



Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

AGENDA

Monday, May 5, 2025
2:00 PM

County of Riverside Administrative Center
4080 Lemon Street, 1st Floor, Board Chambers
Riverside, CA 92501

Members of the public are welcome to participate remotely from any location. Committee member participation is limited to locations that are listed on the published agenda.

[Public Zoom Link](#)

Meeting ID: 893 7088 6219
Passcode: 20252025

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the Executive Committee meeting, please contact WRCOG at (951) 405-6702. 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 3390 University Avenue, Suite 200, Riverside, CA, 92501.

In addition to commenting at the Committee meeting, members of the public may also submit written comments before or during the meeting, prior to the close of public comment to jleonard@wrcog.us.

Any member of the public requiring a reasonable accommodation to participate in this meeting in light of this announcement shall contact Janis Leonard 72 hours prior to the meeting at (951) 405-6702 or jleonard@wrcog.us. Later requests will be accommodated to the extent feasible.

1. CALL TO ORDER (Brenda Dennstedt, Chair)

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. PUBLIC COMMENTS

At this time members of the public can address the Committee regarding any items within 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.

5. 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. Action Minutes from the April 7, 2025, Meeting of the Executive Committee

Requested Action(s): 1. Approve the Action Minutes from the April 7, 2025, meeting of the Executive Committee.

B. WRCOG Committees and Agency Activities Update

Requested Action(s): 1. Receive and file.

C. Report out of WRCOG Representatives on Various Committees

Requested Action(s): 1. Receive and file.

D. I-REN Monthly Activities Update

Requested Action(s): 1. Receive and file.

E. First Amendment to Professional Services Agreement with Frontier Energy for Implementation Services

Requested Action(s): 1. Authorize the Executive Director to execute a First Amendment to the Professional Services Agreement between WRCOG and Frontier Energy for staff augmentation services to support ongoing implementation of I-REN's programs in an amount not-to-exceed \$2,248,519.00, for a term through December 31, 2027.

F. First Amendment to a Professional Services Agreement with The Energy Coalition for Public Sector Services

Requested Action(s): 1. Authorize the Executive Director to execute a First Amendment to the Professional Services Agreement between WRCOG and The Energy Coalition for staff augmentation services to support ongoing implementation of I-REN's Public Sector programs in an amount not-to-exceed \$17,762,942.00, for a term

through December 31, 2027.

G. First Amendment to Professional Services Agreements for I-REN On-Call Workforce, Education & Training services with The Energy Coalition and Riverside Community College District

Requested Action(s):

1. Authorize the Executive Director to execute a First Amendment to the I-REN On-Call Professional Services Agreement between WRCOG and The Energy Coalition for staff augmentation services to support implementation of workforce assessments recommendations in an amount not-to-exceed \$735,000, for a term through December 31, 2027.
2. Authorize the Executive Director to execute a First Amendment to the I-REN On-Call Professional Services Agreement between WRCOG and the Riverside Community College District for support to I-REN with workforce assessment, working group implementation and facilitation services, and other support services in an amount not-to-exceed \$600,000, for a term through December 31, 2027.

H. Memorandum of Understanding with the University Enterprises Corporation at California State University, San Bernardino, for I-REN Evaluation, Measurement, and Verification Studies

Requested Action(s):

1. Authorize the Executive Director to execute a Memorandum of Understanding between WRCOG and the University Enterprises Corporation at California State University, San Bernardino, for I-REN's Evaluation, Measurement, and Verification Studies in an amount not-to-exceed \$120,000, for a term through December 31, 2027.

I. Approval of Fiscal Year 2024/2025 Supporting Foundation Budget Amendment and Adoption of Fiscal Year 2025/2026 Supporting Foundation Budget

Requested Action(s):

1. Approve the Fiscal Year 2024/2025 Supporting Foundation Budget Amendment.
2. Adopt Resolution Number 01-25; A Resolution of the Board of Directors of the Western Riverside Council of Governments Supporting Foundation adopting the Fiscal Year 2025/2026 Supporting Foundation Budget.

6. REPORTS / DISCUSSION

Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion.

A. I-REN 2024 Annual Report and 2028-2035 Business Plan Update

Requested Action(s):

1. Receive and file.

B. Vehicle Miles Traveled Mitigation Program Implementation

Requested Action(s):

1. Approve the Vehicle Miles Traveled Mitigation Program

C. Clean Mobility Options Community Car Share Deployment Kickoff

Requested Action(s): 1. Receive and file.

7. REPORT FROM THE TECHNICAL ADVISORY COMMITTEE CHAIR

Clara Miramontes, City of Perris

8. REPORT FROM COMMITTEE REPRESENTATIVES

CALCOG, Brian Tisdale

SANDAG Borders Committee, Colleen Wallace

SAWPA OWOW Steering Committee, Wes Speake

SCAG Regional Council and Policy Committee Representatives

WRCOG Ad Hoc Committees

I-REN Executive Committee

9. REPORT FROM THE EXECUTIVE COMMITTEE CHAIR

Brenda Dennstedt, Western Water

10. REPORT FROM THE EXECUTIVE DIRECTOR

Dr. Kurt Wilson

Access the report [here](#).

