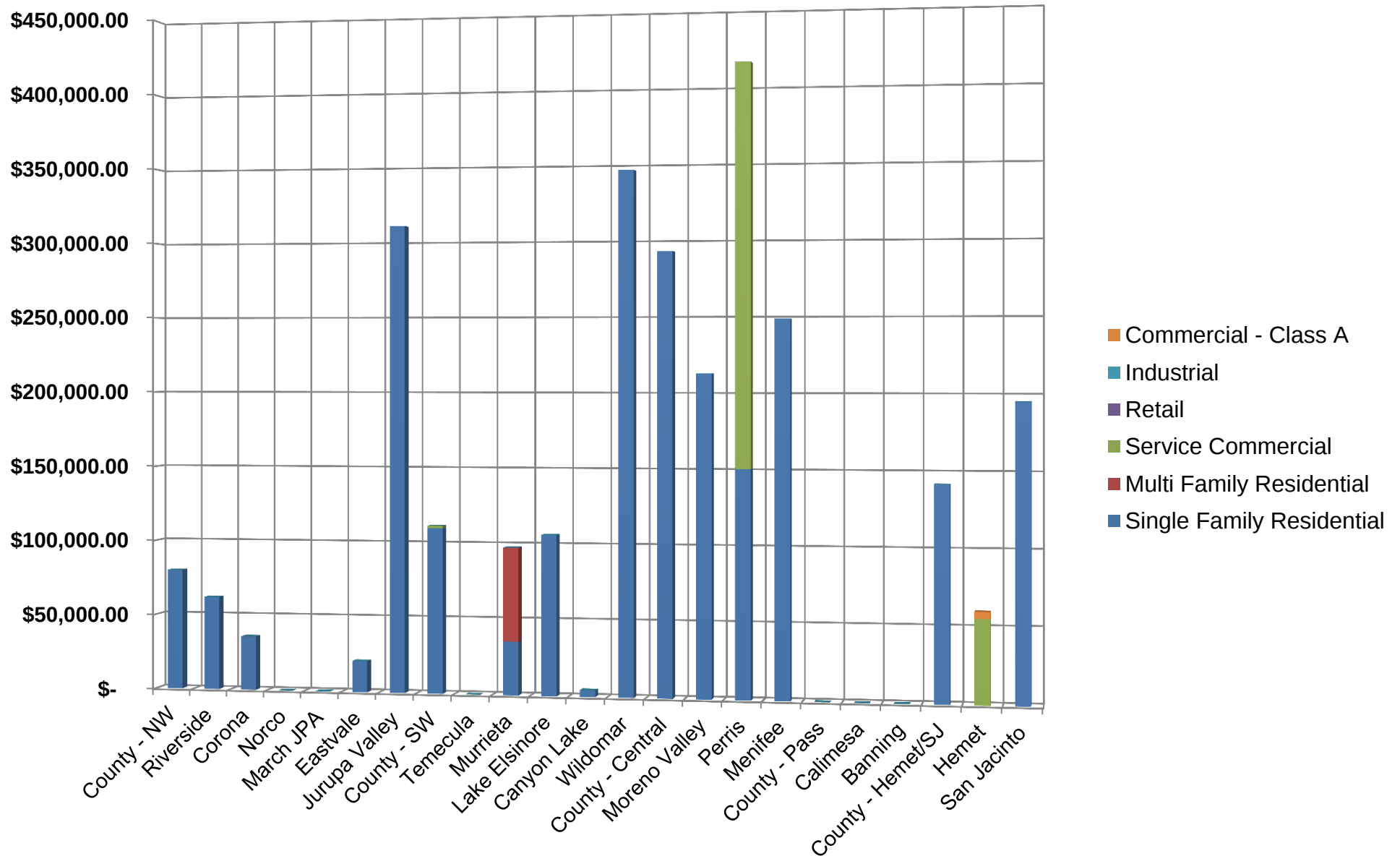
Attachment 1

Summary TUMF Program Revenues

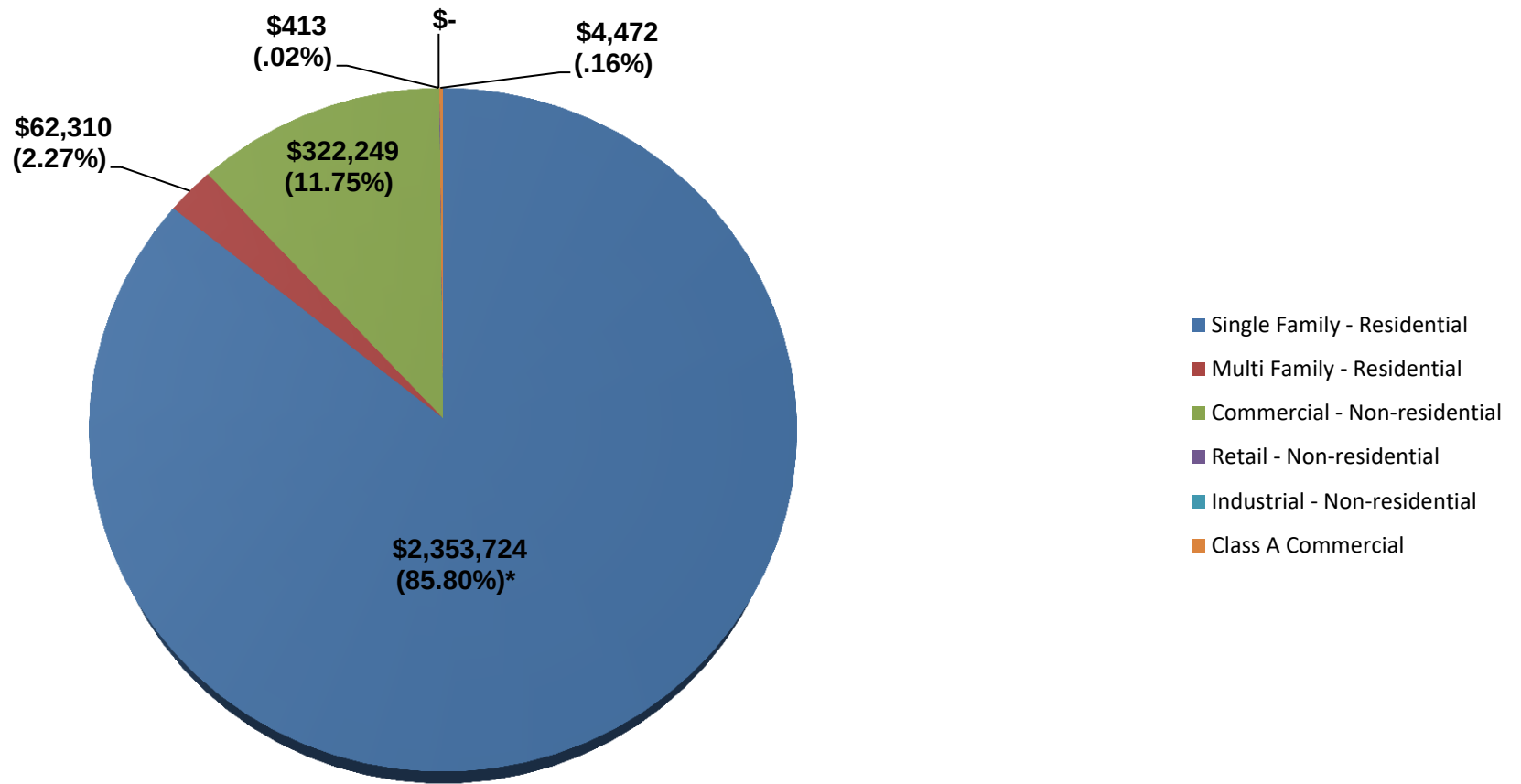
Page Intentionally Left Blank

September 2016 TUMF Revenues by Jurisdiction

Total Revenue - 2,743,168

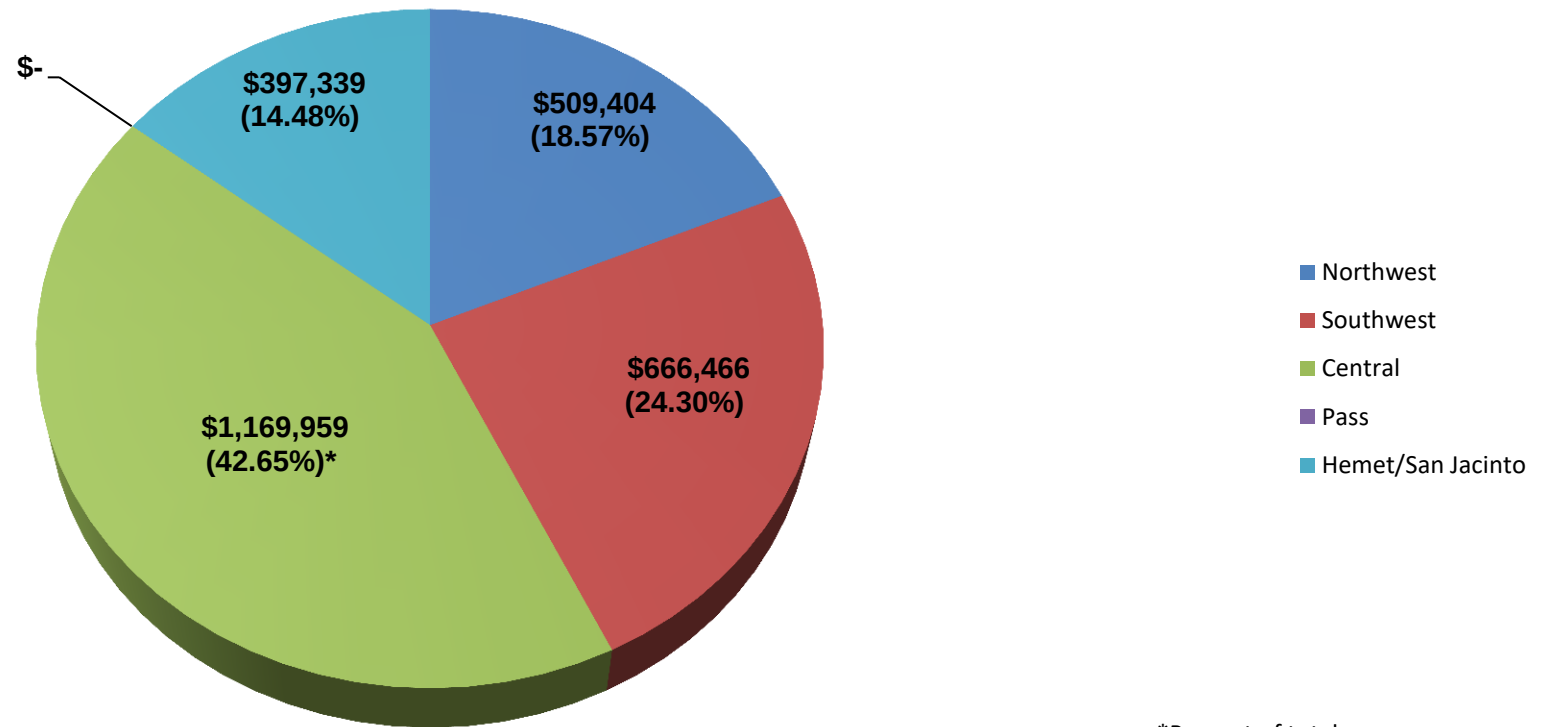


September 2016 TUMF revenues by land-use type



*Percent of total revenue

September 2016 TUMF Revenues by Zone



*Percent of total revenue

FY 16/17 TUMF Revenues YTD

Jurisdiction	15/16	July	August	September	16/17	Inception
Banning	\$13,637	\$0	\$0	\$0	\$0	\$5,010,556
Beaumont	\$0	\$0	\$0	\$0	\$0	\$4,106,570
Calimesa	\$20,344	\$8,873	\$197,212	\$0	\$206,085	\$1,491,246
Canyon Lake	\$44,370	\$4,437	\$0	\$4,473	\$8,910	\$774,858
Corona	\$5,913,963	\$46,463	\$145,693	\$35,905	\$228,061	\$29,126,500
Eastvale	\$3,676,091	\$70,984	\$124,620	\$20,786	\$216,390	\$15,651,839
Hemet	\$756,651	\$0	\$1,508	\$60,165	\$61,674	\$17,648,787
Jurupa Valley	\$5,034,660	\$168,587	\$434,777	\$310,555	\$913,919	\$10,437,140
Lake Elsinore	\$2,089,961	\$97,603	\$53,238	\$106,476	\$257,317	\$21,347,396
March JPA	\$479,591	\$0	\$0	\$0	\$0	\$4,947,716
Menifee	\$2,638,484	\$568,179	\$364,975	\$248,444	\$1,181,598	\$17,911,537
Moreno Valley	\$2,923,749	\$146,767	\$230,698	\$212,952	\$590,417	\$68,200,601
Murrieta	\$3,348,006	\$105,181	\$79,857	\$97,802	\$282,840	\$34,775,728
Norco	\$216,329	\$0	\$52,923	\$0	\$52,923	\$3,929,075
Perris	\$2,515,873	\$173,105	\$342,849	\$415,754	\$931,708	\$27,586,517
Riverside	\$4,001,916	\$194,893	\$799,136	\$62,111	\$1,056,140	\$69,348,949
San Jacinto	\$1,506,559	\$70,984	\$0	\$195,206	\$266,190	\$26,413,863
Temecula	\$1,745,342	\$245,056	\$105,927	\$0	\$350,983	\$34,654,290
Wildomar	\$900,614	\$53,238	\$79,857	\$346,047	\$479,142	\$5,069,954
County Central	\$2,242,917	\$241,196	\$97,603	\$292,809	\$631,608	\$42,162,966
County Hemet/S.J.	\$646,306	\$8,873	\$8,873	\$141,968	\$159,714	\$8,812,174
County Northwest	\$892,990	\$53,238	\$11,096	\$80,046	\$144,380	\$118,121,117
County Pass	\$44,365	\$8,873	\$230,580	\$0	\$239,453	\$4,070,047
County Southwest	\$2,419,890	\$178,955	\$0	\$111,668	\$290,622	\$123,670,777
Total	\$ 44,072,606.33	\$ 2,445,483.44	\$ 3,361,423.01	\$ 2,743,167.87	\$ 8,550,074.32	\$ 695,270,195.58

FY 16/17 Revenues by Zone	
Pass	\$445,538
Southwest	\$1,669,814
Central	\$3,335,330
Northwest	\$2,611,813
Hemet/SJ	\$487,578
Total	\$8,550,074



Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: WRCOG Financial Report Summary through September 2016

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

Date: November 10, 2016

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

Requested Action:

1. Receive and file.

Attached is WRCOG's financial statement through September 2016.

Prior WRCOG Actions:

October 3, 2016: The WRCOG Executive Committee received report.
September 15, 2016: The WRCOG Technical Advisory Committee received report.

WRCOG Fiscal Impact:

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

Attachment:

1. WRCOG Financial Report Summary – September 2016.

Page Intentionally Left Blank

Item 4.C

WRCOG Financial Report Summary
through September 2016

Attachment 1

WRCOG Financial Report
Summary – September 2016

Page Intentionally Left Blank

Western Riverside Council of Governments
Monthly Budget to Actuals
For the Month Ending September 30, 2016

		Approved 6/30/2017 Budget	Thru 9/30/2016 Actual	Remaining 6/30/2017 Budget
Revenues				
40001	Member Dues	309,410	306,410	3,000
40601	WRCOG HERO	1,963,735	409,874	1,553,861
40604	CA HERO	7,615,461	1,810,622	5,804,839
40605	The Gas Company Partnership	62,000	16,944	45,056
40606	SCE WRELP		4,692	(4,692)
40607	WRCOG HERO Commercial	27,500	756	26,744
40609	SCE Phase III	-	10,634	(10,634)
40611	WRCOG HERO Recording Revenue	335,555	103,300	232,255
40612	CA HERO Recording Revenue	1,301,300	443,410	857,890
40614	Active Transportation	200,000	50,254	149,746
41201	Solid Waste	107,915	93,415	14,500
41401	Used Oil Opportunity Grants	250,000	264,320	(14,320)
41402	Air Quality-Clean Cities	139,500	128,000	11,500
41701	LTF	692,000	701,300	(9,300)
43001	Commercial/Service - Admin (4%)	37,074	11,171	25,903
43002	Retail - Admin (4%)	142,224	42,177	100,047
43003	Industrial - Admin (4%)	128,446	30,464	97,982
43004	Residential/Multi/Single - Admin (4%)	1,067,271	135,005	932,267
43005	Multi-Family - Admin (4%)	224,983	13,459	211,524
43001	Commercial/Service	889,786	268,112	621,673
43002	Retail	3,413,375	1,012,246	2,401,128
43003	Industrial	3,082,710	731,146	2,351,564
43004	Residential/Multi/Single	25,614,514	3,240,111	22,374,403
43005	Multi-Family	5,399,595	323,015	5,076,580
	Total Revenues	61,125,676	10,150,838	50,974,838
Expenditures				
Wages and Benefits				
60001	Wages & Salaries	1,945,017	505,313	1,439,704
