



Western Riverside Council of Governments Planning Directors' Committee

AGENDA

**Thursday, April 14, 2016
9:00 a.m.**

**Riverside Transit Agency
1825 Third Street
Riverside, CA 92517
(951) 565-5002**

Please Note Meeting Location and Time

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the WRCOG Planning Directors' Committee meeting, please contact WRCOG at (951) 955-0186. 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 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 item 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 Planning Directors' Committee may take any action on any item listed on the agenda, regardless of the Requested Action.

- 1. CALL TO ORDER (Richard MacHott, Chair)**
- 2. SELF INTRODUCTIONS**
- 3. PUBLIC COMMENTS**

At this time members of the public can address the WRCOG Planning Directors' 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 10, 2016, WRCOG Planning Directors' Committee meeting are available for consideration.**

Requested Action: 1. Approve Summary Minutes from the March 10, 2016, WRCOG Planning Directors' Committee meeting.

B. HERO Program Activities Update **Barbara Spoonhour** **P. 9**

Requested Action: 1. Receive and file.

C. Clean Cities Coalition Update **Christopher Gray** **P. 21**

Requested Action: 1. Receive and file.

D. Healthy Communities Activities Update **Jennifer Ward** **P. 25**

Requested Action: 1. Receive and file.

E. Southern California Association of Governments Activities Update **Jennifer Ward** **P. 41**

Requested Action: 1. Receive and file.

5. REPORTS/DISCUSSION

A. Riverside Transit Agency First Mile Last Mile Study **Joe Punsalan, KTU+A** **P. 61**

Requested Action: 1. Receive and file.

B. Riverside Restorative Growthprint **Doug Darnell,
City of Riverside** **P. 83**

Requested Action: 1. Receive and file.

C. WRCOG Transportation Activities Update **Christopher Gray, WRCOG** **P. 89**

Requested Action: 1. Receive and file.

D. TUMF Administrative Plan Update **Christopher Gray, WRCOG** **P. 99**

Requested Action: 1. Receive and file.

E. WRCOG Committees Update **Jennifer Ward, WRCOG** **P. 103**

Requested Action: 1. Receive and file.

6. ITEMS FOR FUTURE AGENDAS **Members**

Members are invited to suggest additional items to be brought forward for discussion at future WRCOG Planning Directors' Committee meetings.

7. GENERAL ANNOUNCEMENTS **Members**

Members are invited to announce items/activities which may be of general interest to the WRCOG Planning Directors' Committee.

8. NEXT MEETING: The next WRCOG Planning Directors' Committee meeting is scheduled for May 12, 2016, at the City of Murrieta: 1 Town Square, Murrieta, CA, in the Veterans Room.

9. ADJOURNMENT

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1. CALL TO ORDER

The meeting of the WRCOG Planning Directors' Committee (PDC) was called to order at 9:05 a.m. by Chair Richard MacHott in the City of Wildomar Council Chambers.

2. SELF INTRODUCTIONS

Members present:

Brian Guillot, City of Banning
Richard MacHott, City of Lake Elsinore (Chair)
Jeff Wyman, City of Menifee
Rick Sandzimier, City of Moreno Valley
Cynthia Kinser, City of Murrieta
Clara Miramontes, City of Perris
Nathan Perez, City of Perris
Doug Darnell, City of Riverside
Luke Watson, City of Temecula
Matt Bassi, City of Wildomar
Steven Weiss, County of Riverside
Dan Fairbanks, March Joint Powers Authority
Shane Helms, Morongo Band of Mission Indians

Staff present:

Jennifer Ward, Director of Transportation
Alexa Washburn, WRCOG Consultant
Andrea Howard, Staff Analyst
Rebekah Manning, Staff Analyst

Guests present:

Jeff Smith, March Joint Powers Authority
Michael Osur, Riverside University Health Systems – Public Health
Miguel Vasquez, Riverside University Health Systems – Public Health

3. PUBLIC COMMENTS

None.

4. CONSENT CALENDAR - *M/S/A (Kinser/Bassi) 13-0; Items 4.A through 4.E were approved by a unanimous vote of those members present. The Cities of Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Norco, San Jacinto, the Riverside Transit Authority, and the Riverside County Office of Education were not present*

A. Summary Minutes from the February 11, 2016, WRCOG Planning Directors' Committee meeting are available for consideration.

Action: 1. *Approved Summary Minutes from the February 11, 2016, WRCOG Planning Directors' Committee meeting.*

B. HERO Program Activities Update

Action: 1. *Received and filed.*

C. Southern California Association of Governments Activities Update

Action: 1. *Received and filed.*

D. Transportation Activities Update

Action: 1. *Received and filed.*

E. BEYOND Framework Fund Program

Action: 1. *Received and filed.*

5. REPORTS/DISCUSSIONS

A. March Joint Powers Authority Presentation

Dan Fairbanks, March JPA Planning Director, provided a history of March and an update on current activities of the JPA. Mr. Fairbanks pointed out that the activities of the base are especially relevant to the subregion owing to the economic impacts of the Base activities, flight paths to and from March throughout the region.

Mr. Fairbanks explained that March Air Reserve Based (ARB) is one of the three oldest Bases in the Country, first established in 1918. In 1996, the Air Force Base was realigned and converted from an active duty base to a Reserve Base. In 2010 a portion of the active duty personnel returned. Currently, March ARB is used by Active Duty, Reserve, National Guard, and Federal Agencies; it is home to the Air Force, Army, Navy and Marine Forces. The Base offers a full spectrum of assets providing homeland security and global mission support.

Prior to realignment, March AFB employed over 10,000 military personnel and civilians and contributed approximately \$500 million toward the regional economy. Presently, March ARB is the second largest employer in Riverside County and brings an annual economic benefit to the region of approximately \$428 million.

March Inland Port is a Joint use Port that allows for civilian uses. The port is currently operating far below civilian capacity. The port supports parcel services, "life flights" to transport donor organs, and private passenger air travel

The March Joint Powers Authority (JPA), was formed in 1993 with the purpose of fostering economic development to counter the economic loss of realignment, and is charged with the responsibility of base reuse, planning and development. March JPA acquired approximately 4,500 acres of the AFB through realignment; approximately 1,500 of these acres were transferred to other entities. The largest portion of the JPA's development is the mixed use Business Park at Meridian which has access to the Metrolink station slated to open in April 2016. Additional development on the JPA includes office space, warehouse and industrial space, food production, and the airport. Employers on the JPA currently employ 2,387 staff, their objective is to create 32,000 jobs.

March JPA worked collaboratively with the surrounding cities and March ARB to approve an Airport Compatibility Plan to be adopted by the Riverside County Airport Land Use Commission that will reduce intensities of impact on the surrounding community and prohibits high intensity uses. The plan limits the kinds of industries and developments that could be located near the airport and in specific areas.

A question was asked regarding an amendment that was made to the airport compatibility plan which expanded the plan, and what exactly happened to necessitate this.

Mr. Fairbanks responded that at that time, a change was made in the airport noise contours, primarily because the Airforce switched from F-16s to F-15s which extended the noise contours and impacted the originally approved airport compatibility plan.

Mr. Fairbanks then provided an overview of the March JPA managed Foreign Trade Zone (FTZ), which includes a majority of the County and several WRCOG member cities. A FTZ is an area of land that is treated as if it is not within the United States for purposes of customs duties. Organizations can apply to have the FTZ activated in order to take advantage of the Customs savings in the majority of Western Riverside County.

A question was asked about the planned or potential development for March JPA.

Mr. Fairbanks explained that there are multiple areas where March is pursuing new entitlements. Future developments include a new distribution warehouse; 120 acres that the master developer, Meridian Park, is seeking to develop for primarily industrial uses, with a limited amount of mixed-use retail; a Maintenance, Repair and Operations facility to service military crafts; a new homeless shelter for veterans; and is exploring, in coordination with Lewis Group of Companies, the potential development of residential units in the area currently designated for the Golf Course which currently operates at a loss.

A question was asked regarding how March JPA plans to achieve the goal of creating 32,000 jobs.

Mr. Fairbanks identified that 350 acres has been developed and anticipates developing a total of 22,000 acres. The Medical campus is expected to provide approximately 8,000 jobs, Meridian Park is projected to host 15,000 jobs, the March joint-use airport will provide a projected 3,500 jobs, and additional development areas are anticipated to bring approximately 6,000 jobs. Though Mr. Fairbanks recognizes that the plan is ambitious, he notes that it is realistic.

A question was asked regarding the development plans with Lewis Group of Companies.

Mr. Fairbanks responded noting that Lewis Group of Companies has not indicated any interest in non-residential development. Approximately 1600 units will be developed.

A question was asked regarding the hi-tech industry and drones in particular.

Mr. Fairbanks responded saying that FAA regulations would likely hamper the presence of drones near the base and airport in particular. In contrast, the military pilots "remotely piloted aircrafts" which have pilots at all times.

A question was asked regarding the proximity of the medical campus to the base, and the compatibility of safety and noise.

Mr. Fairbanks noted that there are not safety or noise concerns for the medical campus due to the placement of the campus and airfield.

B. Bi-County Healthy Communities Planning Efforts

Michael Osur, Deputy Director for Riverside University Health System – Public Health (RUHS-PH) (formerly Riverside County Department of Public Health) presented on the County's efforts to integrate health in planning. Mr. Osur began by identifying that RUHS-PH has involved planning in its processes for over 10 years. It's commitment to bridging health and planning is further evidenced by the Healthy Communities Urban Regional Planner position filled by Miguel Vasquez, the only AICP certified planner working for a county health department in California.

Mr. Osur noted RUHS-PH's ongoing partnerships with WRCOG and Coachella Valley Association of Governments member cities to support Healthy Cities initiatives as well as its support for WRCOG's

Health Subcommittee. Mr. Osur explained that the County lines become arbitrary to those who live, work, play, and travel across the region and what happens in one County may impact the health outcomes of the other. Mr. Osur then introduced a new collaborative project involving WRCOG, the San Bernardino Associated Governments, and the San Bernardino Department of Public Health to imbue health into planning throughout the Riverside and San Bernardino Counties. To do this, RUHS-PH is undertaking the creation of a regionally specific Healthy Development Checklist which will identify the health implications of newly proposed construction on community health. The Checklist is intended to inform and support developers prior to completing plans to optimize the health impacts of new development.

RUHS-PH, recently took on a similar project for a small scale proposed development for Lewis Group of Companies called the Villages of Lakeview. The Villages of Lakeview Healthy Development Checklist considered the proposed developments health implications for six areas: air quality, active living, parks and open space, healthy eating, access to healthy foods, building design, and land use. In the long-range, the checklist could potentially serve as a rating system that developers strive to achieve high marks, incentivizing development to meet more of the goals of the Healthy Development Checklist.

Mr. Osur announced that the hiring of a consultant to create the Healthy Development Checklist will be funded by \$20,000 of the County of Riverside's allocation of WRCOG BEYOND Framework Fund monies. To ensure the development of a regionally appropriate plan, Mr. Osur will be seeking input from planners in Riverside and San Bernardino Counties including all members of the WRCOG PDC.

A comment was made that the Healthy Development Checklist will be a valuable tool for planners to consider development from a public health perspective.

C. Regional Streetlight Program Activities Update

Tyler Masters, WRCOG Program Manager, delivered an update on the background, current status, and next steps of the Regional Streetlight Program. As directed by WRCOG's Executive Committee, staff is pursuing the development and administration of a Regional Streetlight Program for interested jurisdictions. This is in lieu of high costs faced by jurisdictions through contract with Southern California Edison (SCE)—more than \$10 million annually to power and maintain the approximately 63,000 SCE owned streetlights in WRCOG subregion. Goals of the program include achieving economies of scale, reducing utility bill costs and energy consumption, and supporting the goals of local and state-wide energy and GHG reduction goals.

Mr. Masters noted that, to date, 16 WRCOG jurisdictions have expressed interest in the program; 13 jurisdictions have received valuation reports from Southern California Edison estimated the sales cost of the streetlights; and Mr. Masters estimated that the remaining three jurisdictions were expected to receive valuation reports within the next week. To support member jurisdictions through the decision making process, WRCOG staff has developed a feasibility study that considers costs to acquire, retrofit, operate, maintain, and build a reserve fund for future next-generation retrofit needs.

With regard to financing, WRCOG has released a Request for Bids (RFB) to identify financing options for streetlight acquisition and LED retrofit. WRCOG is considering both tax-exempt and taxable options. Mr. Masters stated that the entire cost for acquisition and LED retrofit is estimated to be \$56- \$60 million.

As part of the Streetlight project, WRCOG will support the development of updated lighting standards on a local level. Part of the process will involve reducing the wattage of lights through the retrofit to LED. In addition, the retrofit to LED presents the opportunity to potentially reduce the number of streetlights while maintaining an appropriate level of lighting. Mr. Masters explained that this is possible due to the higher light output of LEDs compared to the existing lights.

For the next steps, Mr. Masters explained that WRCOG staff will review all Requests for Bids, due by March 25th; assess the feasibility of acquisition for individual cities with valuation reports; develop a

subregional approach to the purchase and sales agreement process in order to expedite the approval process.

D. Water Quality Framework Study

Alexa Washburn, consultant to WROCG provided an overview of the Water Quality Framework Study recently conducted. Ms. Washburn reported that WROCG received a grant from Southern California Association of Governments (SCAG) to analyze the constraints and opportunities for new development and redevelopment to comply with new MS4 storm water requirements which have already been enacted in parts of the WROCG subregion and will soon cover the entire subregion. Ms. Washburn explained that the requirements are very rigorous, requiring storm water management measures to be implemented both to manage ongoing impacts of older development and to manage the impacts of new development and redevelopment projects. However, the permit allows for the use of alternative compliance (AC) measures, enabling jurisdictions to comply in any of several ways which minimize the negative impact of the measure.

Ms. Washburn identified six goals for the project: (1) to develop a forward thinking land use and stormwater management tool to evaluate and plan for Alternative Compliance (AC), (2) to identify opportunities and constraints to onsite stormwater management for various types of development, (3) to determine which types of development will need AC, (4) to propose off-site AC strategies and opportunities including financing and phasing, (5) to develop a financial analysis tool to assess impact of stormwater management costs on development, and (6) to leverage strategies to simplify the California Environmental Quality Act (CEQA) process.

Through the development of the study, a financial analysis tool was developed to assess the impact of storm water management costs on new development and redevelopment. Additionally, the study considered potential ways of leveraging these AC programs to simplify the CEQA process.