11. ITEMS FOR FUTURE AGENDAS

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

12. GENERAL ANNOUNCEMENTS

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

13. NEXT MEETING

The next Joint WRCOG Executive Committee and Supporting Foundation meeting has not yet been scheduled. The next Executive Committee meeting is scheduled for Monday, June 2, 2024, at 2:00 p.m., in the County of Riverside Administrative Center, 4080 Lemon Street, 1st Floor, Board Chambers, Riverside.

14. ADJOURNMENT

Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Action Minutes

1. CALL TO ORDER

The meeting of the WRCOG Executive Committee was called to order by Chair Brenda Dennstedt at 2:00 p.m., on April 7, 2025, at the Riverside County Administrative Center, 1st Floor Board Chambers.

2. PLEDGE OF ALLEGIANCE

Committee member Kevin Bash led the Committee members and guests in the Pledge of Allegiance.

3. ROLL CALL

- City of Banning - Sheri Flynn
- City of Beaumont - Mike Lara
- City of Calimesa - Jeff Cervantez
- City of Canyon Lake - Dale Welty
- City of Corona - Jacque Casillas
- City of Eastvale - Christian Dinco
- City of Jurupa Valley - Chris Barajas
- City of Lake Elsinore - Brian Tisdale
- City of Menifee - Bob Karwin
- City of Moreno Valley - Elena Baca-Santa Cruz*
- City of Murrieta - Lori Stone
- City of Norco - Kevin Bash
- City of Perris - Michael Vargas
- City of Riverside - Chuck Conder
- City of San Jacinto - Crystal Ruiz
- City of Temecula - Jessica Alexander
- City of Wildomar - Joseph Morabito
- County of Riverside, District 1 - Jose Medina
- County of Riverside, District 2 - Karen Spiegel
- County of Riverside, District 3 - Chuck Washington
- Eastern Municipal Water District (EMWD) - David Slawson
- Western Water - Brenda Dennstedt (Chair)

* Arrived after Roll Call

Absent:

- City of Hemet
- County of Riverside, District 5

4. PUBLIC COMMENTS

There were no public comments.

5. CONSENT CALENDAR

RESULT:	APPROVED AS RECOMMENDED
MOVER:	San Jacinto
SECONDER:	District 2
AYES:	Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Jurupa Valley, Lake Elsinore, Menifee, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar, District 1, District 2, District 3, EMWD, Western Water

A. Action Minutes from the March 3, 2025, Meeting of the Executive Committee

Action:

- 1. Approved the Action Minutes from the March 3, 2025, meeting of the Executive Committee.

B. Fiscal Activities Update

Action:

- 1. Received and filed.

C. WRCOG Committees and Agency Activities Update

Action:

- 1. Received and filed.

D. Report out of WRCOG Representatives on Various Committees

Action:

- 1. Received and filed.

E. I-REN Monthly Activities Update

Action:

- 1. Received and filed.

F. TUMF Program Activities Update: One TUMF Reimbursement Agreement Amendment

Action:

- 1. Authorized the Executive Director to execute a TUMF Reimbursement Agreement Amendment with the City of Moreno Valley for an increase in funding for the SR-60 / World Logistics Center Parkway Interchange Improvements Project by \$9,000,000 to an amount not to exceed \$12,500,000.

6. REPORTS / DISCUSSION

A. C-PACE Activities Update and Annual C-PACE Program Bond Capacity Review

RESULT:	APPROVED AS RECOMMENDED
MOVER:	San Jacinto
SECONDER:	District 2
AYES:	Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Jurupa Valley, Lake Elsinore, Menifee, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar, District 1, District 2, District 3, EMWD, Western Water
NO:	Murrieta

Actions:

1. Authorized the Executive Director to approve an increase of \$80M in bond capacity for the Greenworks / Nuveen Green Capital Commercial PACE Program to a total of \$580M in bonding capacity through Fiscal Year 2025/2026.
2. Adopted Resolution Number 02-25; A Resolution of the Executive Committee of the Western Riverside Council of Governments increasing the maximum bond authorization for Greenworks PACE Program and making certain required disclosures.

B. 2025 General Assembly Community Service Awards

RESULT:	APPROVED AS RECOMMENDED
MOVER:	District 3
SECONDER:	Norco
AYES:	Banning, Calimesa, Canyon Lake, Corona, Eastvale, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar, District 1, District 2, District 3, EMWD, Western Water
NO:	Beaumont, Jurupa Valley, Eastvale

Action:

1. Approved the following for the 2025 Awards for Outstanding Community Service, to be presented at the General Assembly & Leadership Address on June 12, 2025:
 - a. Eastvale Chamber of Commerce (Group)
 - b. Riverside Community Health Foundation (Group)
 - c. Cultivating Inclusion (Group)
 - d. Susan Bowen (Individual)
 - e. Gloria Sanchez (Individual)

C. Fiscal Year 2025/2026 Agency Budget

RESULT:	APPROVED AS RECOMMENDED
MOVER:	District 3
SECONDER:	San Jacinto
AYES:	Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar, District 1, District 2, District 3, EMWD, Western Water
NO:	Murrieta

Action:

1. Recommended that the General Assembly adopt Resolution Number 03-25; A Resolution of the General Assembly of the Western Riverside Council of Governments adopting the Fiscal Year 2025/2026 Agency Budget.