61000	Fringe Benefits	569,848	176,956	392,892
	Total Wages and Benefits	2,574,865	682,269	1,892,596
General Operations				
63000	Overhead Allocation	1,518,136	379,533	1,138,603
65101	General Legal Services	405,750	148,022	257,728
65401	Audit Fees	25,000	1,300	23,700
65505	Bank Fees	25,500	7,580	17,920
65507	Commissioners Per Diem	45,000	13,200	31,800
73001	Office Lease	145,000	45,077	99,923
73104	Staff Recognition	1,200	160	1,040
73107	Event Support	183,000	19,836	163,164
73108	General Supplies	22,750	4,051	18,699
73109	Computer Supplies	7,500	1,484	6,016
73110	Computer Software	13,000	10,638	2,362
73111	Rent/Lease Equipment	25,000	2,642	22,358
73113	Membership Dues	40,600	6,280	34,320
73114	Subscriptions/Publications	5,000	5,048	(48)
73115	Meeting Support/Services	13,750	2,509	11,241
73116	Postage	5,600	465	5,135
73117	Other Household Expenditures	2,100	1,647	453
73122	Computer Hardware	4,000	337	3,663
73201	Communications-Regular	2,000	210	1,790
73203	Communications-Long Distance	1,200	57	1,143
73204	Communications-Cellular	10,863	1,998	8,865
73206	Communications-Comp Sv	17,000	55	16,945
73209	Communications-Web Site	15,600	311	15,289
73302	Equipment Maintenance - Computers	2,000	3,267	(1,267)
73405	Insurance - General/Business Liason	63,170	63,950	(780)
73506	CA HERO Recording Fee	1,636,855	282,188	1,354,667
73601	Seminars/Conferences	25,050	4,559	20,491
73611	Travel - Mileage Reimbursement	22,433	2,821	19,612
73612	Travel - Ground Transportation	9,985	1,144	8,841
73613	Travel - Airfare	22,000	3,387	18,613
73620	Lodging	19,550	3,073	16,477
73630	Meals	8,850	2,555	6,295
73640	Other Incidentals	13,550	3,036	10,514
73650	Training	14,200	40	14,160
73706	Radio & TV Ads	44,853	5,000	39,853
XXXXX	TUMF Projects	38,399,980	7,983,018	30,416,961
85101	Consulting Labor	3,523,948	148,821	3,375,127
90101	Computer Equipment/Software	31,500	7,417	24,083
	Total General Operations	57,402,253	8,787,723	48,614,529
Total Expenditures		59,977,118	9,469,992	50,507,125



Page Intentionally Left Blank



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: TUMF Nexus Study Update

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

Date: November 10, 2016

The purpose of this item is to update Committee members on the progress and direction of the Ad Hoc Committee formed to review the options prepared for the TUMF Nexus Study.