The types of alternative compliance projects that are allowed in MS4 permits generally follow low-impact development or green infrastructure practices signaling a shift from traditional infrastructure devices and toward site features that more closely replicate the natural environment. These types of AC provide multiple community benefits.

The project case study area examined the Highway 395 corridor, which includes the cities of Murrieta, and Temecula, Wildomar, and portions of Riverside County. The area was specifically chosen because WROCG had existing knowledge and planning in the area which was also covered by the MS4 permit requirements as it all drains into the San Diego watershed.

The technical approach involved a five step process, (1) examining existing conditions, (2) conducted base case scenarios of each of the cities, (3) considered the cost of storm water management mechanisms, (4) identifying policy and financing options, and (5) considering opportunities for CEQA streamlining.

The study revealed that Stormwater cost burdens may affect project viability, making the availability and pricing of AC important. Where market and AC opportunities are favorable, the study showed that AC projects are a feasible way to meet new MS4 permit requirements—this would include constrained parcels (spatially, geotechnically and/or economically) and higher density areas. The framework developed for this study can be applied locally or regionally and represents a first step in developing an AC program. Implementation of an AC program is a significant effort, but costs could be recovered if O&M is considered in credits/fees and is competitive with market

Benefits of an AC program include promotion of regional solutions using metrics and allowing cost-effective and market-driven solutions. Additionally, an AC program supports other regional and community planning goals such as Transit-Oriented Development (TOD), and offers potential for CEQA streamlining, if combined with other community planning components (i.e. TOD).

For the next steps, WRCOG will be organizing a tour with both the PDC and WRCOG's Public Works Committee of some existing best management practices in storm water; identifying existing constraints and opportunities in local codes which may impact opportunities for AC; establishing an internal working group to explore feasibility of partnering with Riverside County Flood Control and Water Conservation District (RCFCWCD) to develop a regional AC program, identifying potential funding mechanisms, and identifying ways WRCOG can assist with the implementation of local programs.

Chairman McHott asked if downstream cities would be impacted by activities of upstream cities.

Ms. Washburn explained that the program itself could be regional, but that mitigation must occur within the same watershed as the development.

A question was asked if WRCOG intended to study the cost of reducing the cost of biofiltration costs.

Ms. Washburn explained that the financing portion will consider complete costs of maintenance.

A question was asked regarding what body will be responsible for maintenance costs.

Ms. Washburn responded that that maintenance costs would be studied and that a recommendation will be presented.

A question was asked whether or not the flood control district weighed in on this study and will the requirements be applied to the Colorado River region?

Ms. Washburn responded that, yes, RCFCWCD was a partner in developing the study. In addition, she noted that it may ultimately make sense for RCFCWCD to be the leader of a regional AC program. Ms. Washburn stated that, per her current understanding, the MS4 permits for San Diego will likely end up being very similar to others adopted throughout the state.

E. WRCOG Committees Update

Jennifer Ward, WRCOG Director of Government Relations, provided an update on other WRCOG committees. At the March Executive Committee, Congressman Mark Takano presented on the priorities of his office to address poverty, including a current effort to provide wireless internet access to homeless populations for the same rate currently expended on providing cellphone access. In addition, Congressman Takano spoke on the drought policies that are moving forward for the state, including a drought bill introduced by Senator Feinstein. WRCOG plans to invite the other state and national representatives of the region to address the board at future meetings.

The transportation department has finalized its contract with the consulting firm to conduct the feasibility study of all development fees impacting development in the subregion. Ms. Ward noted that the study will be conducted on an accelerated timeline, but that WRCOG staff and consultants are diligently working to identify all fees assessed at the subregional and local levels which should be considered in the study. The study is slated to be presented by the end of the 2016 summer.

Cynthia Kinser noted that the study will not provide a direct consideration and will instead be a comparison of "apples and oranges".

Ms. Ward recognized that there are limitations to the study, but noted that the idea is to get a sense of all existing fees and information that will inform the completion of the WRCOG TUMF Nexus Study.

Ms. Washburn added that the study will include multiple scenarios to help neutralize variables and improve the legitimacy of the comparison.

Ms. Ward provided an update on WRCOG's HERO program. HERO is currently circulating a set of Consumer Protection Standards that WRCOG will encourage any cities considering working with other Property Assessed Clean Energy (PACE) providers, to ensure that those providers adhere to these

Consumer Protection Standards. The standards were developed collaboratively with other PACE providers. The aim of the standards is to improve the perception and legitimacy of PACE financing.

Finally, Ms. Ward shared that WRCOG's Technical Advisory Committee (TAC), recently received a presentation from the County Department of Health and Human Services on homelessness. WRCOG is receiving interest from members to engage in an effort to address homelessness in the subregion, recognizing that it is a subregional issue. Ms. Ward noted that, WRCOG staff will be bringing the topic of subregional homelessness and prevention strategies to its committees for informational purposes on a regular basis for the near term.

6. ITEMS FOR FUTURE AGENDAS

- At a future meeting, the City of Riverside will provide an overview of their recently adopted Riverside Restorative Growth Plan which links climate action planning to economic development.
- At the April meeting, RTA will provide an update on some of their activities including bus stop improvements and a first-mile, last-mile strategy.

7. GENERAL ANNOUNCEMENTS

Miguel Vazquez from RUHS-PH announced that the Healthy Cities Network kick-off event will be held on April 11, 2016 at the Moreno Valley Towngate Community Center.

WRCOG's 25th Annual General Assembly and Leadership Address has been scheduled for June 23rd at the Morongo Casino, Resort and Spa, and will include a keynote address from Julia Gillard, former Prime Minister of Australia.

Rick Sandzimier announced that the City of Moreno Valley is currently looking to update its general plan and seeks the support of PDC members and others who have recently done so to help streamline and improve the process.

In support of WRCOG's Active Transportation Plan, PDC members are asked to complete an [informational survey](#) regarding general and specific plan updates among member jurisdictions. All PDC members are asked to complete the survey.

8. NEXT MEETING: The next WRCOG Planning Directors' Committee meeting is scheduled for April 14, 2016, at the Riverside Transportation Authority in the City of Riverside.

9. ADJOURNMENT: The meeting of the WRCOG Planning Directors' Committee adjourned at 10:47 a.m.

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Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: HERO Program Activities Update

Contact: Barbara Spoonhour, Director of Energy and Environmental Programs,
spoonhour@wrcog.co.gov, (951) 955-8313

Date: April 14, 2016

Requested Action:

1. Receive and file.

WRCOG's HERO Program provides financing to property owners to implement a range of energy saving, renewable energy, and water conserving improvements to their homes and businesses. Improvements must be permanently fixed to the property and must meet certain criteria to be eligible for financing. Financing is paid back through a lien placed on the property tax bill. The HERO Program was initiated in December 2011 and has been expanded (an effort called "California HERO") to allow for jurisdictions throughout the state to join WRCOG's Program and allow property owners in these jurisdictions to participate.

Overall HERO Program Activities Update

Residential: As of this writing, more than 76,000 homeowners in both the WRCOG and California HERO Programs have been approved to fund more than \$4.3 billion in eligible renewable energy, energy efficiency and water efficiency projects.

WRCOG Subregion: Over 29,600 property owners located in Western Riverside County have been approved for funding through the WRCOG HERO Program, totaling over \$1.18 billion. Over 18,000 projects, totaling over \$353 million, have been completed. (Attachments 1 and 2 include more specific subregional data.)

Statewide Program: As of this writing, 314 jurisdictions, outside WRCOG and San Bernardino Associated Governments (SANBAG) regions, have adopted Resolutions of Participation for the California HERO Program. More than 46,000 applications have been approved for the California HERO Program to fund over \$3.1 billion in eligible renewable energy, energy efficiency and water efficiency projects. Nearly 25,000 projects have been completed, totaling over \$542 million.

The table below provides a summary of the total estimated economic and environmental impacts for projects completed in both Programs to date:

Economic and Environmental Impacts Calculations	
KW Hours Saved – Annually	339 GWh
GHG Reductions – Annually	90,180 Tons
\$ Saved – Annually	\$47.5 Million
Projected Annual Economic Impact	\$1.5 Billion

Ability to finance solar leases and power purchase agreements: At the April 4, 2016, WRCOG Executive Committee meeting, the Committee approved the ability for WRCOG to make a change to the HERO Program to include the ability to issue bonds directly to a solar company to finance residential solar leases or power purchase agreements.

Commercial Program Update: Currently, WRCOG's Commercial PACE Program is funded by Samas Capital, using the "HERO Commercial" Program brand. Through months of discussion between Samas Capital and Renovate America, it has been agreed that Samas Capital will change its brand and Renovate America will begin to use the "HERO Commercial" brand, both locally and nationally, by August 2016. As part of this agreement, Renovate America would also offer a Commercial Program to WRCOG.

Samas Capital has worked with a design team on its new brand design, "SAMAS Commercial." Samas Capital will notify its customers and registered contractors of the branding change beginning on April 1, 2016. Property owners and contractors will see no changes in how the commercial program operates.

Throughout the branding transition, Samas Capital continues to accept and process new applications from commercial property owners. There are a number of different steps in the financing of a commercial project; these include the application, investor review, lender acknowledgement, pre-construction, construction, and funded phases. The following is an overview of those phases:

Funded:	27 projects = \$3+ million
Construction:	10 projects = \$5+ million
Investor review:	19 projects = \$10.8+ million
Lender acknowledgment:	51 projects = \$7+ million
Application:	29 projects = \$4.1+ million
Pre-construction:	14 projects = \$1.8+ million
Grand total:	149 projects = \$31.7+ million

Legislative update: February 19, 2016, was the last day for proposed State legislation to be introduced. Three legislative proposals are related to PACE. These include:

- AB 2618: Community facilities districts: powers: This bill would allow any PACE provider that uses SB 555 to implement its Program to add the ability to finance seismic retrofits.
- AB 2428: Department of Consumer Affairs: solar companies: solar energy systems: This bill would require the Department of Consumer Affairs to adopt regulations regarding solar energy system disclosures.
- AB 2693: Contractual assessments: financing requirements: property improvements: This bill would make significant changes to how PACE Programs operate.

On April 4, 2016, the WRCOG Executive Committee adopted an "Opposition" position on AB 2693.

Prior WRCOG Actions:

April 4, 2016: The WRCOG Executive Committee 1) received summary of the Revised California HERO Program Report; 2) conducted a Public Hearing Regarding the Inclusion of the Cities of Bishop, Chico, Cotati, Lindsay, Moorpark, Morro Bay, Oroville, and San Luis Obispo, for purposes of considering the modification of the Program Report for the California HERO Program to increase the Program Area to include such additional jurisdictions and to hear all interested persons that may appear to support or object to, or

inquire about the Program; 3) adopted WRCOG Resolution Number 09-16; A Resolution of the Executive Committee of the Western Riverside Council of Governments Confirming Modification of the California HERO Program Report so as to expand the Program Area within which Contractual Assessments may be offered; 4) Continued the Public Hearing Regarding the Inclusion of the Cities of Amador, Lone, Jackson, and San Juan Bautista until May 2, 2016; 5) accepted the Cities of Fortuna, Gonzales, Orland, Plymouth, Sand City, Ukiah, and the Town of Moraga, as Associate Members of the Western Riverside Council of Governments; 6) adopted WRCOG Resolution Number 10-16; A Resolution of the Executive Committee of the Western Riverside Council of Governments Declaring Its Intention to Modify the California HERO Program Report so as to Increase the Program Area within Which Contractual Assessments may be Offered and Setting a Public Hearing Thereon; 7) Adopted WRCOG Resolution Number 05-16; A Resolution of the Executive Committee of the Western Riverside Council of Governments Authorizing Issuance of the Western Riverside Council of Governments Limited Obligation Improvement Bonds (WRCOG HERO Program And California HERO Program) to Finance the Installation of Certain Distributed Generation Renewable Energy Sources, Approving and Directing the Execution of Related Documents and Approving Related Actions; 8) Approved WRCOG Resolution Number 11-16; A Resolution of the Executive Committee of the Western Riverside Council of Governments Authorizing the Program Administrator to Amend the Program Report for Both the WRCOG HERO Program and the California HERO Program and the Commercial Handbook to Designate the Commercial Component of each such Program to be Administered by and Financed through Samas Capital, LLC, as “Samas Commercial,” to Approve an Amended and Restated Master Indenture for the Issuance of Bonds Secured by Assessments Levied on Commercial Parcels Participating in Samas Commercial, Approve an Amendment to Master Bond Purchase Agreement with Samas Capital, LLC, to Reflect such Designation and Approving Other Actions in Connection thereto; and 9) Adopted an “Opposition” position to Assembly Bill 2693, regarding Property Assessed Clean Energy Programs.

March 9, 2016: The WRCOG Administration & Finance Committee received report.

WRCOG Fiscal Impact:

HERO revenues and expenditures for the WRCOG and California HERO Programs are allocated annually in the Fiscal Year Budget under the Energy Department.

Attachments:

1. WRCOG HERO Program Summary.
2. WRCOG HERO Program Snapshot.

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Item 4.B

HERO Program Activities Update

Attachment 1

WRCOG HERO Program Summary

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HERO Program Summary Update

(Launch through 03/24/16)

City	Approved Apps	Approved Amount
Banning	389	\$9,721,810
Calimesa	130	\$4,713,174
Canyon Lake	466	\$23,648,320
Corona	2,463	\$127,369,488
County	4,794	\$226,497,815
Eastvale	688	\$41,525,248
Hemet	837	\$19,544,227
Jurupa Valley	1,614	\$61,098,989
Lake Elsinore	1,060	\$37,705,513
Menifee	1,937	\$63,906,183
Moreno Valley	3,691	\$116,641,686
Murrieta	2,174	\$97,124,921
Norco	606	\$33,375,810
Perris	699	\$20,322,181
Riverside	4,825	\$193,317,125
San Jacinto	548	\$14,612,367
Temecula	2,004	\$99,240,675
Wildomar	708	\$25,781,210
	29,663	\$1,216,146,743

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Item 4.B

HERO Program Activities Update

Attachment 2

WRCOG HERO Snapshot

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Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: Clean Cities Coalition Update

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

Date: April 14, 2016

Requested Action:

1. Receive and file.

The WRCOG Clean Cities Coalition (Coalition) administers several programs focusing on reducing the use of petroleum fuel and developing regional economic opportunities for deploying alternative fuel vehicles and advanced technologies. In addition, the Coalition provides programs for students to think critically and independently about air quality and how to live healthier lives.