D. Selection of WRCOG Executive Committee Chair, Vice-Chair, and 2nd Vice-Chair Positions for Fiscal Year 2025/2026

RESULT:	SUBSTITUTE MOTION APPROVED
MOVER:	Murrieta
SECONDER:	Riverside
AYES:	Beaumont, Calimesa, Canyon Lake, Jurupa Valley, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, Temecula, EMWD, Western Water
NO:	Banning, Corona, Eastvale, Lake Elsinore, San Jacinto, Wildomar, District 1, District 2, District 3

Action:

1. Recommended that the General Assembly appoint Brenda Dennstedt, Jacque Casillas, and Mike Lara, to serve as WRCOG Chair, Vice-Chair, and 2nd Vice-Chair, respectively, for Fiscal Year 2025/2026. The vote for the Vice-Chair and 2nd Vice-Chair positions was motioned by Western Water and seconded by Corona, and approved unanimously.

7. REPORT FROM THE TECHNICAL ADVISORY COMMITTEE (TAC) CHAIR

TAC Chair Clara Miramontes reported that WRCOG staff provided an informative presentation on Assembly Bill 98 requirements at the March 20, 2025, TAC meeting, so that cities are able to comply in relationship to warehouse distribution facilities. Ms. Miramontes mentioned that the TAC was also provided with information on how to participate on the I-REN Energy Fellowship Program for the upcoming fiscal year.

8. REPORT FROM COMMITTEE REPRESENTATIVES

Colleen Wallace, SANDAG Borders Committee representative, reported that she is the new representative for Riverside County. Rapid 483 was discussed, which will be a new route along the I-15 / SR 78 Managed Lane Connector Project, as a means to connect Temecula and Riverside County to California State University, San Marcos, and Palomar College. Councilmember Wallace also reported that SANDAG did a Regional Plan Update with the Tribal Coordination in an effort to encourage different tribes in the San Diego area to partner together. Lastly, Councilmember Wallace concluded that sand from the City of Cabazon will be brought in to stop the erosion from all the mud that has been running into the Pacific Ocean as an effect of the Palisades fires.

Committee member Chris Barajas reported that the State of California, as well as other Council of Governments, have adopted WRCOG's Vehicle Miles Traveled (VMT) model. The State is recognizing how some cities are subverting VMT laws to deny projects; the State Legislature is now looking into how to amend the VMT legislation so that cities cannot use the model to deny projects. Lastly, Committee member Barajas reported that there is a new Select Committee on Permitting Reform that just released over 20 bills that it intends to pass that will expediate and make permitting more efficient and remove local control.

9. REPORT FROM THE EXECUTIVE COMMITTEE CHAIR

Chair Brenda Dennstedt reported that the Executive Director's performance evaluation will be discussed at April's Administration & Finance Committee meeting, and to the May Executive Committee meeting. A link to the survey was distributed to this Committee last Thursday; if any Committee member needs the link, please contact Chair Dennstedt or WRCOG legal counsel. Committee members were encouraged to take the time to complete the evaluation, which is due by 4 p.m. tomorrow.

Lastly, a request for information sheet was laid at each Committee member's seat regarding the Friday morning Executive Committee meeting following General Assembly. Please turn the papers into WRCOG's Janis Leonard as soon as possible.

10. REPORT FROM THE EXECUTIVE DIRECTOR

Dr. Kurt Wilson recognized Chris Gray, WRCOG Director of Transportation, for his presentation on VMT at CALCOG on his birthday. WRCOG's Bonnie Woodrome recently graduated from CALCOG's Regional Leadership Academy. Dr. Wilson also mentioned that WRCOG recently received the Top Workplace award, and WRCOG is also a nominee on the finalist list for the National Civic League 2025 All-America City Awards. Lastly, Dr. Wilson acknowledged Committee member Chuck Washington for 25 years of service with WRCOG.

Committee member Washington indicated that he first served in the City of Murrieta, then in the City of Temecula, and recently (and currently) with the County of Riverside, and thanked WRCOG for the recognition.

11. ITEMS FOR FUTURE AGENDAS

Committee member Kevin Bash asked for a discussion on Assembly Bill 1061.

12. GENERAL ANNOUNCEMENTS

Committee member Karen Spiegel congratulated WRCOG staff Bonnie Woodrome and the team for putting on a great Women's History Month event that took place at Western Municipal Water District, and thanked Chair Dennstedt and Western Water for hosting the event. Lastly, Committee member Spiegel thanked Committee member Chuck Washington for his service with WRCOG.

Committee member Chuck Condor announced that the Air Show at March Air Reserve Base occurs this weekend.

Committee member Brian Tisdale mentioned that tomorrow night is opening season for the Lake Elsinore Storm baseball team.