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 participates in the Program through an adopted ordinance, collects fees from new development, and remits the fees to WRCOG. WRCOG, as administrator of the TUMF Program, allocates TUMF to the Riverside County Transportation Commission (RCTC), groupings of jurisdictions – referred to as TUMF Zones – based on the amounts of fees collected in these groups, and the Riverside Transit Agency (RTA). The TUMF Nexus Study is intended to satisfy the requirements of California Government Code Chapter 5 Section 66000-66008 (also known as the California Mitigation Fee Act) which governs imposing development impact fees in California. The Study establishes a nexus or reasonable relationship between the development impact fee's use and the type of project for which the fee is required. The TUMF Program is a development impact fee and is subject to the California Mitigation Fee Act (AB 1600, Govt. Code § 6600), which mandates that a Nexus Study be prepared to demonstrate a reasonable and rational relationship between the fee and the proposed improvements for which the fee is used. AB 1600 also requires the regular review and update of the Program and Nexus Study to ensure the validity of the Program. The last TUMF Program Update was completed in October 2009.

TUMF Nexus Study Ad Hoc Committee

In September 2016, the WRCOG Executive Committee took action to form an Ad Hoc Committee to review the options prepared with regard to the TUMF Nexus Study Update. The Ad Hoc Committee is comprised of representatives from the WRCOG Executive Committee (Cities of Calimesa, Moreno Valley, and Riverside), with assistance to be provided by the Public Works (Cities of Banning and Eastvale, and the County of Riverside), and Technical Advisory (Cities of Jurupa Valley, Menifee, and Lake Elsinore) Committees. In addition to developing a preferred option regarding the completion of the TUMF Nexus Study, the Ad Hoc Committee will review the updates that WRCOG and TUMF Consultant, Parsons Brinckerhoff, made to the TUMF Nexus Study since the 2015 delay to allow for the integration of updated SCAG data released in April 2016.

As a result of the discussion during the first meeting held in September, staff presented the following criteria for review and discussion at the October 19, 2016, Ad Hoc Committee meeting:

- Fee phase-in scenarios based on the draft TUMF Schedule and the potential revenue loss of each scenario
- Potential fee schedule with reductions in contingency/soft cost allocations
- Facilities that are candidates for potential removal from the TUMF Network
- Facilities that are proposed to be improved to two lanes
- Change in fee burden if TUMF increases by a particular percentage

Staff has found that the removal of facilities that do not meet the criteria above results in a reduction of approximately \$300 million in overall network costs. This reduction equates to a 10% reduction in the overall network cost and a commensurate reduction in anticipated fee levels. The Ad Hoc Committee directed staff to develop phase-in scenarios combined with the network reduction. It is anticipated that the Ad Hoc Committee will meet in mid-November to review the scenarios combined with the network reduction before making a recommendation to the WRCOG Committee structure for review.

TUMF Network Update

At the October 13 Public Works Committee meeting, staff presented a list of facilities identified for potential removal based on the minimum criteria for inclusion in the TUMF Network, which include:

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

Staff has received feedback from a few member jurisdictions and has provided additional backup documentation to support the inclusion of some of the facilities identified for potential removal. Staff and TUMF consultant, Parsons Brinckerhoff, are in the process of reviewing the documentation provided to determine whether any of the facilities warrant inclusion in the TUMF Network. Once the review has been completed, staff will prepare scenarios with the overall network reduction to provide to the Ad Hoc Committee.

Staff anticipates that we will continue with the review process during November and will ask the Public Works Committee to take formal action on the Network changes in December.

Prior WRCOG Actions:

September 15, 2016: The WRCOG Technical Advisory Committee received report.

September 8, 2016: The WRCOG Public Works Committee appointed the Cities of Banning and Eastvale, and the County of Riverside to assist members of the Ad Hoc Committee in discussing potential options related to completion of the Nexus Study.

August 18, 2016: The WRCOG Technical Advisory Committee 1) appointed Gary Thompson (Jurupa Valley), Grant Yates (Lake Elsinore), and Rob Johnson (Menifee) to assist member of the Ad Hoc Committee in discussing potential options related to completion of the Nexus Study; and 2) recommended that only one representative from any member jurisdiction serve on the Ad Hoc Committee.

August 10, 2016: The WRCOG Administration & Finance Committee received report.

August 1, 2016: The WRCOG Executive Committee 1) directed staff to convene an Ad Hoc Committee composed of three members of the Executive Committee, with assistance from three members of the Technical Advisory Committee and two members of the Public Works Committee, to discuss potential options related to completion of the Nexus Study; and 2) appointed three members of the Executive Committee to serve on the Ad Hoc Committee.

WRCOG Fiscal Impact:

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

Attachment:

None.

Page Intentionally Left Blank



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: TUMF Fee Calculation Handbook Update

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

Date: November 10, 2016

The purpose of this item is to update Committee members on the progress of the TUMF Calculation Handbook Update to include a component for mixed-use development.

Requested Action:

1. Discuss and provide input.

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

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

Fee Calculation Handbook Update

During the development of the TUMF Program, it was recognized that certain land uses require special attention regarding the assessment / calculation of TUMF because of unique, site-specific characteristics. To address these special uses / circumstances, WRCOG developed a Fee Calculation Handbook to detail the methodology for calculating TUMF obligations for different categories of new development and, where necessary, to clarify the definition and calculation methodology for such uses. The fee calculations provide step-by-step work sheets on how fees are calculated for unique uses such as auto dealerships, fueling stations and high cube warehouses. The last update to the Fee Calculation Handbook occurred in October 2015, which included a revision to the government / public exemption language.

In July 2016, staff presented the categories for potential inclusion in the Fee Calculation Handbook, for which the Public Works Committee requested additional information on the methodology that could be used for mixed-developments.