Department of Energy Funding

The WRCOG Clean Cities Coalition (Coalition) is pleased to announce its Department of Energy (DOE) annual funding award effective February 1, 2016 in the amount of \$45,000. This is funding the Coalition applies for on an annual basis. With this funding, the Coalition will engage in activities that support the goals and objectives of the National Clean Cities Program.

The National Clean Cities Program has set the following project objectives for the Coalition:

Task 1.0 Project Management and Administration:

The Recipient will manage activities in order to achieve project objectives. The activities will include tracking and disseminating information regarding the performance of the project, as well as administrative tasks associated with Government reporting.

- 1.1 Prepare and submit an Annual Operating Plan - update and submit a forward-looking 12 month annual operating plan for the Coalition.

Task 2.0 Recipient will undertake the following to remain an active, designated Clean Cities Coalition:

- 2.1 Maintain status as a designated/re-designated Coalition with the Clean Cities program.
- 2.2 Clean Cities Annual Progress Report - the recipient will track petroleum reduction and outreach metrics and submit using an online reporting system on an annual basis.
- 2.3 Clean Cities Alternative Fuel Price Tracking - the recipient will track retail alternative fuel pricing information on a quarterly basis and submit using an online reporting system.
- 2.4 Area Alternative Fuel Station Openings and Closings - the recipient will identify and track alternative fuel station opening/closing information and submit using an online reporting system.

- 2.5 Hold stakeholder meetings and/or events to disseminate Clean Cities and Alternative Fuel Vehicle (AFV) information.
- 2.6 Conduct outreach to fleets, fuel providers, dealerships and workplace charging locations regarding the use of AFVs/advanced technology vehicles and alternative fuels.
- 2.7 Disseminate program information via newsletter, website, press releases, or other media and public relations efforts.
- 2.8.1 Keep DOE Regional Manager, Coordinator Council members, and other regional coordinators apprised of issues, developments, success stories, etc. by participating in monthly regional calls/webcasts hosted by a Regional Manager.
- 2.9 Participate in official Clean Cities Program Workshops, Trainings, and Meetings.
- 2.10 Maintain and develop additional alternative fuel related proficiency through utilization of Clean City University courses and/or participation in DOE Clean Cities webinars.

Task 3.0 Use specialized DOE tools to disseminate petroleum reduction information:

Recipient will undertake and report on any or all of the following:

- a. Plug-In Electric Vehicle (PEV) Community Readiness Scorecard
Assist with efforts related to completing or updating a Plug-In Electric Vehicle Community Readiness Scorecard (<https://www.afdc.energy.gov/pev-readiness>)
- b. Implementation of “IdleBox” Tools
Assist with local efforts related to the implementation of IdleBox tools (<https://cleancities.energy.gov/technical-assistance/idlebox/>)
- c. Implementation of “My MPG”
Assist with efforts related to increasing awareness of the My MPG tool and recruiting new users (<https://www.fueleconomy.gov/mpg/MPG.do>)
- d. Implementation of “Other” Tools and Toolkits
Utilize AFLEET, PREP tool, GREET, and/or other tools and resources on the Alternative Fuels Data Center (AFDC) tools (<http://www.afdc.energy.gov/tools>) and Clean Cities Toolkit (<https://cleancities.energy.gov/technical-assistance/#toolkits>) to assist fleets and stakeholders.

Task 4.0 Provide assistance to DOE and National Laboratories in the development, support or use of tools, training and/or outreach materials:

Recipient will undertake and report on any or all of the following:

- a. Beta test tools or other products (at the request of DOE and/or labs)
- b. Submit case studies (using the supplied format/template)
- c. Develop and submit videos for presentation on CleanCitiesTV
- d. Develop and submit a project that enhances Clean Cities Sharepoint for Coordinator use.

Task 5.0 Expanded Petroleum Reduction, Infrastructure Tracking and Reporting:

- 5.1 Expanded alternative fuel station locator and “fleet” fuel price tracking activities
 - Assist with the assessment of local fueling station capabilities and verification of station status.

- Submit pertinent station identification information including photos for inclusion on Alternative Fuel Data Center.
- Assist DOE and/or National Labs with the identification and tracking of “fleet” fuel pricing trends and practices for alternative fuels.

5.2 Expanded stakeholder and petroleum reduction project initiatives

- Undertake additional activities to facilitate infrastructure development and to increase deployment of petroleum reduction strategies (such as technical assistance regarding the use of AFVs/advanced technology vehicles and infrastructure or performing/facilitating safety training, fleet assessments, alternative fuel project management, fuel/technology specific training, etc.).

Current Grant Opportunites and Incentives

The WRCOG Clean Cities Coalition would like to announce the following grant opportunities and incentives:

Clean Vehicle Rebate Project: Many cities in Western Riverside County qualify for a \$15,000 rebate for the purchase of new, eligible zero-emission and plug-in hybrid light-duty vehicles. To see if your jurisdiction qualifies, visit: <https://cleanvehiclerebate.org/eng/pfp>

Alternative Fuel Infrastructure Funding Opportunities: The Mobile Source Air Pollution Reduction Review Committee (MSRC) announced the availability of Clean Transportation Funding to assist in the construction of Alternative Fuel Refueling Infrastructure within the South Coast Air Quality Management District (SCAQMD).

This funding opportunity has at its core the following goals and objectives:

- Offer funding opportunities to most, if not all, entities interested in pursuing alternative fuel infrastructure projects, including public and private site owners, fleet owners, infrastructure providers, fuel providers, and school districts;
- Provide incentives for the construction or expansion of alternative fuel refueling stations;
- Offer incentives to fleets to upgrade their existing vehicle maintenance facilities to accommodate indoor maintenance of gaseous-fuel vehicles;
- Support fleets purchasing alternative fuel vehicles in compliance with the SCAQMD Fleet Rules, or pursuing vehicle incentives under the SCAQMD Carl Moyer Program.

To apply, visit <http://www.aqmd.gov/docs/default-source/grants/pa2015-12.pdf?sfvrsn=2>.

Residential EV Charging Incentive Pilot Program: The SCAQMD and the MSRC has established a residential Electric Vehicle (EV) charging incentive pilot program to offset Level 2 (240v) EV charger hardware costs. This program will be available to residents within the SCAQMD’s four-county jurisdiction.

The program will provide an incentive to buy-down the cost of residential chargers, which typically range from \$400-\$800. The program will be implemented on a first come, first served basis and will provide up to \$250 for the cost of hardware for Level 2 residential chargers. An additional incentive of up to \$250 will be available for low-income residents. To apply visit <http://www.aqmd.gov/home/programs/community/community-detail?title=ev-charging-incentive>.

Residential Electric Vehicle Supply Equipment (EVSE) Financing Program: Property-Assessed Clean Energy (PACE) financing allows property owners to borrow funds to pay for energy improvements, including purchasing and installing EVSE. For more details, visit <http://www.nissanusa.com/ev/media/pdf/incentives/nissan-leaf-incentive-166.pdf>.

New Qualified Plug In Electric Drive Motor Vehicle Credit: An income tax credit of zero to \$7,500 for the purchase of a new qualified plug-in electric drive motor vehicle. For more information, visit <http://www.nissanusa.com/ev/media/pdf/incentives/nissan-leaf-incentive-federal-2.pdf>.

California Vehicle Rebate Project: Cash rebate up to \$2,500 on zero emission vehicles that the California Air Resources Board has approved or certified. For more information, visit <http://www.nissanusa.com/ev/media/pdf/incentives/nissan-leaf-incentive-5.pdf>

Air Quality Management District (AQMD) Governing Board Agenda Items of Interest:

Item 8: Issue Program Announcements to Electric Lawn Mower Vendors, Licensed Scrappers and Support Services Providers: AQMD staff is proposing to extend the Lawn Mower Exchange Program into the fall of 2016. Since the inception of the program over 55,000 gasoline powered mowers have been exchanged for zero-emission battery-electric lawn mowers. This item is to solicit bids from manufactures of cordless battery electric lawn mowers in sufficient quantities (up to 3000) at the lowest possible price for scrapping the gasoline mowers and for support services at the events (5-6). There is a least one event held in Riverside County.

Item 10: Approve Implementation of Three Additional Incentive Programs, Amend an Existing Contract with Mean Green Products, LLC, Expand Implementation Area and Allocate Funds for Implementation of U.S. EPA's Targeted Air Shed Grant: In 2011 the District allocated \$2.9M in funding from the Air Shed grant into eight incentive programs for the reduction of criteria pollutants and toxic air contaminants in the communities of Boyle Heights and San Bernardino. Several of the programs have been implemented or are near completion and there is \$800,000 remaining. District staff has proposed three new incentive programs and proposes expanding them to include Western Riverside County. They are as follows:

1. *Reimbursement of Commercial Cordless Electric Handheld Landscape Equipment:*

- Applicable to government agencies and non-profit organizations
- \$40,000 available
- Reimburse up to \$1,200 per leaf blower and up to \$400 for hedge and weed trimmers and chain saws

2. *Reimbursement of Plug-In Electric (PEV) Charges:*

- \$236,089 available to incentivize the deployment of PEV infrastructure
- Applicable to government agencies and non-profit organizations
- Up to \$5,000 per charger for sites with less than 2% designated parking spaces for PEVs
- Up to \$7000 per charger for sites with more than 2% designated parking spaces for PEVs
- Projects that include solar panels associated with PEVs can receive up to an additional \$5,000
- Total project funding per site is capped at \$42,500
- Because of the variations in installation costs, it is anticipated that the incentive will not cover all of the cost of the project and there will need to be some co-funding.

3. *Expand Pilot for Commercial Electric Lawnmowers:*

- \$150,000 available
- Applicable to government agencies

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

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

Attachment:

None.



Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: Healthy Communities Activities Update

Contact: Jennifer Ward, Director of Government Relations, ward@wrcog.cog.ca.us, (951) 955-0186

Date: April 14, 2016

Requested Action:

1. Receive and file.

WRCOG adopted an Economic Development and Sustainability Framework in December 2012, which establishes the WRCOG Executive Committee's goals and desired action items related to six core components of sustainability and quality of life: Economic Development, Education, Health, Transportation, Water and Wastewater, and Energy and the Environment. As an implementation step for the Sustainability Framework, WRCOG has initiated various healthy communities activities to further explore priority health issues and how jurisdictions and private sector partners can collaborate to address health disparities in Western Riverside County.

Healthy City Initiatives

WRCOG regularly provides support to its member jurisdictions in their Healthy City Initiatives. Currently active Healthy City initiatives include, but are not limited to: Live Well Perris, a long standing and robust initiative spearheaded by the City of Perris, which has been a leader in this area; the quickly expanding Healthy Jurupa Valley Program in the City of Jurupa Valley; Healthy LE, the City of Lake Elsinore's newly introduced campaign; as well as healthy communities initiatives by the City of Riverside and the City of Temecula. Utilizing funding from WRCOG's BEYOND Framework Fund, the City of San Jacinto will be the next jurisdiction to develop and launch a Healthy City initiative.

"Be Healthy" Communications Campaign

WRCOG, in conjunction with the County of Riverside, continues to administer the "Be Healthy" communications campaign supporting regional health initiatives and promoting positive health choices for Western Riverside County residents and employees. The pilot campaign incorporates various communications activities, including "Be Healthy" graphics provided to member jurisdictions for use in promotional advertisements, and "Be Healthy" policy briefs, which serve as an informational tool to explore important health topics and strategies for change. More information on WRCOG health activities and completed projects, ways to get involved with regional health coalitions, and links to relevant studies, surveys, and other health resources can be found under the "Healthy Communities" section of the WRCOG website at www.wrcog.cog.ca.us/community/healthy-communities. **WRCOG staff welcome suggestions for new posting locations on both free and paid ad spaces.**

Partnership with the Riverside County Health Coalition

To further expand its participation in regional and local healthy community efforts, WRCOG participates in the Riverside County Health Coalition (RCHC). RCHC members represent both public and private sectors,

including various county agencies, cities, school districts and colleges, and foundations. RCHC members work collaboratively to identify and support broader solutions to combat obesity, poor nutrition and physical inactivity to improve the overall health of Riverside County residents and enhance the community's capacity to address these risk factors. Quarterly membership meetings are held to share best practices and report on workgroup activities. WRCOG staff is supporting the launch of a Healthy City Network (HCN), an outgrowth of RCHC focused on public policy initiatives related to land use, healthy city resolutions, health elements in general plans, and health in all policies. The HCN would provide structured, regional support to those jurisdictions who are promoting health at the local level including support for the establishment and growth of Healthy City Initiatives, like those in the Cities of Jurupa Valley, Lake Elsinore, and Perris. The HCN is planning a Convening event marking its official launch on Monday, April 11, 2016.

Riverside University Health Systems-Public Health (RUHS-PH) (formally Riverside County Department of Public Health) has launched its new health data portal, SHAPE (Strategic Alliance Pursuing Health Equity) Riverside County, available at www.shaperivco.org, which provides up-to-date demographics information, health statistics and data, and breakdowns for each jurisdiction in Riverside County. Resources for adopting healthy city resolutions and incorporating health into local General Plans are available on WRCOG's website, and on the RCHC website: www.healthyriversidecounty.org/.

Bi-County Efforts in Public Health

RUHS-PH is initiating a collaboration between WRCOG, the San Bernardino Association of Governments (SANBAG), and San Bernardino County Department of Public Health on a joint effort to integrate health and planning. With funding from WRCOG's BEYOND program, RUHS-PH is undertaking an effort to create a Healthy Development Checklist, which would serve as a rubric for scoring the health impacts of new developments. The purpose of the Checklist is to identify opportunities for improving the health implications of a new development and to celebrate those developments which promote better health. The Checklist will be developed with input from planners from WRCOG and SANBAG, recognizing the unique characteristics and needs of the region, which are not confined by County boundaries. RUHS-PH developed a Checklist following this idea for the planned Villages of Lakeview Development, attached.

Events and Items of Interest

April 9, 2016: Jurupa Valley Healthy Living Extravaganza
Where: Rancho Jurupa Park, 4800 Crestmore Road, Jurupa Valley, CA 92509
When: 10:00 a.m. to 3:00 p.m.

April 11, 2016: Healthy Cities Network Convening
Where: Moreno Valley Towngate Center, 13100 Arbor Park Lane, Moreno Valley
When: 8:30 a.m. to 12:00 p.m.

April 23, 2016: Perris' Annual Health and Wellness Fair
Where: Perris City Hall Campus
When: 10:00 a.m. to 2:00 p.m.