Committee member Chris Barajas announced that Assembly Bill 1358 is in Committee. Proposition 4 passed, which allocates a specific amount of money to the Santa Ana River; an Assembly Member from Orange County submitted a bill that will secure 60% of that funding just for Orange County. Committee members were encouraged to oppose the Bill.

Committee member Kevin Bash mentioned that Assembly Bill 61 is on WRCOG's radar and is a bill aimed to mitigate environmental impact, particularly in regions like the Inland Empire, where warehouse operations are heavily impacted.

Chair Dennstedt announced that the Murrieta Fireman's BBQ will take place on April 12, 2025, at the Murrieta Town Square. This event is the second longest running event in Riverside County, and was established to support a volunteer fire department many years ago, which has become a city-run fire department.

13. NEXT MEETING

The next Executive Committee meeting is scheduled for Monday, May 5, 2025, at 2:00 p.m., at the Riverside County Administrative Center, 4080 Lemon Street, 1st Floor, Board Chambers, Riverside.

14. ADJOURNMENT

The meeting was adjourned at 3:52 p.m.



Western Riverside Council of Governments Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Staff Report

Subject: WRCOG Committees and Agency Activities Update
Contact: Chris Gray, Deputy Executive Director, cgray@wrcog.us, (951) 405-6710
Date: May 5, 2025

Recommended Action(s):

1. Receive and file.

Summary:

Attached are summary recaps of actions and activities from recent WRCOG standing Committee meetings that occurred during the month of April 2025.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to inform the Committee of actions and activities from WRCOG standing Committee meetings. This item aligns with WRCOG's 2022-2027 Strategic Plan Goal #4 (Communicate proactively about the role and activities of the Council of Governments).

Discussion:

A summary is provided for the following meetings that occurred in April 2025:

- April 7, 2025: Executive Committee
- April 9, 2025: Administration & Finance Committee
- April 10, 2025: Planning Directors Committee
- April 10, 2025: Public Works Committee
- April 15, 2025: Technical Advisory Committee

Prior Action(s):

None.

Financial Summary:

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

Attachment(s):

[Attachment 1 - WRCOG Committees Activities Updates April 2025](#)



Western Riverside Council of Governments Executive Committee Meeting Recap April 7, 2025

Following is a summary of key items discussed at the last Executive Committee meeting.

Agenda Packet: <https://wrcog.us/DocumentCenter/View/10586/EC-AP-0425>

PowerPoint Presentation: <https://wrcog.us/DocumentCenter/View/10604/Exec-0425-PPT>

C-PACE Activities Update and Annual C-PACE Program Bond Capacity Review

- WRCOG issues limited obligation bonds as part of its C-PACE Program.
- The current limit of \$500M was set by the Executive Committee in December 2024, with direction to return with an annual review of the bond capacity limits as part of the annual budget process.
- The Executive Committee authorized the Executive Director to approve an increase of \$80M in bond capacity for the Greenworks / Nuveen Green Capital Commercial PACE Program to a total of \$580M in bonding capacity through Fiscal Year 2025/2026.

2025 General Assembly Community Service Awards

- Each year, WRCOG recognizes outstanding community volunteers in either a Group or Individual category.
- This year, five nominations were received and approved:
 - Group: Eastvale Chamber of Commerce, Riverside Community Health Foundation, and Cultivating Inclusion.
 - Individual: Susan Bowen and Gloria Sanchez.
- The honorees will be recognized at the General Assembly event on June 12, 2025.

Fiscal Year 2025/2026 Agency Budget

- The draft FY 2025/2026 Budget has five focus areas, two of which are externally driven (Federal Changes and Cost of Living Adjustment of 2.6%) and three which are internally driven (Member Dues, Staffing, and Office Space).
- The draft FY 2025/2026 Budget projects revenues of \$20,313,340 and expenditures of \$19,405,208. This reflects a 7.1% increase in revenues and a 3.4% increase in expenditures compared to the FY 2024/2025 Budget.
- The rise in revenues is primarily driven by funding from the REAP 2.0 grant and lease income from the recent building acquisition. The increase in expenditures is mainly due to costs associated with the REAP 2.0 grant, expenses related to the building, and a reduction in legal expenditures from the HERO Program.
- The Budget was recommended for approval by the General Assembly at its June 12, 2025, meeting.

Selection of WRCOG Executive Committee Chair, Vice-Chair, and 2nd Vice-Chair Positions for Fiscal Year 2025/2026

- The WRCOG JPA and By-Laws provides for the selection of an Executive Committee Chair, Vice-Chair, and 2nd Vice-Chair by the General Assembly.
- The Administration & Finance Committee recommends candidates for consideration by the Executive Committee.

- The Executive Committee recommended that the General Assembly select Brenda Denstedt (Western Water), Jacque Casillas (City of Corona), and Mike Lara (City of Beaumont) as Chair, Vice-Chair, and 2nd Vice-Chair respectively, for Fiscal Year 2025/2026.

Next Meeting

The next Executive Committee meeting is scheduled for Monday, May 5, 2025, at 2:00 p.m., in the County of Riverside Administrative Center, 4080 Lemon Street, 1st Floor, Board Chambers, Riverside.