Staff is reviewing the Environmental Protection Agency Mixed-Use Trip Generation Model that could potentially be utilized in the Fee Calculation Handbook. In coordination with the Institute of Traffic Engineers, the EPA developed a model to estimate the trip generation impacts of mixed-use development. The model would be used on a project-by-project basis and would only be utilized with the approval of the member agency in which the development is occurring.

Similar to the Transit Oriented Development component currently in the Fee Calculation Handbook, a factor reflecting the reduction in automobile trip generation associated with mixed-use development will be applied to the standard residential and non-residential TUMF obligation.

Additionally, the TUMF Administrative Plan was recently updated address mixed-use development. The definition for such development states that “Mixed-Use Development”, as used in the TUMF Program, means Developments with the following criteria: (1) three or more significant revenue-producing uses, and (2) significant physical and functional integration of project components.” The criteria outlined in the TUMF Administrative Plan would need to be met by a proposed development to be considered for the mixed-use development reduction.

WRCOG staff and TUMF Consultant, Parsons Brinckerhoff, will be working collaboratively to complete the update of the Fee Calculation Handbook. As part of this update process, staff and consultant will also do the following:

- Survey available data and methodologies to determine how to calculate the TUMF fee
- Prepare a recommendation regarding how to implement these new categories within the TUMF Program
- Provide the updated information to the PWC and PDC for their review and comment
- Update the Fee Calculation Handbook and ask for WRCOG Committee approval

Prior WRCOG Action:

July 14, 2016: The WRCOG Public Works Committee received report.

WRCOG Fiscal Impact:

TUMF Fee Calculation Handbook Update 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: TUMF Administrative Plan Revision

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

Date: November 10, 2016

The purpose of this item is to update Committee members on the language proposed for inclusion in the TUMF Administrative Plan for a developer to receive credit for monetary contributions.

Requested Action:

1. Approve the TUMF Administrative Plan revision to include an additional process in which developers receive credit against TUMF obligations.

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

The Administrative Plan serves as the governance document for the TUMF Program and outlines various roles and responsibilities for WRCOG, the Riverside County Transportation Commission, member agencies, and other parties involved in the TUMF Program. The Administrative Plan dates back to 2003 and was updated in mid-2016.

TUMF Administrative Plan

In June 2016, the WRCOG Executive Committee approved revisions to the TUMF Administrative Plan, for which the following updates were included:

- Two or more party TUMF Reimbursement Agreement signature authority
- Combine "Guest Dwellings" and "Detached Second Units" exemptions and refine definitions
- Establishing a time limit on TUMF refunds
- Balance due on incorrectly calculated TUMF funded items

As administrator of the TUMF Program, WRCOG would like to continue identifying areas of the Program that require additional clarity/assistance for member jurisdictions. WRCOG has received inquiries regarding the process of a developer option to receive credit against TUMF obligation.

At its October 13 meeting, the Public Works Committee requested that staff clarify the language regarding credit for developer monetary contributions. Staff, in consultation with WRCOG legal counsel, has revised the language to include specific criteria that must be met for a developer to receive credit for monetary contributions. The language is as follows:

- a. A developer may receive a credit for contribution of funding provided specifically for one of the following types of improvements: (i) a Regionally Significant Transportation Improvement, as defined as those facilities that typically are proposed to have six lanes at build out and extend between multiple jurisdictions, or discrete useable segment thereof, as determined by WRCOG, (ii) any type 1, 2, 3 interchange on an interstate or state highway (iii) any railroad crossing with an estimated construction cost of more than ten million dollars (\$10,000,000), and (iv) any bridge located on a regionally significant arterial as defined in (i) of this section. The local jurisdiction and the developer must enter into a binding agreement obligating the developer to provide funding.
- b. The jurisdiction must make a formal request to WRCOG in written form documenting the need for this improvement and disclose reasons why this request could be accommodated within the current practice of allowing developers to construct in-lieu improvements directly.
- c. Prior to awarding credit under this Section IV.A.4 to a developer in lieu of requiring the payment of TUMF, a local jurisdiction must receive written approval from the WRCOG Executive Director, or designee. The Executive Director is encouraged to consult with the WRCOG Public Works Committee before approving the award of credit under this Section.
- d. Prior to awarding credit under this Section IV.A.4 to a developer in lieu of requiring the payment of TUMF, the local jurisdiction shall enter into an MOU with WRCOG to account for the credit and provide additional information regarding the amount of the funds to be provided, comparing those funds against the maximum TUMF share, and disclosing the anticipated construction schedule.
- e. If credit awarded to a developer under this Section VI.A.4, the local jurisdiction shall be responsible for construction of the improvement for which funding is provided by the developer and those improvements shall not be eligible for TUMF Program prioritization or funding.
- f. Credit will only be awarded to a developer after the local jurisdiction has awarded a construction contract for the improvement for which the funding is contributed has been awarded.
- g. In the event that not all funds contributed by a developer are spent within 3-years of contribution, the local jurisdiction shall remit any unspent funds received from the developer under this section to WRCOG up to the maximum amount of the Project's TUMF obligation. The 3-year term may be extended by action of the WRCOG Executive Committee upon request of the local jurisdiction.

Prior WRCOG Actions:

- October 13, 2016: The WRCOG Public Works Committee requested that the language to the TUMF Administrative Plan be clarified for review at its November meeting.
- May 12, 2016: The WRCOG Public Works Committee recommended that the WRCOG Executive Committee approve the proposed updates to the TUMF Administrative Plan.

WRCOG Fiscal Impact:

TUMF Program 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: Proposed Grant Writing Assistance Program for Local Jurisdictions and SCAG Sustainability Planning Grant Program Update

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

Date: November 10, 2016

The purpose of this item is to provide an update on SCAG's Sustainability Planning Grant Program. This grant opportunity is offered to assist member jurisdictions in moving forward with sustainable planning efforts. WRCOG has provided updates at the previous two Public Works Committee meetings, and is providing one last update prior to the application deadline.

Requested Action:

1. Receive and file.

SCAG Sustainability Planning Grant Program Update

SCAG's Sustainability Planning Grants Program (SPG) provides resources and direct technical assistance to member jurisdictions to complete important local planning efforts and enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Since its inception in 2005, many WRCOG jurisdictions have funded projects through the SPG program, formerly known as the Compass Blueprint Grant Program. The Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional Sustainable Communities Strategy. For the 2017 SPG cycle grants are available in the following three categories:

1. Active Transportation (AT): Bicycle, Pedestrian, and Safe Routes to School Plans;
2. Integrated Land Use (ILU): Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use, and Transportation Integration;
3. Green Region Initiative (GRI): Natural Resource Plans, Climate Action Plans (CAPs), and Greenhouse Gas (GHG) emissions reduction programs.