Prior WRCOG Action:

April 4, 2016: The WRCOG Executive Committee received report.

WRCOG Fiscal Impact:

Activities associated with the "Be Healthy" Communications Campaign are funded through a \$10,000 reimbursement agreement between WRCOG and the County of Riverside, which is allocated in WRCOG's Fiscal Year 2015/2016 Budget under the General Fund.

Attachments:

1. Healthy Development Checklist Example: Villages of Lakeview.
2. Riverside County Healthy Cities Network Convening Event Flier.

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Item 4.D

Healthy Communities Updates

Attachment 1

Healthy Development Checklist
Example: Villages of Lakeview

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Villages of Lakeview Healthy Development Checklist

Research shows that human health is significantly impacted by the surrounding environment. Nuevo Development Company and Riverside County Department of Public Health are committed to improving public health through healthy design and development. The Villages at Lakeview Specific Plan will be evaluated on selected healthy development criteria supported by evidenced-based research. Each of the identified topics will be evaluated with a yes/no response and recommendations for improvement if a no response is provided

Topic Area Overview

1. Air Quality
2. Active Living
3. Parks and Open Space
4. Healthy Eating
5. Healthy Buildings
6. Land Use

1. Air Quality

- **Smoking ban**
Evidence: Each year, smoking causes about one in five deaths in the United States.¹
- **Ventilation**
Evidence: Inadequate building ventilation may correspond with health symptoms and respiratory illness.
- **High volume road proximity**
Evidence: Even though compact areas generate lower emissions, human exposure may be greater because more people live in areas where emissions are concentrated (Schweitzer and Zhou 2010). Higher concentrations of small particulate matter and ground-level ozone have are of particular concern (Frank et al. 2006; de Nazelle, Rodriguez, and Crawford-Brown 2009; Marshall, Bauer and Frank 2009)
- **Vehicle loading areas**
 - anti-idling
 - off hour loading zones*Evidence:* Exhaust from an idling car carries a higher load of pollutants than a moving car.

2. Active Living

- **Bicycle Infrastructure**
 - Bike lanes
 - Bike parking/storage

Evidence: New bicycling facilities can dramatically lower health care costs. Investments in bike facilities (costing from \$140 to \$600 million) have resulted in health care cost savings of equivalent or greater value (\$390 million to \$600 million)ⁱⁱ.

- **Pedestrian Pathways**

- Sidewalks
- Sidewalk furniture
- Crosswalks

Evidence: Walking is positively correlated with presence of sidewalks and perceived neighborhood aesthetics and safety (Handy 2004).

- **Streetscapes and street design**

- Outdoor dining
- Public art
- Street design
- Trees/landscape

- **Street Network**

- No cul-de-sacs
- Maximum block size (200-400 ft.)
- Intersection density
- Traffic calming

Evidence: Greater street connectivity and higher residential density are related to higher total physical activity ⁱⁱⁱ

- **Transit**

- Infrastructure
- Connectivity

Evidence: Transit is classified as active travel because it almost always requires a walk at one or both ends of the trip (Besser and Dannenberg 2005). People who use public transit for their daily commutes weigh less and are healthier (MacDonald et al. 2010).

3. Parks and Open Space

- **Park Access**

- Pocket parks
- Bicycle/pedestrian connectivity

Evidence: People living within a quarter of a mile of a park were the biggest group of frequent users; those who lived more than one mile away made up just 13% of the frequent users (Cohen et al. 2007). This led advocates to set a goal of having every child live within a 10 minute walk of a park.

- **Trails**

Evidence: Use of trails has been shown to be significantly associated with meeting physical activity recommendations (Deshpande et al. 2005).

- **Active space**

Evidence: Having accessible recreation, exercise, or sports facilities in neighborhoods tends to be associated with active recreation (Bauman and Bull 2007) but not in all studies (Saelens and Handy, 2008)

- **Children's Play Areas**
Evidence: Children are more physically active in preschools that have more available playground equipment and a larger space for outdoor play (Dowda et al. 2009)
- **Park Maintenance/Facilities** (lighting, water fountains, trash removal, landscaping)
Evidence: Trails and parks that are well maintained, safe, clean, and well lit and have facilities such as restrooms, drinking fountains, and exercise equipment are used more and contribute to higher physical activity levels among users (Kaczynski and Henderson 2007; Reynolds et al 2007).
- **Public Community Rooms/Space**
Evidence: Third spaces (anyplace that offers a way for people to use their neighborhood beyond private living such as a coffee shop, a beauty parlor, well spaced benches, community park, etc.) as a way to build communities (Oldenberg 1989).

4. Healthy Eating

- **Full service grocery stores**
Evidence: Residents of communities with access to healthy foods have healthier diets, proximity to supermarkets is associated with lower rates of obesity, and the presence of convenience stores is associated with higher rates of obesity (Papas et al. 2007; Sallis and Glanz 2009).
- **On-site gardens** (rooftop, indoor, landscapes)
Evidence: Involvement in community gardening may be associated with higher fruit and vegetable intake (Alaimo 2008)
- **Farmer's markets**
Evidence: Proximity to farmers markets was associated with lower body mass index (BMI) among North Carolina youth, while density of fast-food and pizza venues was associated with higher BMI¹⁷
- **Fast food**
Evidence: The odds of having a healthy diet decrease in relation to neighborhood density of fast-food outlets (Moore et al. 2009).

5. Building Design

- **Stairs**
Evidence: Stair use burns calories and can also have a direct impact on cardiovascular health.²⁷⁻²⁹ Stair climbing has also been shown to raise individuals' good cholesterol levels.
- **Building exteriors and massing**
-façade design

-human-scale

Evidence: Community health statistics have supported the focus on human-scaled design: Miasteczko Wilanow has the highest birthrate in Poland and the longest life expectancy in Warsaw, while having some of the lowest rates of heart disease and childhood obesity in the city.

- **Healthy building materials**

Evidence: Using non-toxic building materials protects occupants from high levels of toxins. Many of these chemicals have been linked to rises in childhood asthma and respiratory diseases, and chemical sensitivity in adults

- **Natural lighting**

Evidence: Studies link exposure to daylight to increased productivity and increased mood in occupants of office space.

6. Land Use

- **Mixed Use**

-horizontal mixed-use

-groundfloor retail

Evidence: Youths, adults, and seniors residing in neighborhoods with mixed land use typically engage in more total physical activity than those in single-use neighborhoods.

- **Access to key destinations**

Evidence: Having destinations within ½ miles has been related to more total physical activity¹⁴

- **Parking**

-parking lot location

-shared parking

-limit street parking

Evidence: Shared parking between residential and commercial tenants in mixed use can reduce the number of parking space and increase space for other neighborhood amenities.

¹ Centers for Disease Control and Prevention. 2014. "Health Effects of Cigarette Smoking." Smoking and Tobacco Use, Data and Statistics, Fact Sheets. Last updated February 6, 2014. (Accessed September 25, 2014.) http://www.cdc.gov/tobacco/data_statistics/fact_sheets/health_effects/effects_cig_smoking/.

² Gotschi, T. (2011.) Costs & Benefits of Bicycling Investments in Portland, Oregon. *Journal of Physical Activity & Health*, 8 (Suppl 1), S49-S58.

³ Frank L, Schmid T, Sallis J, Chapman J, Saelens B. Linking objectively measured physical activity with objectively measured urban form: findings from SMARTRAQ. *American Journal of Preventive Medicine*. 2005;28 :117–125.

⁴ Jilcott, S. B., Wade, S., McGuirt, J. T., Wu, Q., Lazorick, S., & Moore, J. B. (2011). The association between the food environment and weight status among eastern North Carolina youth. *Public health nutrition*, 14(09), 1610-1617

⁵ Klingerman M, Sallis J et al 2007. Association of neighborhood design and recreation environment variables with physical activity and body mass index in adolescents. *Am J Health*

Item 4.D

Healthy Communities Updates

Attachment 2

Riverside County Healthy Cities
Network Convening Event Flier

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RIVERSIDE COUNTY HEALTHY CITIES NETWORK

APRIL 11, 2016

8:30 am-12 pm

Moreno Valley Towngate Community Center
13100 Arbor Park Lane Moreno Valley, CA 92553

You are cordially invited to join us for the Riverside County Healthy Cities Network kick off event. The program will showcase best practices from Riverside County cities that have explicitly integrated health into their community development and planning efforts.



Featured Keynote Speaker: **Elizabeth Baca, MD, MPA**

Dr. Baca serves as the senior health advisor in the California Governor's Office of Planning and Research (OPR). Dr. Baca will provide an overview of the future of the healthy cities movement in California and will highlight efforts taking place in Riverside County.

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Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: Southern California Association of Governments Activities Update

Contact: Jennifer Ward, Director of Government Relations, ward@wrcog.cog.ca.us, (951) 955-0186

Date: April 14, 2016

Requested Action:

1. Receive and file.

The Southern California Association of Governments (SCAG) is an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG encompasses a region of six Counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities. SCAG develops long-range regional plans, including the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), growth forecasts, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management Plans. Representatives from the WRCOG subregion serve on SCAG's Regional Council and Policy Committees, and WRCOG staff participates in SCAG's planning initiatives to keep member jurisdictions apprised of important regional issues and relevant activities. For more information on SCAG, visit its website at www.scag.ca.gov.

2016 RTP/SCS Overview

SCAG is currently developing its 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The RTP/SCS is updated every four years and embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions (CTCs), tribal governments, non-profit organizations, and businesses and local stakeholders within the SCAG region. The 2016 RTP/SCS contains over 2,000 transportation projects, ranging from freeway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments are included in county plans developed by the six CTCs and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. As part of the RTP/SCS update process, regional growth forecasts for each of the six counties are also prepared. Projections of growth in socioeconomic datasets (i.e., population, household, and employment) are presented in the RTP/SCS at the jurisdictional level to help guide future transportation and land use decisions. WRCOG staff participates on SCAG's Technical Working Group, which meets monthly to discuss technical matters as they relate to development of regional plans, including the RTP/SCS.

The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. SCAG's RTP/SCS takes into account operations and maintenance costs, to ensure reliability, longevity and cost effectiveness. Additionally, the 2016 RTP/SCS is supported by a combination of transportation and land use strategies that will help the region achieve the State's greenhouse gas (GHG) emissions reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. For more information, SCAG has prepared a video on the 2016 RTP/SCS that can be viewed online at <https://vimeo.com/127764574>, or visit the designated RTP/SCS website at www.scagrtpscs.net.

The draft RTP/SCS was released in December 2015 for a public review and comment period through February 1, 2016. A Draft Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS was also released for review and comment under the same time frame.

2016 RTP/SCS Comment & Review

WRCOG was one of 158 commenters to submit feedback on the 2016 RTP/SCS Draft. In addition, SCAG received 81 comment letters on the Draft PEIR. The major categories of RTP/SCS comments and requests for clarification pertained to the following:

- Active Transportation
- Aviation
- Congestion Management
- Environmental Justice
- Goods Movement
- Housing
- Natural/ Farm Lands
- Mobility Innovations
- Passenger Rail
- Public Health
- Sustainable Communities Strategy
- Transit
- Transportation Finance
- Concerns or Requests on Individual Projects
- Other

WRCOG's comment letter to SCAG, provided as Attachment 2, reflected feedback collected from WRCOG's Planning Directors' Committee and outlined overall support of SCAG's plans, but requested that SCAG take action to ensure accountability for all commitments made through the 2016 RTP/SCS document and that it publicize the availability of data collected as a part of the document preparation for use by the public, including the WRCOG subregion.

The primary areas of comment regarding the 2106 RTP/SCS PEIR Draft pertained to the following:

- Sovereign nation
- Federal agency
- State agency
- Regional agency
- SCAG member jurisdiction
- SCAG subregional government
- County transportation commission
- Organization and individual

SCAG staff has posted the [proposed Final 2016 RTP/SCS](#) and [proposed Final 2016 RTP/SCS PEIR](#) to the SCAG website in addition to posting all [comments and staff responses](#). The proposed Final 2016 RTP/SCS and PEIR were presented at the March 24, 2016 Special Joint Policy Committee meeting. At that meeting, the Policy Committees voted to forward a recommendation to the Regional Council on April 7, 2016 to certify the Final PEIR and adopt the Final 2016 RTP/SCS. The vote additionally provided a recommendation to the Regional Council to adopt a Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program associated with the Final PEIR. The WRCOG Agenda Review for the March 24, 2016 Special Joint Meeting of the Policy Committees (provided as attachment 3 to this report) provides an overview of the comments and revisions made to the Proposed Final 2016 RTP/SCS and PEIR.

Upcoming Events & Meetings

The following SCAG activities, meetings, and events may be of interest to WRCOG members. For SCAG's complete calendar of events, please visit www.scag.ca.gov/calendar/Pages/Home.aspx.

April 7, 2016: SCAG Regional Council and Policy Committee Meetings 09:00 a.m. to 2:00 p.m., SCAG Main Office, 818 West 7th Street, 12th Floor, Los Angeles.

May 5 – May 6, 2016: SCAG 2016 Regional Conference & General Assembly, at La Quinta Resort & Club, 49-499 Eisenhower Drive, La Quinta.

June 13, 2016: 27th Annual Demographic Workshop: The Continued Rise of the Millennials?

Prior WRCOG Action:

April 4, 2016: The WRCOG Executive Committee received report.

WRCOG Fiscal Impact:

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

Attachments:

1. WRCOG Representatives to SCAG Regional Council and Policy Committees.
2. WRCOG 2016 RTP/SCS Comment Letter to SCAG.
3. WRCOG Agenda Review for March 24, 2016, Special Joint Meeting of the Policy Committees.

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Item 4.E

Southern California Association of
Governments Activities Update

Attachment 1

WRCOG Representatives to SCAG
Regional Council and Policy
Committees

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Western Riverside Council of Governments

WRCOG-Subregion Representatives on SCAG Policy Committees (5/4/15)

Western Riverside County has a total of fourteen representatives on the Policy Committees as follows: six District Regional Council representatives, six WRCOG appointments, one County of Riverside representative and one RCTC representative (to Transportation Committee).