Western Riverside Council of Governments
Administration & Finance Committee Meeting Recap
April 9, 2025

Following is a summary of key items discussed at the last Administration & Finance Committee meeting.

Agenda Packet: <https://wrcog.us/DocumentCenter/View/10592/AF-0425-AP>

PowerPoint Presentation: <https://wrcog.us/DocumentCenter/View/10610/A-F-0425-PPT>

I-REN 2028 - 2035 Business Plan Activities Update

- I-REN is currently authorized to implement programs in the Public, Workforce, Education & Training, and Codes & Standards Sectors, and is funded through 2027.
- In order to obtain funding for program years 2028-2031, I-REN is required to submit a new Business Plan on February 15, 2026.

Vehicle Miles Traveled Mitigation Program Implementation

- WRCOG has been working collaboratively with RCTC, RTA, and RCA to develop a Regional VMT Mitigation Program.
- The Program structure, governance, and operations are described in the Regional VMT Mitigation Program Manual.
- The Committee recommended that the Executive Committee approve the Program Manual.

Appointment of One WRCOG Representative to a SCAG Policy Committee

- The Executive Committee appoints six representatives to serve on SCAG Policy Committees as representatives of WRCOG. WRCOG appointed its representatives in February 2025.
- Since that time, one of the appointed representatives was elected as a Regional Council (RC) representative for her district. RC representatives are automatically allowed their choice of representation on a Policy Committee. Therefore, WRCOG needs to appoint one additional representative.
- The Committee instructed staff to send an email to solicit interest among City Council members in the WRCOG subregion and return with a list for discussion and a recommendation.

Next Meeting

The next Administration & Finance Committee meeting is scheduled for Wednesday, May 14, 2025, at 12:00 p.m., in WRCOG's office at 3390 University Avenue, Suite 200.



Western Riverside Council of Governments Planning Directors Committee Meeting Recap April 10, 2025

Following is a summary of key items discussed at the last Planning Directors Committee meeting.

Agenda Packet: <https://wrcog.us/DocumentCenter/View/10588/PDC-0425-AP>

PowerPoint Presentation: <https://wrcog.us/DocumentCenter/View/10612/PDC-0425PPT>

Vehicle Miles Traveled Mitigation Program Next Steps

- WRCOG has been working collaboratively with RCTC, RTA, and RCA to develop a Regional VMT Mitigation Program.
- The Program structure, governance, and operations are described in the Regional VMT Mitigation Program Manual.
- The Committee recommended that the Executive Committee approve the Program Manual.

Assembly Bill 98 Update

- Assembly Bill (AB) 98, signed into law in September 2024, imposes new design and build standards for new or expanded logistics uses across the state.
- WRCOG has committed resources to put together feedback and input on technical corrections, gather suggested amendments, and build consensus among stakeholders to improve the Bill's clarity and application.
- In addition, WRCOG has committed resources to developing an implementation guide. The goal is to provide a checklist to comply with the Bill's requirements and to provide sample ordinances, design handbooks, etc.
- Staff provided an update on these efforts.

Housing Implementation Tool

- WRCOG has provided legislative updates and is developing a Housing Implementation Tool to offer further guidance in order to assist with compliance with recent housing-related Assembly and Senate Bills that has become more challenging for member agencies.
- Staff shared updates on the Tool's progress, survey results from the previous meeting, policy areas, and recommended tools.

Emergency Evacuation Network Resilience Study Activities Update

- WRCOG and the San Bernardino County Transportation Authority (SBCTA) received grant funding through the Caltrans Sustainable Transportation Planning Grant Program to develop an Emergency Evacuation Network Resilience (EENR) Study.
- The Study is aimed to help vulnerable communities in identifying areas that lack network redundancy during evacuation scenarios and will help jurisdictions determine how to improve its evacuation network during those events.
- The Study will also provide data to assist jurisdictions to comply with SB 99 and AB 747 compliance assessments. However, it is up to each individual jurisdiction to incorporate the information in a manner that is sufficient for their own purposes – e.g., Safety Element, Local Hazard Mitigation Plan.

I-REN Energy Fellowship 2025/2026 Program Service Year: Public Agency Participation

- On March 20, 2025, the I-REN Energy Fellowship Host Site Request Form opened for the third program service year for I-REN Energy Fellowship.
 - Request Form can be found at [25-26 - CivicSpark Partner Application](#).
- Participating Host Sites (any public sector agency in Riverside or San Bernardino County) are eligible to receive an 11-month, full-time Fellow to work on the host sites important energy initiatives.

Next Meeting

The next Planning Directors Committee meeting is scheduled for Thursday, May 8, 2025, at 9:30 a.m., in WRCOG's office at 3390 University Avenue, Suite 200, Riverside.



Western Riverside Council of Governments Public Works Committee Meeting Recap April 10, 2025

Following is a summary of key items discussed at the last Public Works Committee meeting.

Agenda Packet: <https://wrcog.us/DocumentCenter/View/10590/PWC-0425-AP>

PowerPoint Presentation: <https://wrcog.us/DocumentCenter/View/10613/PWC-0425-PPT>

Vehicle Miles Traveled Mitigation Program Implementation

- WRCOG has been working collaboratively with RCTC, RTA, and RCA to develop a Regional VMT Mitigation Program.
- The Program structure, governance, and operations are described in the Regional VMT Mitigation Program Manual.
- The Committee recommended that the Executive Committee approve the Program Manual.