Since the Program commenced in 2005, WRCOG and its member jurisdictions have been awarded funding for 23 projects for a combined total of over \$3,000,000 to advance planning efforts in the respective jurisdictions and the Western Riverside County region. In the past, all applications submitted for funding through the SPG have attained funding. However, for this round, SPG grants are not guaranteed due to financial constraints.

In addition to supporting applications from our member jurisdictions, WRCOG is interested in attaining grant funding for subregional studies which assist local jurisdictions in planning for the future and continue to facilitate regional collaboration. The planned projects aim to reduce the need to duplicate efforts in the subregion, increase information sharing, and broadly enhance Western Riverside's future. Listed below are the studies that WRCOG is planning to submit applications for:

- Smart Cities Readiness Plan – WRCOG would prepare a regional effort to identify specific implementation actions local agencies can undertake related to technologies, such as but not

limited to, autonomous vehicles, bike sharing, car sharing, and how that affects land use. Key elements of this effort will include a review of current technologies, best practices in other communities, and specific actions member agencies can implement.

- SB 743 Implementation – WRCOG aims to update traffic study guidelines, as well as include a local agency VMT calculator. This study will also include a VMT threshold for optional use by local agencies. WRCOG will also provide data regarding existing and projected VMT for local jurisdictions. This effort will also include a review of the TUMF Program to determine what programmatic changes might be necessary to allow participation in the TUMF to serve as VMT mitigation.
- Union Pacific Right-of-Way Visioning Exercise – WRCOG would like to undertake a visioning exercise for portions of Union Pacific Right-of-Way which may be abandoned and able to be reused for other uses.

WRCOG staff has sought letters of support that indicate specific actions the supporter will take to assist the project. WRCOG staff will also continue to seek partnerships with interested member jurisdictions to move forward with applications for these projects and welcomes interest from all members.

A complete list of past SCAG-funded projects is available on SCAG's Sustainability website:

<http://sustain.scag.ca.gov>. Additional Program details can be accessed at:

<http://sustain.scag.ca.gov/Pages/DemoProjApplication.aspx>.

From the original list of studies WRCOG proposed in October, staff has decided to focus on the studies above. However, WRCOG remains interested in additional studies, and will continue to identify potential funding opportunities in the near future. Those studies include:

- WRCOG Climate Action Plan (CAP) Update – WRCOG seeks to update the CAP to conduct a programmatic EIR, an economic analysis, and a Health Impact Analysis (HIA). The economic analysis may be structured similar to the City of Riverside's Growthprint, and the HIA would be conducted to show the CAP's co-benefits.
 - o GHG Reinventry – WRCOG would update the last GHG inventory conducted for the CAP
- Safe Routes to School (SRTS) Plan – WRCOG aims to create a strategic SRTS plan for Western Riverside County that will provide school districts, schools, and jurisdictions a plan to create a program that will identify schools and the improvements needed to create safe routes to school for students.

Prior WRCOG Action:

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

WRCOG Fiscal Impact:

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

Attachment:

None.



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Active Transportation Plan Update

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

Date: November 10, 2016

The purpose of this item is to provide an update to the Public Works Committee (PWC) on the Western Riverside County Active Transportation Plan (ATP). WRCOG staff provided an update to the PWC in June on the draft Existing Conditions report. Since then, the project team has worked on finalizing the Existing Conditions report, and finalizing the Goals, Objectives, and Strategies for the Plan. WRCOG staff would like to provide an overview of the Goals and Objectives, and provide a roadmap on how the Plan will move forward in the coming months. 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.

Requested Action:

1. Discuss and provide input.

Active Transportation Plan – Existing Conditions

Between January 2009 and December 2013 (the last five years of statewide data available), 26,008 traffic collisions were reported in Western Riverside County, averaging to over 5,200 collisions per year, or about 14 per day. Of those collisions, 1,452 (5.6%) involved a pedestrian, which resulted in 197 pedestrians killed and 312 pedestrians severely injured over the 5 years. In addition, 1,365 (5.2%) of those collisions involved a bicyclist, resulting in 48 bicyclists killed and 161 bicyclists severely injured. Overall collision numbers have been presented to the committee at the June meeting.

A review of the data indicates that both pedestrian and bicycle collisions decreased between 2009 and 2010 and increased between 2010 and 2011. However, between 2011 and 2013, the modes had opposite trends. While pedestrian-involved collisions continued to increase and then decreased between 2012 and 2013, bicycle-involved collisions decreased slightly but then began an upward trend between 2012 and 2013.

A more detailed analysis of collisions by age group determined that youth and adolescents, ages 10-19 years old, experienced the most collisions out of any age group for both modes. Grade school and college students typically fall within the age groups of 10-19 and 20-29, and are the two age groups that experienced the most collisions in Western Riverside County, suggesting an opportunity for targeted safety interventions. Although the higher number of collisions may be due to higher rates of walking and biking among these age groups, the data is concerning because this population is limited in other transportation options. Among older adults (50+), pedestrian- and bicycle-involved collisions decrease as age increases.

The maps identify the locations of pedestrian-related collision reports in the subregion between 2009 and 2013, and the locations of bicycle-related collision reports in the same period. The maps display fatalities, serious injury, and minor injury collisions. The collisions on these figures tend to be clustered around population areas and regional highways. Specific geographic areas that show collision clusters include:

- Corona
- Hemet
- Lake Elsinore
- Moreno Valley
- Perris
- Riverside
- Temecula
- Wildomar
- Interstate Highway and State Route corridors

Bicycle and pedestrian collisions near highways are likely to reflect clusters of destinations in these areas and the concentration of activity for people biking, walking, and driving along and through freeway over/underpasses that facilitate access across the freeway at designated crossing locations. Overall, there was a lower reported incidence of bicycle-involved collisions and fewer fatalities and serious injuries for collisions involving bicyclists.

In an effort to better understand and inform regional trends and solutions, the next steps will be taken with the collision mapping and analysis:

- Focus analysis on fatalities and severe injuries
- Develop different maps for clusters near freeways and regional facilities
- Identify high-incidence roadways and areas in an attempt to develop a network of priority areas where the return on infrastructure investment and greatest safety improvement benefits are maximized

Draft Goals, Objectives, and Strategies

The project team has drafted Goals, Objectives, and Strategies intended to guide the Plan and its development. The draft Goals and Objectives are meant to be action-oriented, achievable, and easy to implement for the WRCOG region. They have been shared with the Riverside County Active Transportation Network (ATN), and will be discussed again for input at the next ATN meeting on November 16. The draft Goals and Objectives are included as an attachment to the report.