Transportation Committee (10 members currently)

Regional Council Members

Jim Hyatt (Calimesa)
Karen Spiegel (Corona)
Clint Lorimore (Eastvale)
Jeffrey Giba (Moreno Valley)
Rusty Bailey (Riverside)
Chuck Washington (County)
Randon Lane (Murrieta)

WRCOG Appointee

Linda Krupa (Hemet)
Ben Benoit (Wildomar)

RCTC Appointee

Jan Harnik (Palm Desert)

Energy and Environment Committee (3 members currently)

Regional Council Members

None at this time

WRCOG Appointees

Jordan Ehrenkranz (Canyon Lake)
Bonnie Wright (Hemet)
Mike Gardner (Riverside)

Community, Economic and Human Development Committee (1 member currently)

Regional Council Members

None at this time

WRCOG Appointee

Deborah Franklin (Banning)

Tribal Appointee

Charles Martin
(Morongo Band of Mission Indians)

SCAG Stipends:

Regional Council Member Stipend Summary:

1. \$120 stipend for SCAG-sponsored meetings (up to 6 meetings per month; 8 meetings for Officers). SCAG President may authorize two additional stipends.
2. Public Transit reimbursement or mileage reimbursement.
3. Parking is validated at SCAG downtown Los Angeles office.
4. Lodging reimbursement not to exceed \$150 + taxes with travel requirement 75 miles or more (one-way) to attend SCAG meeting at SCAG Office in Los Angeles – must make own travel arrangements and submit receipts. The SCAG President is authorized to approve higher lodging costs if government rate not available and reservation is made two weeks in advance.

SCAG Subregional Representative Stipend Summary:

1. \$120 stipend for SCAG-sponsored meetings (up to 4 meetings per month).
2. Lodging reimbursement not to exceed \$150 + taxes with travel requirement 75 miles or more (one-way) to attend SCAG meeting at SCAG Office in Los Angeles – must make own travel arrangements and submit receipts. The SCAG President is authorized to approve higher lodging costs if government rate not available and reservation is made two weeks in advance.

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Item 4.E

Southern California Association of
Governments Activities Update

Attachment 2

WRCOG RTP/SCS Comment Letter
to SCAG

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Western Riverside Council of Governments

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February 1, 2016

Draft 2016 RTP/SCS Comments

Attn: Courtney Aguirre

Southern California Association of Governments

818 W. 7th Street, 12th Floor

Los Angeles, CA 90017

Subject: Comments on the Draft 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy

Dear Ms. Aguirre:

On behalf of the Western Riverside Council of Governments (WRCOG), I would like to commend SCAG staff on producing a Draft 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS) that is both comprehensive and well-suited to support the SCAG region's healthy development in the coming years. WRCOG and many of our partners are acutely aware of the significant need for long-range planning, are impressed by the quality of the Draft 2016 RTP/SCS and Appendices, the Public Health appendix in particular. With SCAG's leadership, the Draft 2016 RTP/SCS has been positioned to meet the needs of the WRCOG subregion and SCAG's objectives of balancing future mobility and housing needs with economic, environmental and public health goals.

WRCOG has two requests of SCAG pertaining to the Draft 2016 RTP/SCS which are intended to help maximize the impact of the final document and the resources that went into preparing the document. First, WRCOG asks that SCAG compile a distinct listing of all commitments explicitly made of SCAG and/or others in the document that could affect WRCOG and/or our member agencies. Several examples of these occurrences are listed below:

(Page 70)

The 2012 RTP/SCS discussed strategies to combat gentrification and displacement, a continuing challenge that we discussed in Chapter 3. Jurisdictions in the SCAG region should continue to be sensitive to the possibility of gentrification and work to employ strategies to mitigate its potential negative community impacts.

(Page 88)

To accommodate the growth in walking, biking and other forms of active transportation regionally, the 2016 Active Transportation Plan also considers new strategies and approaches beyond those proposed in 2012. Among them:

- Better align active transportation investments with land use and transportation strategies to reduce costs and maximize mobility benefits;
- Expand regional understanding of the role that short trips play in achieving RTP/SCS goals and performance objectives and provide a strategic framework to support local planning and project development geared toward serving these trips; and
- Expand understanding and consideration of public health in the development of local plans and projects.

(Page 111)

Consistent with the provisions of Section 15091 of the State CEQA Guidelines and review of county and city general plans and Caltrans designated scenic vistas, aesthetics performance standards-based mitigation measures may include, but are not limited to:

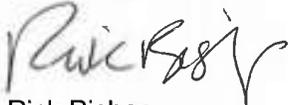
- Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.
- Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replacing compromised native vegetation and landscape.

WRCOG asks that commitments such as these be called out in a separate document and that SCAG denote an action plan to fulfill such commitments.

Second, in recognition of the extensive research and data collection efforts of SCAG to prepare the document, WRCOG requests that all data be made publicly accessible. Further, WRCOG requests that SCAG widely promote the availability of the data, particularly among jurisdictions within the region, to ensure the information's use and ongoing benefit to the region.

WRCOG greatly values SCAG's efforts in preparing the 2016-2040 RTP/SCS. With the addition of the components recommended above, WRCOG is confident in the ability of the document to deliver high-impact results for the region. Should you have any questions on WRCOG's comments, do not hesitate to contact me at (951) 955-8303 or bishop@wrcog.cog.ca.us. WRCOG is grateful for our ongoing, collaborative relationship with SCAG and looks forward to continuing our partnership in the future.

Sincerely,



Rick Bishop
Executive Director

Item 4.E

Southern California Association of
Governments Activities Update

Attachment 3

WRCOG Agenda Review for March
24, 2016, Special Joint Meeting of
the Policy Committees

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Date: March 28, 2016
To: WRCOG Representatives to SCAG
From: Rick Bishop, Executive Director
Subj: **Agenda Review for March 24, 2016 Special Joint Meeting of the Policy Committees**

Andrea Howard (WRCOG Staff) will be in attendance at the meetings in Los Angeles in case you have any questions or need assistance.

Meeting Schedule

10:00 a.m. – 1:00 p.m. Special Joint Meeting of the Policy Committees

If you have any questions about the information provided below, please contact Jennifer Ward at (951) 955-1786, on her cell at (951) 206-4498, or by email at ward@wrcog.cog.ca.us.

Joint Policy Committee Meeting

Action/Discussion Items:

Item 1: Proposed Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS): SCAG is requesting a recommendation from the Joint Policy Committees for the Regional Council (RC) to approve and adopt the 2016 RTP/SCS. Federal law requires that SCAG, as the Metropolitan Planning Organization (MPO) for the region, prepare and update a long-range Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of the transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. In addition, state law requires that MPOs also prepare and adopt a Sustainable Communities Strategy (SCS) that establishes a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks. The Proposed Final 2016 RTP/SCS has been in development for the more than three years.

On December 4, 2015, SCAG released the DRAFT 2016 RTP/SCS for a 60-day public review and comment period ending February 1, 2016. Based upon comments submitted, SCAG has made revisions to the previously released Draft 2016 RTP/SCS. The Proposed Final 2016 RTP/SCS is available for [download](#) and review on the SCAG website. The comments submitted and SCAG's responses are summarized below:

Active Transportation: Comment/Response Summary

Areas Seeking Clarification

- Increased funding for active transportation (AT) over the levels identified in the Draft 2016 RTP/SCS
- Prioritize investments in active transportation over highway investments
- Greater emphasis on complete streets in all transportation projects

Response

- 2016 RTP/SCS recommends complete streets principles as a funding method to efficiently and effectively construct AT projects by linking them to larger capital or maintenance projects



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- SCAG proposes improved identification and documentation of AT expenditures to provide a more complete picture of AT investments, including local efforts that are not fully captured in the regional plan.

Natural/Farm Lands: Comment/Response Summary

Areas Seeking Clarification

- SCAG to take on a leadership role in implementation of a regional conservation program

Response

- In the coming years, SCAG will be working with local entities to assist in the cross-jurisdictional coordination of habitat conservation strategies.

Aviation: Comment/Response Summary

Areas Seeking Clarification

- Aviation demand forecast methodology and forecast for LAX.
- Inclusion of ground access projects that have not gone through environmental review process.

Response

- SCAG clarified demand forecast methodology and airport capacity data.
- SCAG clarified that projects included in the Plan do not need to have received full environmental clearance.

Passenger Rail—California High-Speed Rail: Comment/Response Summary

Areas Seeking Clarification

- Comment regarding CHSRA Draft 2016 Business Plan including new Initial Operating Segment (IOS).
- Comment regarding SCAG's support of California High-Speed Train contingent on MOU commitment of \$1 billion towards local rail improvements.

Response

- Draft RTP/SCS discusses the MOU in detail, and SCAG staff is working with CHSRA and MOU agencies to reaffirm commitment to Southern California Rail MOU.
- Draft 2016 Business Plan does not alter completion date for Phase 1 to Los Angeles/Anaheim. Changes to IOS will be incorporated in a future RTP/SCS amendment.

Financial Plan: Comment/Response Summary

Areas Seeking Clarification

- Many comments focused on new revenue sources (e.g., mileage-based user fee) and the need for more evaluation.

Response

- SCAG concurs additional work is needed (e.g., evaluating options for implementation, accountability and approaches for protecting privacy, addressing income and geographic equity impacts).
- The 2016 RTP/SCS does not assume revenues from the mileage-based user fee (or other comparable source) before 2025.

Highways and Arterials: Comment/Response Summary

Areas Seeking Clarification

- Multiple comments concerning the number of highway projects included within the Plan and the need for investments in other modes (e.g., transit, active transportation, etc.).

Response



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- The 2016 RTP/SCS is grounded in a multi-modal approach towards addressing congestion and provides individuals with various options ranging from transit, bicycling, and walking as a means towards reducing single occupancy demand (SOV) demand on highways and local arterials.

Project List: Comment/Response Summary

Areas Seeking Clarification

- Several commenters support or oppose, or seek clarification on specific projects, such as SR-710 North Project

Response

- SCAG recognizes projects must go through environmental review process at project level and respects the local process to identify locally preferred alternative (LPA).
- When environmental review is completed and a LPA is identified, SCAG will work with the sponsoring CTC to amend the RTP/SCS as necessary to update the project description and modeling analysis.

Goods Movement: Comment/Response Summary

Areas Seeking Clarification

- Environmental strategy - availability and unresolved issues with zero and near zero-emission technologies and implementation of technologies.

Response

- Action plan in the Goods Movement Appendix includes broad timeframes to accommodate different technology readiness levels and allows for technologies to be deployed as they meet necessary criteria.

Environmental Justice: Comment/Response Summary

Areas Seeking Clarification

- A number of comments expressed concern regarding gentrification and displacement as a result of transit investments from the 2016 RTP/SCS, and requested that the analysis in the Appendix be expanded.

Response

- SCAG expanded gentrification and displacement section of the Environmental Justice Appendix to include additional ethnicity variables and median housing prices for owners in TOD areas.
- SCAG also incorporated expanded discussion on affordable housing.

Sustainable Communities Strategy: Comment/Response Summary

Areas Seeking Clarification

- How to use SCAG's Forecasted Development Type Maps and corresponding data to determine SCS consistency.
- Requests for further detailed maps.
- Some requests that the maps not be used to determine any SCS consistency.
- Others encouraged SCAG to address possible negative impacts on public health, lower income communities, housing affordability, and rural areas.

Response

- For CEQA purposes, the consistency determination of a project with the SCS will be at the discretion of lead agencies.
- The 2016 RTP/SCS will be adopted at jurisdictional level, any data at a geographically smaller than the jurisdictional level is advisory only.



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- The 2016 RTP/SCS supports ARB guideline consistency regarding location of sensitive uses.

WRCOG STAFF RECOMMENDATION: None.

Item 2: Proposed Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR): SCAG is requesting a recommendation from the Joint Policy Committees for the RC to certify the Final PEIR for the 2016 RTP/SCS and adopt Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program associated with the Final PEIR.

The California Environmental Quality Act (CEQA) and its implementing regulations require SCAG to prepare an Environmental Impact Report (EIR) for the 2016 RTP/SCS. The 2016 RTP/SCS necessitates preparation of a Program EIR (PEIR) which is designed to consider “broad policy alternatives and program-wide mitigation measures.” Major components of the Draft 2016 RTP/SCS PEIR are the Impacts Analysis, Health Risk Assessment, Green House Gas Emission and Climate Change Analysis, Alternatives Analysis, and Performance Standards-Based Mitigation.

On December 4, 2015, SCAG released the DRAFT 2016 RTP/SCS PEIR for a 60-day public review and comment period, ending February 1, 2016. Based upon comments submitted during the public comment period, SCAG has made revisions to the previously released Draft 2016 RTP/SCS PEIR. The Proposed Final 2016 RTP/SCS PEIR consists of five (5) major components: (1) Draft 2016 RTP/SCS PEIR; (2) Section 8.0: Responses to Comments on the Draft PEIR, including Appendix G: Comments on the Draft 2016 RTP/SCS PEIR; (3) Section 9.0: Clarifications and Revisions; (4) Findings of Fact and a Statement of Overriding Considerations; and (5) Mitigation Monitoring and Reporting Program. The Proposed Final 2016 RTP/SCS PEIR is available for [download](#) from the SCAG website.

Of the 81 comments submitted to SCAG regarding the PEIR document, many focused on three recurring themes: (1) distinctions between a Program-level EIR and a Project-level EIR; (2) technical modeling and process underlying the PEIR analysis; and (3) performance standards-based mitigation measures. In order to address these common themes and provide responses, SCAG staff prepared Master Responses to these three themes, summarized below:

- (1) In response to comments regarding distinctions between a Program-level EIR and Project-level EIR, SCAG explains that the 2016 RTP/SCS PEIR is a programmatic document that provides a region-wide assessment of the potential significant environmental effects of implementing goals, policies, strategies, programs, and projects included in the 2016 RTP/SCS, as a whole. Site and project specific analysis would be completed on a project-by-project basis by the lead agency.
- (2) In response to comments regarding the technical process and modeling, SCAG explains that the air quality modeling uses the California Air Resources Board (ARB's) latest computer tool (EMFAC 2014). The greenhouse gas emissions modeling also uses the EMFAC 2014 model and ARB's Vision Scenario Planning Tool, and the greenhouse gas emissions for the transportation sector include both on-road and off-road vehicles and report emissions in carbon dioxide equivalent (CO₂e) estimation. SCAG emphasizes that the 2016 RTP/SCS does not focus on specific or local projects, but analyzes the transportation network of the entire region and associated modeling results.



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- (3) In response to comments regarding performance standards-based mitigation measures, SCAG clarified that the use of performance standards-based mitigation measures rather than prescriptive mitigation measures recognizes that SCAG has no authority to require specific mitigation measures at the project level. Identification of the performance standards along with project-level mitigation measures fulfills SCAG's responsibility, as such project-level measures (or other measures) may be considered for adoption and implementation by lead agencies.