Due Diligence of a Regional Traffic Signal Coordination / Intelligent Transportation Systems Program

- Traffic signal coordination, which is an application of Intelligent Transportation Systems (ITS), is a strategy to reduce vehicle delay from stops at signalized intersections along a roadway corridor.
- Traffic signal coordination can provide a consistent flow of traffic at a reasonable target speed and is a cost-effective transportation systems management (TSM) strategy to improve performance with limited capital cost.
- WRCOG is interested in exploring the concept of a regional traffic signal coordination / ITS program for its member agencies and is currently conducting due diligence. The presentation provided an overview of the due diligence.

REN Energy Fellowship 2025/2026 Program Service Year: Public Agency Participation

- On March 20, 2025, the I-REN Energy Fellowship Host Site Request Form opened for the third program service year for I-REN Energy Fellowship.
- Request Form can be found at [25-26 - CivicSpark Partner Application](#).
- Participating Host Sites (any public sector agency in Riverside or San Bernardino County) are eligible to receive an 11-month, full-time Fellow to work on the host sites important energy initiatives.

Santa Ana Municipal Separate Storm Sewer System (MS4) Permit Compliance Program Activities Update

- The Regional MS4 Permit - Tentative Order for the Santa Ana River Watershed represents a significant regulatory compliance obligation for municipalities, aimed at improving water quality and managing stormwater discharges in the region.
- Riverside County Flood Control and Water Conservation District staff presented an overview of key aspects of the current tentative order including estimated compliance costs, along with considerations for responding to the draft Regional MS4 Permit – Tentative Order document.

Next Meeting

The next Public Works Committee meeting is scheduled for Thursday, May 8, 2025, at 2:00 p.m., in WRCOG's office located at 3390 University Avenue, Suite 200, Riverside.



Western Riverside Council of Governments Technical Advisory Committee Meeting Recap April 17, 2025

Following is a summary of key items discussed at the last Technical Advisory Committee meeting.

Agenda Packet: <https://wrcog.us/DocumentCenter/View/10618/TAC-ap-0425>

PowerPoint Presentation: <https://wrcog.us/DocumentCenter/View/10621/TAC-PPT-0425>

VMT Mitigation Program Implementation

- WRCOG has been working collaboratively with RCTC, RTA, and RCA to develop a Regional VMT Mitigation Program.
- The Program structure, governance, and operations are described in the Regional VMT Mitigation Program Manual.
- The Committee recommended that the Executive Committee approve the Program Manual.

Western Riverside County Clean Cities Coalition Activities Update

- The Coalition kicked off its Municipal Green Zones project on February 5, 2025. The project is funded through a joint CARB and California Energy Commission grant and is aimed at supporting zero-emission vehicle deployment in the subregion.
- The Coalition continues its work with electric vehicle car share operator EVGIDE to deploy vehicles in the subregion. The project is supported by a \$1.8M grant from the CARB Clean Mobility Options Program.
- The Coalition continues to facilitate the Inland Zero Emission Vehicle (ZEV) Network, designed to support members in understanding zero-emission vehicle technology, navigating policy, and creating beneficial partnerships around vehicle and infrastructure deployment. The Network meets regularly and is open to all Clean Cities members.
- The Coalition will host the Inland ZEV Forum in late summer 2025, and will host forums, workshops, an expo, and other partnership building opportunities to support ZEV deployment.
- As a result of the White House's new Administration's executive orders and federal memos, WRCOG has received stop-work orders for the Houston to Los Angeles (H2LA) Heavy-Duty Hydrogen Corridor Planning project and the Clean Cities Energy and Environmental Justice Initiative (CCEEJI). The CCEEJI program has been closed out and the H2LA program is on hold pending further direction from the U.S. Department of Energy.
- CARB has withdrawn a waiver from the U.S. EPA for the Advanced Clean Fleets ruling on drayage, priority fleets, and federal fleets. The agency cannot enforce the ruling on these fleets but maintains the authority to enforce the ruling on state and local government fleets.

Santa Ana Municipal Separate Storm Sewer System (MS4) Permit Compliance Program Activities Update

- The Riverside County Flood Control and Water Conservation District (District) is designated as the Principal Permittee under the MS4 Permit and represents the Riverside co-permittees to implement area-wide programs required by the MS4 Permit through an Implementation Agreement.
- The Regional MS4 Permit - Tentative Order for the Santa Ana River Watershed represents a significant regulatory compliance obligation for municipalities, aimed at improving water quality and managing stormwater discharges in the region.

- It has been estimated that the Regional Permit would result in a 20-year implementation cost of \$10.8B and \$15.4B for San Bernardino and Riverside Counties, respectively.
- The District is opposing AB 1313. If passed, it would require a new Permit for commercial, industrial, and institutional land uses and would impact cities by requiring increased inspections by cities, causing a great deal of administrative burden.
- The District is also opposing SB 601. If passed, it will increase liability from environmental groups which would litigate cities if they do not comply with their MS4 Permits.
- A public workshop will be held in late summer / early fall of 2025 and the District will be requesting that elected officials and City Managers attend and marshal testimony to oppose the projected costs.
- The District is preparing an Early Action Workplan which will include information on resources that will need to be increased in order to meet the new permitting requirements, and will be distributed to Public Works Directors.