Active Transportation Project Input

A major reason why WRCOG undertook the ATP is to provide member jurisdictions background documentation to apply for funding for active transportation projects. One challenge for jurisdictions when applying for active transportation funding, especially for capital improvement projects, is providing a purpose for the project. The ATP will assist those grant applications, especially if the project is a part of the regional network identified in the Plan.

WRCOG would like to involve member jurisdictions in identifying regionally significant active transportation projects. WRCOG will present a draft list of questions at the November meeting for member jurisdictions to consider when planning its active transportation projects to include in the Plan.

Prior WRCOG Actions:

July 14, 2016: The WRCOG Planning Directors' Committee received report.
June 9, 2016: The WRCOG Public Works Committee received report.

WRCOG Fiscal Impact:

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

Attachment:

1. Western Riverside ATP Draft Goals, Objectives, and Strategies.

Page Intentionally Left Blank

Item 5.E

Active Transportation Plan Update

Attachment 1

Western Riverside ATP Draft Goals,
Objectives, and Strategies

Page Intentionally Left Blank

Mission:

WRCOG seeks to improve transportation choices within the WRCOG region that will benefit all residents, employees and visitors within Western Riverside County. The ATP furthers this vision by identifying regional facilities to provide more transportation options within the WRCOG subregion. The ATP will also seek to identify funding opportunities to plan and construct projects to enhance the Western Riverside County's active transportation network. WRCOG sees its role as a facilitator towards future improvements, relying on our member agencies to conduct studies and implement future projects in furtherance of these overall goals.

Goals:

The WRCOG Active Transportation Plan (ATP) goals were crafted to reflect the overarching vision of the states' Active Transportation Program and the western Riverside subregion. The following goals are a synthesis of those outlined in previous documents that informed the development of the ATP. Goals were reviewed from the Non-Motorized Transportation Plan (2010), the Southern California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, and its Active Transportation Appendix. Goals were also formulated to align with state and federal vehicle miles traveled (VMT) reduction efforts, the WRCOG Sustainability Framework, as well as GHG reduction objectives outlined in Riverside County's Climate Action Plan.

The five goals to guide active transportation planning in Western Riverside, based on the above referenced documents, are:

1. Establish a "regional backbone network of bicycle and pedestrian facilities through prioritization of local projects" to maximize regional mobility as stated in the Sustainability Framework.
2. Enhance safety, remove barriers to access, and correct unsafe conditions in areas of traffic and bicycle/pedestrian activity.
3. Provide active transportation modes as affordable options to reduce criteria pollutants and greenhouse gas emissions and lower VMT.
4. Address public health through design and infrastructure that encourages residents to use active transportation as a way to integrate physical activity into their daily lives and improve future air quality.
5. Foster healthy, equitable, and economically vibrant communities where all residents have greater transportation choices and access to key destinations, such as jobs, medical facilities, schools, and recreation through cohesive land use and transportation decisions.

Though these goals were developed to specifically relate to active transportation, many of the goals are multi-modal in nature and will result in benefits for all users of the various transportation systems.

Objectives:

The objectives were crafted to identify the specific ways in which the scope of the ATP supports the overarching vision outlined by the goals above. Compared to the goals, which are aspirational in nature

and may be affected by other regional efforts or other trends outside WRCOG's control, the objectives are more specific to the ATP and are actions that WRCOG can take related to the implementation of the plan.

The seven objectives of the ATP are as follows:

1. Work with partners to create a regional active transportation network, through the coordination of transportation funding and infrastructure improvements among member cities and regional entities.
2. Develop supporting programs and policies related to active transportation focused on education/encouragement, enforcement, equity, economics, and evaluation.
3. Provide guidance for setting regional active transportation policies and develop guidelines to encourage future investments.
4. Develop a funding strategy, increase dedicated funding for bicycle and pedestrian infrastructure, and explore opportunities to expedite implementation.
5. Promote healthy and active living with increased physical activity for residents of all ages in the region.
6. Improve connectivity to important local and regional destinations.
7. Create a safer environment by significantly decreasing bicycle and pedestrian fatalities and injuries.

Strategies

The following strategies, organized by subject matter, can help the Western Riverside region achieve the desired goals and objectives listed above.

Safety:

- Address the actual and perceived safety/security concerns that limit biking and walking from being considered as viable mode choices through targeted educational efforts.
- Locate routes along high visibility corridors that contain a mix of commercial, civic/institutional (schools, hospitals), recreational, and community facilities and away from blighted structures or sites. This strategy, called "context-sensitive design", directly serves the needs of bicyclists and pedestrians and can enhance public safety for all through the related "eyes on the street" concept.
- Enforce proper and safe driving, bicycling, and walking practices and habits.
- Build bicycle and pedestrian infrastructure that is removed, protected, or buffered from automobiles.
- Provide adequate and consistent lighting along active transportation facilities.
- Install bicycle "fix-it" stations equipped with an emergency communication system on off-street, long-distance pathways.

- Update the infrastructure capital improvement project list to prioritize projects that would proactively address areas with substantial pedestrian or bicyclist-involved collision history.
- Conduct targeted enforcement efforts, with citations and educational materials that focus on safe and lawful behavior for all road users. Enforcement can be targeted at areas such as schools, public facilities, and locations with demonstrated collision history.
- Monitor, record, and regularly review bicyclist and pedestrian-involved collisions.
- Where bike theft occurs regularly (i.e., schools, downtown areas), consider additional law enforcement presence or a standard reporting and documenting process for bicycle theft.

Accessibility

- Prioritize corridors with existing or planned bicycle/pedestrian facilities.
- Provide bicycle detection at intersections and pedestrian activated push-buttons.
- Install bicycle parking throughout downtown retail areas (individual cities).
- Install bicycle parking in the public right-of-way, such as in converted car parking spaces, serving major destinations. Develop bicycle parking guidelines as a model for the region that addresses parking for commercial, residential, and office uses
- Adopt a bicycle amenities ordinance that requires or provides incentives for developers of new commercial buildings to install showers and clothing lockers for bicycle commuters.
- Develop region wide active transportation wayfinding signage (including distances and travel times).