Based on the comments submitted and input from stakeholders, SCAG staff undertook the following activities:

- Reviewed the updates of transportation modeling and socio-economic data;
- Conducted CEQA assessment to determine that the updates do not change the findings in the Draft PEIR (CEQA Guidelines Section 15088.5 (b));
- Revised the Draft PEIR and supporting appendices to incorporate clarifications and revisions, where appropriate, in response to comments, and staff-initiated text revisions.

The conclusions regarding the significance of the impacts in the Draft PEIR were not affected by the public comments and updates.

The Findings of Fact—included in the Proposed Final 2016 RTP/SCS as section four (4), along with a Statement of Overriding Considerations—describes facts, discussions, and conclusions reached in the environmental review relative to impacts, mitigation measures, and selection of an alternative. The existence of significant unavoidable impacts as identified in the Findings of Fact requires the preparation of a Statement of Overriding Considerations. The Statement of Overriding Considerations describes that the economic, social, environmental and other benefits of the 2016 RTP/SCS outweigh and override the significant and unavoidable environmental impacts associated with the Plan.

The fifth and final component of the Proposed Final 2016 RTP/SCS PEIR is the Mitigation Monitoring and Reporting Program (MMRP). The MMRP applies to the goals, policies, and strategies articulated in the 2016 RTP/SCS and related mitigation measures to be implemented by SCAG. The MMRP includes procedures to be used to implement the mitigation measures adopted in connection with the certification of the 2016 RTP/SCS PEIR and methods of monitoring and reporting. More specifically, the MMRP includes mitigation measures to be implemented by SCAG, and project-level, performance standards-based mitigation measures that can be considered by local agencies.

WRCOG STAFF RECOMMENDATION: None.

cc: Tom Kirk, CVAG
Steve Smith, SANBAG
Tom Mullen, County of Riverside
George Johnson, County of Riverside
Juan Perez, County of Riverside
Aaron Hake, RCTC
Shirley Medina, RCTC
Rick Dudley, City of Murrieta

Jay Eastman, City of Riverside
Eric Lewis, City of Moreno Valley
Chris Gray, WRCOG
Jennifer Ward, WRCOG
Alexa Washburn, WRCOG
Andrea Howard, WRCOG
Rick Bishop, WRCOG
Janis Leonard, WRCOG

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Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: Riverside Transit Agency First Mile Last Mile Study
Contact: Joe Punsalan, Senior Associate, KTU+A, joe@ktua.com, (619) 294-4477 ext. 127
Date: April 14, 2016

Requested Action:

1. Receive and file.
-

This item is reserved for a presentation by Joe Punsalan, Senior Associate for KTU+A, to provide a presentation on the Riverside Transit Agency's First Mile Last Mile study.

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

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

Attachment:

1. First Last Mile Study Presentation.

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Item 5.A

Riverside Transit Agency Update

Attachment 1

First Last Mile Study Presentation

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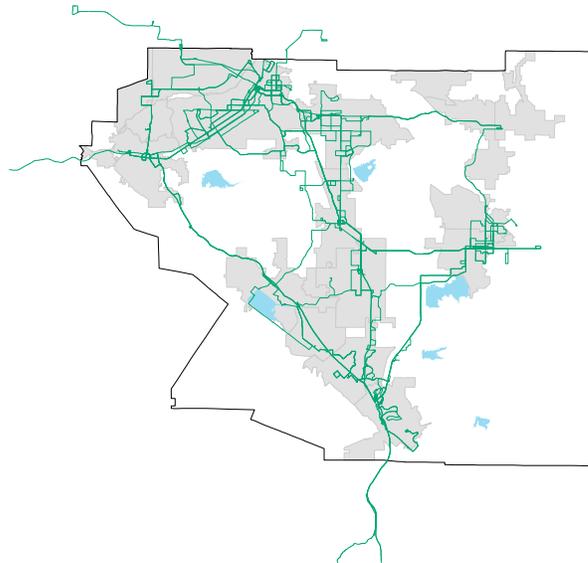
April 14, 2016

Joe Punsalan



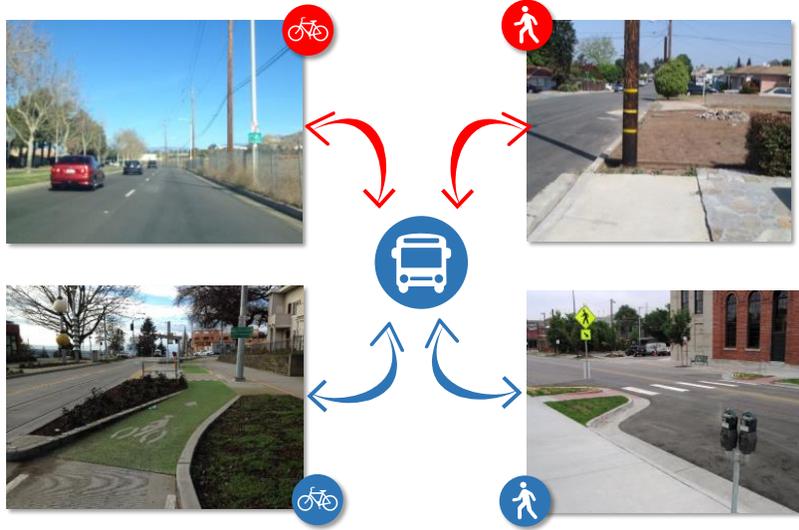
What the RTA First Mile/Last Mile IS about.

RTA Service Area



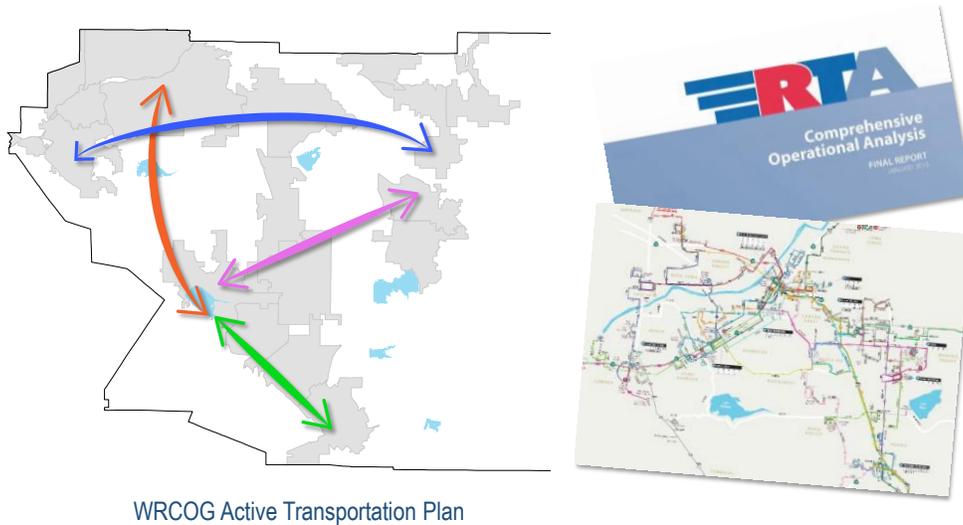
What the RTA First Mile/Last Mile **IS** about.

Providing Safe and Connected Access to Transit



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016

What the First Mile/Last Mile Mobility Plan is **NOT** about.



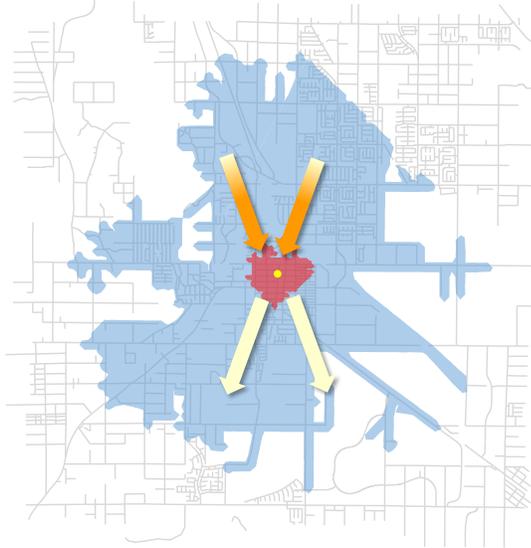
WRCOG Active Transportation Plan



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016

Defining First Mile/Last Mile:

Station Access Areas



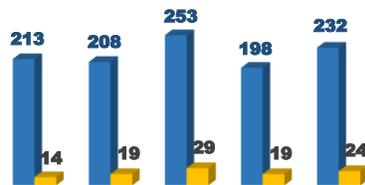
RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016

Why Consider the First Mile/Last Mile?

Bicycle and Pedestrian Related Collisions (1/2-Mile Ped, 3-Mile Bike)



1,241



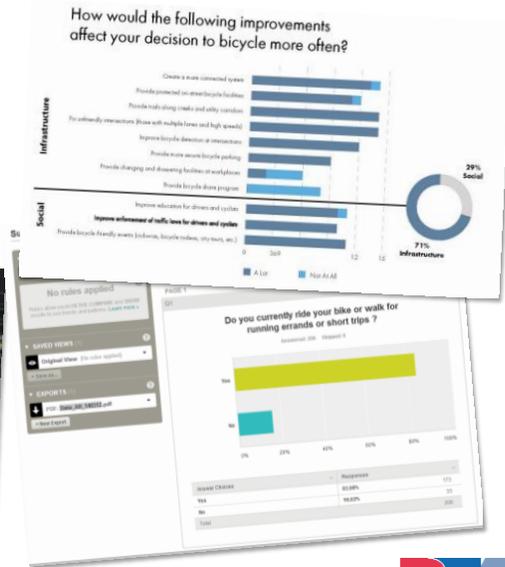
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RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016

How Do We Identify the Problems?

Public Input

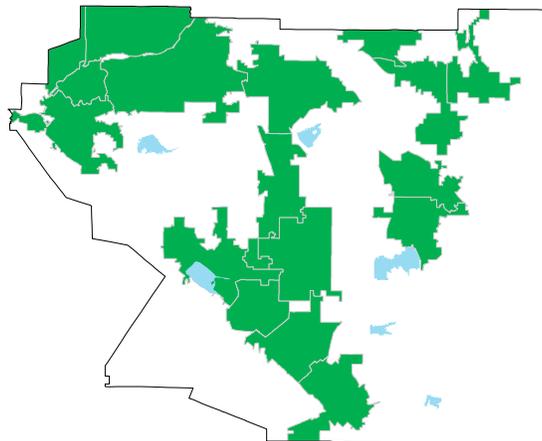


RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



How Do We Identify the Problems?

Agency Input

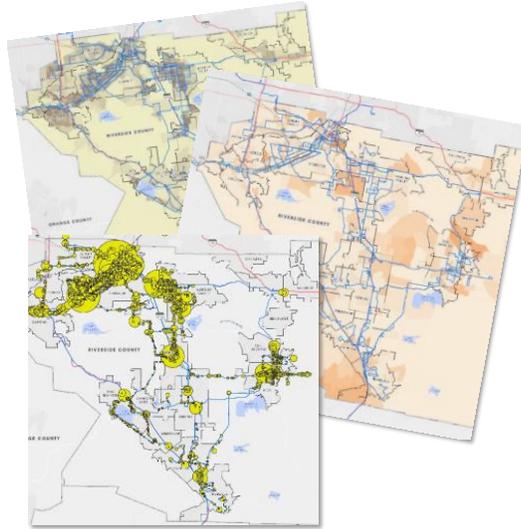


RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



How Do We Identify the Problems?

Field Work and Analysis



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



Typical Problems:

Pedestrian Deficiencies



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



Typical Problems:
Bicycling Deficiencies



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



Typical Solutions:
Pedestrian Recommendations



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Typical Solutions:
Bicycle Recommendations- Phased and Implementable



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



Typical Solutions:
Bicycle Recommendations- Phased and Implementable



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



Station Typologies

Examples of Typology Characteristics

Typical Performance and Services	Intra-Urban Stations	Inter Urban Connector Stations	Regional Commuter Stations	Corridor Stations (Sub to Urb Destinations)	Intra-Suburban	Rural / Suburban Connector Stations
Typical Transit Boarding Levels	Very High	High	Moderate High	Moderate	Low	Very Low
Typical Transit Service Frequency	15-min	15-min	Hourly	30-min	30-min	Hourly
Typical Transit Type	BRT / Standard Bus	Brt / Short Trip / Metrolink	Metrolinkor Express Bus	BRT / Standard Bus	Standard Bus	Standard Bus

Typical Characteristics

Typical Characteristics	Intra-Urban Stations	Inter Urban Connector Stations	Regional Commuter Stations	Corridor Stations (Sub to Urb Destinations)	Intra-Suburban	Rural / Suburban Connector Stations
Commuter Lengths	Short	Medium	Long	Medium	Short	Medium
Transit Supportive Densities (Housing & Employment)	High	Medium	Medium	Medium	Low	Low
Mixture of Land Uses	Fine Grain	Mixed	Separated	Mixed	Separated	Separated
Housing and Job Balance	Balanced	Diverse	Non Balanced	Diverse	Balanced	Not Balanced
Key Employment Centers	✓	✓	✓	✓		
Demographic Data (No Car Ownership)	✓	✓		✓	✓	✓
Demographic Data (age)	Younger	Diverse	Diverse	Diverse	Older	Older
Connected Street Grids (walkable/bikable)	✓	✓		✓		
High Walking and Biking Comfort Level	✓	✓		✓		
Available Carshare and Rideshare Services	✓	✓		✓		
Available Property (Park & Ride/Kiss & Ride Amenities)		✓	✓	✓		

RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



Project Prioritization

Examples of Criteria for Prioritizing Improvements

- Collision Data
- Population and Employment Densities
- Commuting Characteristics
- Transit Boarding and Alightings
- Proximity to Other Activity Centers
- Roadway and Sidewalk Conditions (Speed, ADT, sidewalks, etc)
- Public Input

RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



What Do We Want From the Study?

4-6 Pilot Templates



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016

What Do We Want From the Study?