Next Meeting

The next Technical Advisory Committee meeting is scheduled for May 15, 2025, at 9:30 a.m. in the WRCOG office at 3390 University Avenue, Riverside.



Western Riverside Council of Governments Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Staff Report

Subject: Report out of WRCOG Representatives on Various Committees
Contact: Chris Gray, Deputy Executive Director, cgray@wrcog.us, (951) 405-6710
Date: May 5, 2025

Recommended Action(s):

1. Receive and file.

Summary:

One key function of the Executive Committee is to appoint representatives to various external agencies, groups, and committees on behalf of WRCOG. This Staff Report provides a summary of activities related to appointments for CALCOG, the SANDAG Borders Committee, and the SAWPA OWOW Steering Committee.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item to provide information regarding various external agencies, groups, and committees related to WRCOG where WRCOG has appointed one or more representative(s) to serve as its representative. This item supports WRCOG's 2022-2027 Strategic Plan Goal #4 (Communicate proactively about the role and activities of the Council of Governments).

Discussion:

CALCOG Board of Directors (Brian Tisdale)

The CALCOG Board of Directors has not met since its last meeting of March 5, 2025. The next CALCOG Board of Directors meeting is tentatively scheduled for June 9, 2025.

SANDAG Borders Committee (Colleen Wallace)

The SANDAG Borders Committee met on April 25, 2025. Agenda highlights are as follows:

1. 2025 Regional Plan Update: Tribal Coordination.
2. Western Riverside County Planning Efforts.
3. Update on Border Crossing Operations at the San Ysidro Port of Entry.

The next SANDAG Borders Committee meeting is scheduled for May 23, 2025.

SAWPA OWOW Steering Committee (Wes Speake)

The SAWPA OWOW Steering Committee has not met since its last meeting of February 27, 2025. The next SAWPA OWOW Steering Committee meeting is scheduled for May 22, 2025.

Prior Action(s):

None.

Financial Summary:

Appointed Committee members are paid \$150 to attend their respective meetings. WRCOG stipends are included in the Agency's adopted Fiscal Year 2024/2025 Budget under the Administration Department in the General Fund (Fund 110).

Attachment(s):

[Attachment 1 - SANDAG Borders Committee agenda packet April 25, 2025](#)

Attachment

SANDAG Borders Committee
agenda packet April 25, 2025



Borders Committee Agenda

Friday, April 25, 2025

1:30 p.m.

Welcome to SANDAG. The Borders Committee meeting scheduled for Friday, April 25, 2025, will be held in person in the SANDAG Board Room. While Borders Committee members will attend in person, members of the public will have the option of participating either in person or virtually.

For public participation via Zoom webinar, click the link to join the meeting: <https://us02web.zoom.us/j/81754292145>

Webinar ID: <https://us02web.zoom.us/j/81754292145>

To participate via phone, dial a number based on your current location in the US:

+1 (669) 900-6833 +1 (929) 205-6099 International numbers available: <https://us02web.zoom.us/u/kv1mpOCd5>

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Public Comments: Members of the public may speak to the Borders Committee on any item at the time the Borders Committee is considering the item. Public speakers are generally limited to three minutes or less per person.

Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference Borders Committee meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

If you desire to provide in-person verbal comment during the meeting, please fill out a speaker slip, which can be found in the lobby. If you have joined the Zoom meeting by computer or phone, please use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter *9 to "Raise Hand" and *6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those in person and joining via a computer, and by the last three digits of the phone number of those joining via telephone. Should you wish to display media in conjunction with your comments, please inform the Clerk when called upon. The Clerk will be prepared to have you promoted to a position where you will be able to share your media yourself during your allotted comment time. In-person media sharing must be conducted by joining the Zoom meeting on the personal device where the content resides. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made in writing via email or speaker slip, or verbally per the instructions above.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG provides access to all agenda and meeting materials online at sandag.org/meetings. Additionally, interested persons can sign up for email notifications at sandag.org/subscribe. A physical copy of this agenda may be viewed at the SANDAG Toll Operations Office, 1129 La Media Road, San Diego, CA 92154, at any time prior to the meeting.

To hear the verbatim discussion on any agenda item following the meeting, the [audio/video](#) recording of the meeting is accessible on the SANDAG website.

SANDAG agenda materials can be made available in alternative languages. To make a request, call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

SANDAG

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This meeting will be conducted in English, and simultaneous interpretation will be provided in Spanish. Interpretation in additional languages will be provided upon request to ClerkoftheBoard@sandag.org at least 72 business hours before the meeting.

Esta reunión se llevará a cabo en inglés, y se ofrecerá interpretación simultánea en español. Se ofrecerá interpretación en otros idiomas previa solicitud a ClerkoftheBoard@sandag.org al menos 72 horas antes de la reunión.