Maintenance and Funding

- Pursue active transportation and multi-modal funding to implement the projects in this plan. Sources for funding include, but are not limited to, State and Federal Safe Routes to School grants, California Bicycle Transportation Account, Caltrans Transportation Planning Grants, SCAG RTIP Call for Projects, and ATP Call for Projects. Set a goal of submitting at least two non-motorized grant-funding applications per year.
- Improve pavement condition and give priority to designated bike routes and corridors with high bicycle ridership.
- Keep roads and bike lanes clear of debris (prioritize street sweeping on routes with curbside bike lanes).
- Identify employees who will serve as a bicycle and pedestrian coordinator and manage non-motorized transportation projects and ongoing route maintenance.
- Coordinate street repaving, facility upgrades, and restriping with bicycle plan implementation and prioritize projects that include bicycle infrastructure.
- Assign a funding source to keep sidewalks maintained.

Education/Community Involvement

- Promote increased driver awareness and respect for bicyclists and pedestrians (*also under safety*).
- Pursue Office of Traffic Safety grants for outreach campaigns.
- Consider expanding the ATP into a website/blog with permanent bicycle and pedestrian information hosted within the City's web domain, similar to the successful examples in Los Angeles, such as the Department of Transportation Bicycle Services website (<http://www.bicyclela.org>) and LADOT Bike Blog (<http://ladotbikeblog.wordpress.com>).
- Conduct targeted outreach of proposed bicycle and pedestrian related improvements and events to educate local residents and employees, and garner greater interest and support. Target outreach at:
 - Schools and universities (as part of the Safe Routes to School efforts)
 - Cycling groups/shops
 - Merchant associations
 - Downtown Business Association
 - Public events and festivals
- Establish a standing Bicycle and Pedestrian Advisory committee such as the Inland Empire Biking Alliance that meet regularly with City staff to discuss walking and bicycling issues. The role of the committee includes identifying key problems, crafting public outreach campaigns, promoting bicycle and pedestrian programs, and serving as an interface between the City and community members/advocacy organizations.
- Establish Bike-Friendly Business Districts (BFBD). The program encourages merchants and their customers to replace cars with bicycles. The City works with local business owners in certain retail districts to offer incentives including discounts for bicyclists, free bike valet, free bike tune-ups, bicycle parking, and special stickers. This creates an incentive to travel by bicycle and benefits merchants, who often see an increase in customers.
- Conduct active transportation demonstrations through tactical urbanism, informing the community of what types of facilities could-be made permanent.

Encouragement/Evaluation

- Establish a large-scale car-free day similar to the popular events thorough Southern California. Open streets events have proven to be an effective strategy to encourage active living.
- Conduct walk/bicycle audits as part of outreach strategies for new development projects or as a comprehensive Safe Routes to School (SRTS) program. A walk/bicycle audit leads stakeholders on a set course to discuss bicyclist/pedestrian safety concerns and strategies to improve safety.
- Partner with schools and the Los Angeles County Bicycle Coalition to conduct annual bicycle and pedestrian counts, to implement an annual monitoring program that conducts bicycle and pedestrian counts once a year, or require that all traffic study counts include bicycles and pedestrians to estimate bicycling levels and changes in bicycling levels over time.

- Develop metrics to measure the impact of walking and bicycling on public health, resident and merchant perceptions, environmental impact, amount of cycling, and safety (note: it may not be possible to measure the impact of bicycling alone). Some examples are provided below:

Public Health – Partner with local schools to measure distance cycled or calories/weight lost during Bike Month (May).

Resident and Merchant Perceptions – Survey questions such as “how frequently do you walk or bicycle around town?” and “what prevents you from walking and bicycling?” and “what mode of travel do you use for short trips?” aim to understand attitudes toward walking and bicycling, and common concerns. These surveys, which should be available in English and Spanish, can be done citywide or as part of an SRTS program for parents.

Environmental Impact – Measure reductions in vehicle miles traveled or vehicle emissions through surveys.

Amount of Cycling and Walking – Require bicycle and pedestrian counts with traffic studies so that changes in levels of cycling can be measured over time.

Safety – Review the number of bicycle/pedestrian-involved collisions on a regular basis and develop collision rates as data on the number of vehicles, bicyclists, and pedestrians is collected over time.

Equity

- Improve the ability of traditionally underserved communities to travel safely and conveniently via walking or biking
- Involve the community in the planning process, with a foundation of transparency, inclusiveness, respectfulness, and trustworthiness.
- Develop active transportation routes that connect residents to key destinations including school, work, and shopping.
- Help provide alternatives to the personal automobile that allow for local and regional mobility.

Performance Metrics

A good way to assess the effectiveness of the strategies above is to develop performance metrics that focus on active transportation improvements in the region. Performance metrics evaluate how well the region is doing in achieving its goals and objectives for a successful active transportation network. Setting benchmarks for the future provides both motivation and accountability for member agencies and regional leaders. The following metrics allow for accurate and detailed results that compare the changes that have occurred because of the development of WRCOG’s desired active transportation network.

1. Change in Active Transportation mode share: Increase bicycling and walking in the WRCOG region by creating and maintaining an active transportation system that includes well maintained bicycle and pedestrian facilities, easy access to transit facilities, and increased safety and security.
2. Change in the amount of Active Transportation facilities: Increase accommodation and planning for bicyclists and pedestrians (including persons with disabilities) for all transportation planning projects.
3. Change in the number of collisions involving Active Transportation users: Decrease bicyclist and pedestrian fatalities and injuries by increasing transportation safety.
4. Change in land use patterns and Active Transportation: Support local jurisdictions that comply with the Complete Streets Act and the development of local active transportation plans. WRCOG will also work with local jurisdictions in developing a regional active transportation plan.

Table 1: Potential Performance Metrics					
Performance Metric	Project Level	County-Wide Level	Initial Baseline (2016)	Potential Benchmark	Available Data Sources
Percent trips completed by bicycle or by walking		X			2009 National Household Travel Survey
Miles of installed bicycle facilities, by class		X			Self-reported by jurisdictions
Total capital funding allocated to bicycle/pedestrian improvements		X			Self-tracked/self-reported by WRCOG
Total planning funding allocated to bicycle/pedestrian improvements		X			Self-tracked/self-reported by WRCOG
Collision statistics (number by mode, percent by mode for severe injury and fatal crashes)		X			State-Wide Integrated Traffic Reporting System (SWITRS)
Number of Cities with Bicycle/Pedestrian Plans (5 years or less)		X			Self-tracked/self-reported by WRCOG