Planning Level Cost Estimates

Project Cost Estimate				Project: 1	Costa Mesa Multi-Purpose Trails	
				Date: 11/17/2015	Adams Ave. from Western City Link to Fairview Rd.	
ITEM	QUANTITY	UNIT	UNIT COST	COST		
Removal / Relocation						
Remove Curb and Gutter	10,229	LF	\$ 4.00	\$ 40,916.00	Assumed for full length of planned multi-use path.	
Sign Relocation	13	EA	\$ 65.00	\$ 845.00	Those of which impede the widening of the sidewalk or flow of traffic on the multi-use path.	
Cabinet / Signal Equipment Removal	8	EA	\$ 7,500.00	\$ 60,000.00	Those of which impede the widening of the sidewalk or flow of traffic on the multi-use path.	
Tree Removal / Relocation	90	EA	\$ 450.00	\$ 40,500.00	Those of which impede the widening of the sidewalk or flow of traffic on the multi-use path.	
Utility Pole Relocation	54	EA	\$ 7,000.00	\$ 378,000.00	Power and light poles.	
Excavation	10,229	LF	\$ 18.00	\$ 184,122.00	1' Deep and 4' Wide. Assumed to be required for full length of planned multi-use path construction.	
Installation / Construction						
Driveway	1,550	SP	\$ 12.00	\$ 18,600.00	Cost of signage shown under Sign on New Path below.	
Curb and Gutter	10,229	LF	\$ 25.00	\$ 255,725.00		
Raised PEED Crossing	1	EA	\$ 7,500.00	\$ 7,500.00	\$6,800 (2005) applied rate of inflation from 2005-2015 to update value.	
Bike-Cat	2	EA	\$ 24,000.00	\$ 48,000.00	Lump sum cost for 6' wide bollard extensions, and 20' length. Includes wheelchair access ramp.	
Signaling Fairview Rd *	1	LF	\$ 11,300.00	\$ 11,300.00	Includes all components in order to segregate right turn. See note below.	
OC2 Sidewalk (4" Thick, 4' Wide)	10,229	LF	\$ 36.00	\$ 368,244.00	Assume sidewalk is widened for entire length of multi-use path, widened an average of 4' throughout.	
Curb Corner Ramp (ADA)	13	EA	\$ 3,500.00	\$ 45,500.00	Include warning surface half dome.	
Curb Mid Block Ramp (ADA)	1	EA	\$ 3,700.00	\$ 3,700.00	Include warning surface half dome. For transition from Bike Route to multi-use path at OCC.	
Prevalent Refuge Island	1	EA	\$ 12,000.00	\$ 12,000.00	\$10,000 (2005) rate of inflation applied. Refer for information at Longwood Ct.	
Signage / Striping						
Cornermark Crosswalk	202	LF	\$ 7.80	\$ 1,575.60	Based on a conventional crosswalk with 1' bars with 1' spacing in between.	
Sign on Existing Pole	4	EA	\$ 175.00	\$ 700.00	Bike Route = "Sign" and "Bike Route" = "End" signs.	
Sign on New Pole	10	EA	\$ 375.00	\$ 3,750.00	Driveway signage (1 sign / driveway), Longwood Ct. not taken to be driveway as well.	
Cornermark Striping (Class 5)	10,229	LF	\$ 1.90	\$ 19,435.10	Assumed for entire length of multi-use path.	
Stripes (Square 200' Board)	3	EA	\$ 325.00	\$ 975.00	Along the bike route segment (200' in length).	
Pavement Markings (Green Paint)	275	SP	\$ 5.00	\$ 1,375.00	Green paint for driveway crossings.	
Bury Star	0	SP	\$ 1.00	\$ -		
SUBTOTAL				\$ 1,364,261.60		
Contingency	20%	%	\$ 272,852.32	\$ 272,852.32		
Design Support During Construction	5%	%	\$ 68,213.08	\$ 68,213.08		
TOTAL				\$ 1,705,327.00		

*For item units, abbreviations are as follows: SP = Square Foot, LF = Linear Foot, LM = Linear Mile, EA = Each, L/S = Linear Sign, P/S = Pole Intersection.

*Dike Box: The line box quantity is to include all components within the shaded region of the line box, these components are the "Bike Way Head" text, the bike symbol, and timing arms.

*Signaling Fairview Rd: The signage cost is taken to include the cost of two Type-1 signal poles (\$5,000), two APS units (\$1,800), and two pedestrian signal heads (\$1,500).



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016

What Strategies Should be Considered?

Short and Long Term Bicycle Parking



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



What Strategies Should be Considered?

Bike Share and Car Share



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



What Strategies Should be Considered?

Rideshare, Vanpool and TDM Strategies



RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



How Can We Partner With Local Cities?

- Assist with Additional Data Collection
- Assist with Outreach for Workshops and Events
- Review Strategies and Provide Input on Draft Plan
- Coordinate Infrastructure Improvements

RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016





Project Schedule
6 Steps in Work Plan
5 Steps in Outreach Process

RTA First & Last Mile Mobility Plan | Steering Committee Meeting #1 | April 14, 2016



Joe Punsalan
 joe@ktua.com



Joe Forgiarini
 jforgiarini@riversidetransit.com

Study Area	RTA	WRCOG
Geography	RTA Service Area	Regional facilities for Western Riverside County
Data Collection		
WRCOG, RTA, SCAG, County, Agencies	✓	✓
Transit stop as interim origin to destination trip	✓	
Major destinations and origins		✓
Programs		
TDM Strategies	✓	
Safe Routes to School		✓
Transit to Safe Routes to School	✓	
Health, Safety and Education		✓
GHG/VMT/Trip Reduction	✓	✓
Outreach		
Stakeholder Meetings (WRCOG Public Works and Planning Directors Meetings)	✓	✓
Surveys	✓	✓
Mobile Workshops	✓	
Community & WRCOG Events	✓	✓
Riverside County Active Transportation Network	✓	✓
Sample Improvement Projects		
Project Cost Estimates	✓	✓
Project Prioritization	✓	
Geography	Transit station access (3-mile bike & 1/2 mile ped)	Regional corridors (with or without transit connections)
Quantity of Projects	4-5 (based on transit station definitions)	Countywide (17 regional project highlights)
Project Details	Deficiency identification and improvements. Conceptual diagrams.	Conceptual corridor design

**RTA First-Last Mile vs.
WRCOG Active Transportation Plan**

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Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: Riverside Restorative Growthprint

Contact: Doug Darnell, Senior Planner, City of Riverside, ddarnell@riversideca.gov, (951) 826-5219

Date: April 14, 2016

Requested Action:

1. Receive and file.

This item is reserved for a presentation by Doug Darnell, Senior Planner for the City of Riverside, to provide a presentation on the recently completed Riverside Restorative Growthprint plan.

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

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

Attachment:

1. Riverside Restorative Growthprint Overview.

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Item 5.B

Riverside Restorative Growthprint

Attachment 1

Riverside Restorative Growthprint
Overview

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Riverside Restorative Growthprint Overview

OVERVIEW

Adopted by the City of Riverside in January of 2016, the Restorative Growthprint (RRG) is a unique and innovative plan that combines the City's Climate Action Plan (CAP) with a companion Economic Prosperity Action Plan (EPAP) for boosting low-carbon economic growth through investment in urban infrastructure, urban mobility systems, public-private partnerships, and entrepreneurship. The RRG provides a roadmap for the City to achieve deep GHG emission reductions through the year 2035, consistent with the goals of the California Global Warming Solutions Act of 2006, known as Assembly Bill 32 (AB 32), and Senate Bill 375 (SB 375) of 2008.

RRG-CAP: The RRG-CAP identifies how the City will achieve GHG emissions reductions through the year 2035 by:

- Using energy more efficiently
- Harnessing more renewable energy (solar, wind, geothermal, etc.)
- Improving access to sustainable transportation alternatives
- Promoting walking and cycling
- Increasing recycling and diversion of materials from landfills
- Increasing water conservation
- Supporting local food systems

RRG-EPAP: The RRG-EPAP links economic development with GHG emissions reduction, and intends to build on the City's reputation as a center of innovation and setting the stage for entrepreneurs to bring innovative GHG-reducing practices, services, and new technologies to the marketplace as follows:

- Inspiring entrepreneurial opportunities and job creation
- Promoting local clean-tech industry development
- Facilitating Smart Growth development
- Stimulating sustainable infrastructure investment

RRG Builds Upon Prior Efforts

The RRG-CAP/EPAP builds upon many prior efforts including the Western Riverside Council of Government's CAPtivate: WRCOG Subregional Climate Action Plan adopted by WRCOG in 2015, and the City of Riverside's Green Action Plan developed by a Committee citizens aimed at transforming the City of Riverside into an innovative sustainable urban center.



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Western Riverside Council of Governments Planning Directors Committee

Staff Report

Subject: WRCOG Transportation Activities Update

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

Date: April 14, 2016

Requested Action:

1. Receive and file.

WRCOG's Transportation Department is comprised of the Transportation Uniform Mitigation Fee (TUMF) Program, the Active Transportation Plan, and the WRCOG Clean Cities Coalition. The TUMF Program is a regional fee program designed to provide transportation and transit infrastructure that mitigates the impact of new growth in Western Riverside County. As administrator of the TUMF Program, WRCOG allocates TUMF to the Riverside County Transportation Commission (RCTC), groupings of jurisdictions – referred to as TUMF Zones – based on the amounts of fees collected in these groups, and the Riverside Transit Agency (RTA). The Active Transportation Plan 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. The Clean Cities Coalition continues to administer programs that focus on developing regional economic opportunities for deploying alternative fuel vehicles and advanced technologies. Additionally the Clean Cities Coalition provides programs for students to think critically and independently about air quality and how to live healthier lives.

2016 TUMF Nexus Study Update

A comprehensive update of the TUMF Program ensures that the Regional System of Highways and Arterials will provide sufficient mobility and level of service to meet future demand from new growth. The last TUMF Program Update was completed in October 2009, and WRCOG staff and TUMF consultant, Parsons Brinckerhoff, have been undertaking the process of developing a comprehensive update to the Nexus Study.

In September 2015, the WRCOG Executive Committee took action to delay finalizing the Nexus Study for the TUMF Program Update until the 2016 Southern California Association of Governments' (SCAG) Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) growth forecast is available for inclusion in the Nexus Study. The TUMF Consultant is currently integrating the updated SCAG growth forecast into the Nexus Study, which will be distributed for review and comment in summer 2016.

Revised 2016 TUMF Network: In an effort to conduct a final review of the TUMF Network that will be incorporated into the 2016 TUMF Nexus Study, WRCOG has distributed individual jurisdiction facilities line items to each member jurisdiction. This will provide member jurisdictions the opportunity to report any completed facilities that can be removed from the TUMF Network. Jurisdictions will also have the opportunity to report any revisions in obligated funding that can be reflected in the TUMF Network. As with all Program updates, the TUMF Network will be subject to further analysis such as traffic modeling to ensure that the proposed facilities meet the necessary criteria for inclusion in the Program.

Revised Network Cost Assumptions: The TUMF Program uses a series of average costs to determine the costs of specific improvements on the TUMF Network, such as interchanges and bridges. The WRCOG Executive Committee has adopted the Engineering News Record (ENR), Construction Cost Index (CCI), and the National Association of Realtors (NAR) Median Sales Price of Existing Single Family Homes in the Riverside / San Bernardino Metropolitan Statistical Area indices as the benchmark to set the cost assumptions for the TUMF Program. The TUMF consultant, Parsons Brinckerhoff is currently finalizing the network cost assumptions that will be utilized as part of the 2016 TUMF Nexus Study Update. The 2016 TUMF Nexus Study will contain an entirely new set of cost assumptions based on the latest information. Previously, the draft 2015 TUMF Nexus Study, which was distributed for review in summer 2015, used the 2009 cost assumptions and adjusted the TUMF Arterial Highway Cost Assumptions table based the latest CCI/NAR adjustment.

TUMF Overview Workshops: Staff is currently conducting workshops with member jurisdictions to provide background on the collection, disbursement, and programming of TUMF funds. To date, staff has conducted workshops with twelve member jurisdictions, with additional workshops scheduled with the City of Riverside on April 18 and the City of Calimesa on April 28.

The workshops have provided member jurisdictions the opportunity to discuss with WRCOG areas in which the TUMF Program can be more efficient and ultimately assist in the overall administration of the Program. In an effort to speed up the process of reviewing invoices submitted by jurisdictions for reimbursement, WRCOG will be preparing a Request for Proposal to solicit firms interested in providing engineering services, such as review of project reimbursement invoices. Various jurisdictions have discussed revisions to the TUMF Network, to reflect completed projects and/or swap existing facilities. Such requests will be considered as the TUMF Network is finalized in the upcoming month.

Active Transportation Plan

On May 28, 2015, the California Transportation Commission allocated funding to WRCOG to develop the Western Riverside County Active Transportation Plan (Plan). The Plan will set objectives to increase safety and effectiveness of the non-motorized system, incorporate local Safe Routes to Schools planning efforts, and identify economic indicators that include education, disadvantaged communities, and federal air quality non-attainment zones.

As part of the Plan, WRCOG and consultant, Fehr & Peers, have developed a survey for the community and member jurisdiction staff to review and determine the regions concerns, values, and needs regarding active transportation. This effort will provide an effort for the community to provide input in the development of the Plan. Staff expects the survey to be distributed throughout the sub region in the coming weeks.

In addition to the development the Plan, WRCOG will also conduct Bicycle and Pedestrian Safety Education workshops on the following dates:

- May 20-22 in the City of Riverside
- May 27-29 in the City of Moreno Valley

The workshops will provide cyclists with knowledge of the roadway laws and traffic cycling problem solving and will focus on bike handling and traffic skills. With the skills and knowledge gained from the workshops, cyclist will have the traits for successful bicycle transportation. Attachment 1 to the staff report provides additional information regarding the bicycle safety workshops.

Prior WRCOG Actions:

April 4, 2016: The WRCOG Executive Committee received report.
March 9, 2016: The WRCOG Administration & Finance Committee received report.
March 7, 2016: The WRCOG Executive Committee authorized the WRCOG Executive Director to negotiate and enter into a Professional Services Agreement with Economic & Planning Systems to provide a fee analysis study in an amount not to exceed \$159,400.
February 18, 2016: The WRCOG Technical Advisory Committee recommended the WRCOG Executive

Committee authorize the WRCOG Executive Director to negotiate and enter into a Professional Services Agreement with Economic & Planning Systems to provide a fee analysis study in an amount not to exceed \$159,400.

February 11, 2016: The WRCOG Public Works Committee determined that the 50% reduction revenue shortfall has been closed by jurisdictions through project delivery with other funding sources.

WRCOG Fiscal Impact:

Transportation administrative activities are included in the Agency's adopted Fiscal Year 2015/2016 Budget under the Transportation Department.

Attachment:

1. Bicycle Safety Workshop Flyer.

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Item 5.C

WRCOG Transportation Activities
Update

Attachment 1

Bicycle Safety Workshop Flyer

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CyclingSavvy

EMPOWERMENT FOR UNLIMITED TRAVEL

A program of the American Bicycling Education Association | P.O. Box 2466, Orlando, FL 32802 | 321-209-5260 | abea.bike



Essential Skills & Knowledge

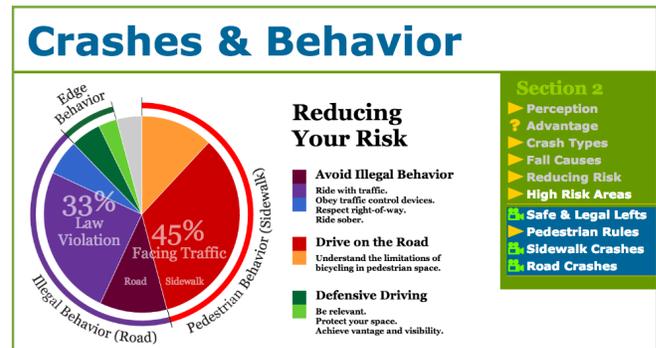
The CyclingSavvy education program uses innovative and modern teaching techniques to effectively change the beliefs and behaviors of cyclists. After completing the 3-part workshop, cyclists will have internalized 5 critical truths for empowered cycling:

1. **Knowledge of the Law:** Cyclists have a right & responsibility to the road.
2. **Knowledge of Bicycle Safety:** Cycling is inherently a safe activity and cyclists have the power to minimize over 90% of common crash situations.
3. **Knowledge of Traffic Cycling Problem Solving:** Identify common situations and problem areas so that cyclists have the understanding on how to handle and prevent conflict.
4. **Bike Handling Skills:** 41% of bicycle crashes occur from poor bicycle handling skills.
5. **Traffic Cycling Skills:** Experiential tour of intersections and interchanges provides confidence to cyclists and reinforces sense of belonging and right to the road.

We must change beliefs to change behavior.

Teaching traffic cycling is primarily a battle against cultural myths. Myth-busting requires more than mere “information” or “facts.” It is a social phenomenon that requires a social approach. To that end, six key underlying principles guide the course:

- **Reframing:** Bicycling must be reframed from a dangerous activity to an essentially safe one. How crash data is presented is as important as the data itself. We present crash data by how the bicyclist can prevent the crash, regardless of legal fault.



- **Engagement:** Students are guided to discover for themselves why cycling is safe. When students themselves identify an essential fact it carries far more weight.
- **First Things First:** Essential skills must be second nature before cyclists can comfortably interact with complex traffic conditions. Even “experienced” cyclists are lacking in some of these skills.
- **Vicarious Modeling:** Before people will try something that challenges their fears, they need to believe they will be able to do it and that the results will be worth the effort. In the classroom, we introduce challenging scenarios with point-of-view video demonstrating the ease and rewards of successful behavior.



Success is a terrific motivator! By setting our students up for success through an advancing progression of drills and exercises, we build their enthusiasm to master increasingly intimidating road features. In the end, they have the “Rosetta Stone” for dealing with any kind of traffic situation they might encounter.

- **Progression:** Each step must be reasonably achievable to the novice cyclist. A cycling course cannot “throw students into the deep end of the pool.” Success can only be built upon success.
- **Enactment:** Students put their new skills and knowledge into practice individually through traffic conditions and intersections of increasing complexity. After each section they naturally reinforce for one another the positive and successful experience. This final public “enacting” of the new approach is the nail in the coffin of the old “cycling is dangerous” myth for them.

might encounter, from narrow 2-lane roads to massive, high-speed interchanges. Other cycling topics, such as bike fit and mechanical skills, can be learned via the web, books, or local bike shops. Traffic cycling absolutely requires the social and experiential aspects only found through face-to-face and real-world instruction.

How CyclingSavvy is different from other cycling education programs.

CyclingSavvy focuses on bike handling and traffic skills. Fear of cycling in traffic is the greatest hindrance to successful cycling behavior and bicycle transportation. CyclingSavvy was designed to help students overcome fear and give them a toolset for any traffic situation they



While CyclingSavvy inevitably teaches some of the same essential traffic cycling principles and skills as other cycling courses—such as those offered by the League of American Bicyclists, Law Enforcement Bicycle Association, International Police Mountain Bike Association, CANbike and Bikability UK—it is not based on any existing curriculum. Nor is it based on the original Effective Cycling course (from which the League’s TS101 was derived). CyclingSavvy was built entirely from the ground up. It is built upon an understanding of the needs of adult learners and the challenges of changing behavior that is strongly rooted in our traffic culture. Much of the content in the CyclingSavvy curriculum is completely original. Traditional content is framed and delivered in unique ways to maximize the learning process.

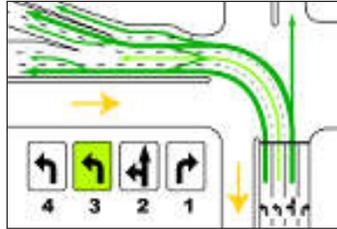
Three-Part Workshop

The weekend workshop is divided into 3 distinct components. Each component may be taken à la carte, but we recommend students take all 3 components in one weekend.

- **Truth and Techniques of Traffic Cycling:**

(Classroom/3 hours)

Guided discussion with video and animation, designed to familiarize participants with bicycle-specific laws, traffic dynamics and strategies that make bicycling easier and more enjoyable.



- **Train Your Bike:** (Parking lot drills/3 hours)

Progressive drills designed to increase students' control of their bikes in various situations.

- **Tour of Your City:** (On-road/3.5 hours) An experiential tour of area roads. The route includes some of the most intimidating road features (intersections, interchanges, merging, etc.) a cyclist might find in his or her travels. Traveling as a group, the participants stop to survey and discuss each exercise location. After observing the feature, the group discusses traffic dynamics and the best strategy for easy passage. Each cyclist then rides through individually and regroups at a nearby location. *The classroom and bike handling sessions must be taken as a prerequisite for this session.*



Students build success upon success in a progression of bike handling drills.



During the road tour, students observe and identify patterns in traffic flow that are influenced by signal timing and down-stream destinations.



Our students are our best promoters!

The combination of “ah ha” moments and the fun social setting of the class is an experience that inspires our students to encourage friends and family members to take a CyclingSavvy class. Many students describe the course as life-changing.

I wish I'd taken it sooner

“Taking the CyclingSavvy class was most helpful for me as I learned Safety, Freedom and Fun. I had not ridden a bike in over 20 years and I also feared the Dallas traffic. Getting hands-on practice and learning necessary techniques when sharing the road with vehicles gave me the confidence to start riding my bike. Now I can leave my vehicle parked at home and ride my bike anywhere I want. The instructors are very experienced, patient and dedicate enough time to students to make sure they feel comfortable with their own bike and with the road. I highly recommend the class, wish I'd taken it sooner and thank the CyclingSavvy instructors.”

— Carlos (Dallas, TX)

I am no road warrior

“My previous interpretation of “vehicular cycling” had made me feel like I had to fight for my right to space on the road, and the constant conflict was stressful and demoralizing. CyclingSavvy showed me how to read traffic patterns, how to ride confidently and let other road users clearly know my intentions, and how to gracefully integrate myself as part of the flow of traffic. What a difference! I have gradually expanded my cycling forays, and it just gets easier and more enjoyable. The skills I learned in the CyclingSavvy course will be useful to me wherever I go, and I will be forever grateful.”

— Diana (Orlando, FL)



“It’s made me a better cyclist... and a better driver.”

Harold W. Barley
Executive Director, MetroPlan Orlando

A truly empowering experience

“The effective classroom session provides students with the right information and motivation to take on the ‘big roads.’ A classmate and I changed our habits that very evening on our ride home. And I started thinking and riding differently and more safely on my commute. The accompanying tour was just as great. There are roads I wouldn’t dream of driving because they can be a traffic nightmare, but I will ride them on my bike. I believe everyone who gets around on two wheels and their own power can benefit from the class. It will open your eyes and challenge your assumptions about bicycling.”

— Mark (St. Louis, MO)

Common sense made visible

“CyclingSavvy needs to be incorporated into every cyclist’s psyche when riding their bicycle in today’s world. As a society, we have forgotten to be courteous on our road ways. CyclingSavvy is common sense made visible. Experiencing the entire course, with wonderfully knowledgeable instructors, has made me feel more confident on the road. All cyclists and new bike owners would find greater pleasure in knowing we can “share-the-road” with motorists and get to our destinations with less stress. CyclingSavvy has the potential to reclaim a good name for almost every cyclist.”

— Dorothy (Dallas, TX)



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Western Riverside Council of Governments Planning Directors Committee

Staff Report

Subject: TUMF Administrative Plan Update

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

Date: April 14, 2016

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). Fees are used for planning, engineering, right-of-way acquisition, and construction of eligible TUMF facilities. Since the Program began in 2003, more than \$645 million in revenues has been collected, and 85 projects have been completed. In all, TUMF will provide nearly \$4 billion in transportation and transit improvements to Western Riverside County.

2016 TUMF Program Administrative Plan Comprehensive Update

The 2012 TUMF Administrative Plan is currently undergoing a comprehensive update by WRCOG staff and legal counsel. The majority of updates are administrative and editorial in nature; however, there are revisions that staff would like to highlight for discussion and action:

1. Two or more party TUMF Reimbursement Agreement signature authority
2. Combine "Guest Dwellings" and "Detached Second Units" exemptions and refine definitions
3. Establishing a time limit on TUMF refunds
4. Annual Automatic Construction Cost Index adjustments
5. Balance due on incorrectly calculated TUMF funded items
6. Requiring jurisdictions to contribute funds from other sources for TUMF projects

Two or more party TUMF Reimbursement Agreements: Recently, it was brought to our attention that in certain instances not all parties involved with multiple-party Reimbursement Agreements are aware of their financial and delivery responsibilities. WRCOG is proposing a requirement that all multiple-party signatures be on Reimbursement Agreements for projects delivered by two or more jurisdictions, complete with an attached scope of work and all cost contributions.

Combine "Guest Dwellings" and "Detached Second Units" Exemptions and refine definitions: Currently these exemptions are listed separately in the WRCOG TUMF Ordinances and are ministerially amended by each Jurisdiction's local codes. By using the State of California legal definition, these two items can be combined using the following definition:

- The second unit is not intended for sale and may be rented.

- The lot is zoned for single-family dwelling.
- The lot contains an existing single-family dwelling.
- The second unit is either attached to the existing dwelling and located within the living area of the existing dwelling or detached from the existing dwelling and located on the same lot as the existing dwelling.

Establishing a time limit on TUMF refunds: Some Jurisdictions have found that they have mistakenly collected TUMF in the past for up to six or more years ago and have subsequently requested TUMF refunds from WRCOG. This presents a cash flow issue for the impacted Zone because the refunds are reimbursed from the current fiscal year revenue stream, which the other four fiscal year forecasts are based on and all Zone projects are programmed against. WRCOG is proposing the following possible solutions:

- No refunds allowed after 2 years;
- Offer to reimburse 50¢ to the TUMF dollar;
- Offer to reimburse on first come, first served basis.

Annual Automatic Construction Cost Index Adjustments: There have been several requests for the TUMF Program to add in an automatic annual fee adjustment at the beginning of each fiscal year similar to many other fee programs.

The automatic annual fee adjustment would be based on the average percentage change over the previous calendar year as set forth in the Engineering News Record (ENR) for the 12-month period from January of the prior year to January of the current year, and the percentage increase or decrease in the National Association of Realtors (NAR) Median Sales Price of Existing Single Family Homes in the Riverside / San Bernardino Metropolitan Statistical Area for the 12-month period from the 3rd quarter of the second year prior to the 3rd quarter of the prior year (to coincide with the publication of the most recently updated index). The resultant percentage change for each of the indices will be applied to the unit cost assumptions for roadway and bus transit costs, and land acquisition costs, respectively, to reflect the combined effects of changes in eligible project costs on the resultant per unit fee for each defined land use category.

The fee, as revised annually, would be compiled by the WRCOG Executive Director and be included in the annual report to the WRCOG Executive Committee pertaining to the accounting for the TUMF Program as required by Government Code Section 66000.

Balance due on incorrectly calculated TUMF items: There have been times when TUMF has been incorrectly calculated due to clerical error. Currently this has been solely the Jurisdiction's responsibility to make up the difference. WRCOG would no longer hold the jurisdiction solely responsible if the fee calculation were to have been first vetted through WRCOG in writing.

Requiring local jurisdictions to provide additional funding for TUMF projects: The Nexus Study and the Administrative Plan tell us that the TUMF Program was never meant to pay for 100% of the facilities on the TUMF Network, in fact the cost of building these arterials and facilities has grown beyond one funding sources' ability to deliver them. Most other fee programs, Coachella Valley Associated Government's TUMF included, require their program to cover at least 75% of the facility or roadway cost. WRCOG feels that cost sharing demonstrates project delivery intent. Specific items included in the Administrative Plan include the following:

1. Require TUMF reimbursement of at least 75% of the total programmed capital project cost up to the Maximum TUMF Share by phase.
2. Require TUMF reimbursement of at least 80% of the total programmed capital project cost up to the Maximum TUMF Share by phase.
3. Require that jurisdictions reimburse at least 25% of the total programmed capital project cost up to the Maximum TUMF Share by phase.
4. Increase match rate points for project ranking on Zone TIPs.

WRCOG staff will providing electronic versions of the Updated Administrative Plan for review and comment by all jurisdictions.

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

TUMF Program activities are allocated in WRCOG's Fiscal Year 2015/2016 Budget under the Transportation Department.

Attachment:

None.

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Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: WRCOG Committees Update

Contact: Jennifer Ward, Director of Government Relations, ward@wrcog.cog.ca.us, (951) 955-0186

Date: April 14, 2016

Requested Action:

1. Receive and file.
-

WRCOG staff will provide a verbal update on recent activities occurring at the following WRCOG standing Committee meetings. Upcoming meetings will take place on the dates listed below:

- **Public Works Committee**
Next Meeting: Thursday, April 14 2016, at 2:00 p.m.
- **Technical Advisory Committee**
Next Meeting: Thursday, April 21, 2016, at 9:30 a.m.
- **Executive Committee**
Next Meeting: Monday, May 2, 2016 at 2:00 p.m.

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

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

Attachment:

None.