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Vision Statement: *Pursuing a brighter future for all*

Mission Statement: *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

Our Commitment to Equity: *We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.



Borders Committee

MEMBERSHIP

The Borders Committee provides oversight for planning activities that impact the borders of the San Diego region (Orange, Riverside, and Imperial Counties and the Republic of Mexico) as well as government-to-government relations with tribal nations in San Diego County. The preparation and implementation of SANDAG's Binational, Interregional, and Tribal Liaison Planning programs are included under this purview. It advises the SANDAG Board of Directors on major interregional planning policy-level matters. Recommendations of the Borders Committee are forwarded to the SANDAG Board of Directors for action.

The Borders Committee generally meets at 1:30 p.m., on the fourth Friday of the month.

Staff contact: Héctor Vanegas, (619) 699-1972, hector.vanegas@sandag.org

MEMBERS

Jesus Eduardo Escobar
Supervisor, Imperial County

Carolina Chavez, Chair
Councilmember, City of Chula Vista
(Representing South County)

Katie Melendez
Deputy Mayor, City of Vista
(Representing North County Inland)

Eric Joyce, Vice Chair
Deputy Mayor, City of Oceanside
(Representing North County Coastal)

Steve Goble
Councilmember, City of El Cajon
(Representing East County)

Vivian Moreno
Councilmember, City of San Diego

Joel Anderson
Supervisor, County of San Diego

ADVISORY MEMBERS

Ann Fox
Caltrans District 11

Alicia Kerber-Palma
Consulate General of Mexico
(Representing Mexico)

ALTERNATES

Luis Plancarte
Supervisor, Imperial County

Mitch McKay
Councilmember, City of Imperial Beach
(Representing South County)

Dan O'Donnell
Councilmember, City of Vista
(Representing North County Inland)

Terry Gaasterland
Mayor, City of Del Mar
(Representing North County Coastal)

Lauren Cazares
Councilmember, City of La Mesa
(Representing East County)

Sean Elo-Rivera
Councilmember, City of San Diego

Vacant
County of San Diego

ADVISORY MEMBERS — ALTERNATES

Melina Pereira
Caltrans District 11

Gilberto Luna
Consulate General of Mexico
(Representing Mexico)

ADVISORY MEMBERS

Vacant

(Representing Orange County)

Councilmember Colleen Wallace

City of Banning

(Representing Riverside County COGs)

Vacant

San Diego County Water Authority

David Salgado

Southern California Association of Governments

Raymond Welch (Barona)

Southern California Tribal Chairmen's Association

Harriet Taylor

Association of Planning Groups

ADVISORY MEMBERS — ALTERNATES

Vacant

(Representing Orange County)

Vacant

(Representing Riverside County COGs)

Vacant

San Diego County Water Authority

Vacant

Southern California Association of Governments

Cody Martinez (Sycuan)

Southern California Tribal Chairmen's Association

Vacant

Association of Planning Groups

Borders Committee

Friday, April 25, 2025

Comments and Communications

1. Public Comments/Communications/Member Comments

Members of the public shall have the opportunity to address the Borders Committee on any issue within the jurisdiction of the Borders Committee that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Borders Committee members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

+2. Approval of Meeting Minutes

Francesca Webb, SANDAG

Approve

The Borders Committee is asked to approve the minutes from its March 28, 2025, meeting.

[Meeting Minutes.pdf](#)

Reports

+3. 2025 Regional Plan Update: Tribal Coordination

Cecily Taylor, Mimi Morisaki, SANDAG

Information

Chairman Raymond Welch of SCTCA will introduce, and staff will present an update on coordination and consultation with tribes on the development of the draft 2025 Regional Plan Transportation Network.

[2025 Regional Plan Update Tribal Coordination.pdf](#)
[Att. 1 - Draft Prop 2025 Reg Plan Network Maps \(Updated Jan 2025\).pdf](#)
[Presentation.pdf](#)

4. Western Riverside County Planning Efforts

Chris Gray, Western Riverside Council of Governments (WRCOG)

Information

This presentation will highlight key planning initiatives in Western Riverside County focused on improving transportation networks and mobility solutions, with an emphasis on cross-jurisdictional coordination with the San Diego region.

5. Update on Border Crossing Operations at the San Ysidro Port of Entry

Mariza Marin, U.S. Customs and Border Protection

Information

San Ysidro Port Director Marín presentation will cover key developments, challenges, and ongoing efforts to improve security and efficiency at the largest land port of entry in the United States.

Adjournment

6. **Adjournment**

The next Borders Committee meeting is scheduled for Friday, Friday, May 23, 2025, at 1:30 p.m.

+ next to an agenda item indicates an attachment

April 25, 2025

March 28, 2025, Meeting Minutes

[View Meeting Video](#)

Chair Carolina Chavez (South County) called the Borders Committee meeting to order at 1:39 p.m.

1. Non-Agenda Public Comments/Member Comments

Agency Report: Chief Executive Officer Mario Orso.

Public Comments: Allegedly Audra, Elizabeth Hensley, and Blair Beekman.

Consent

2. Approval of Meeting Minutes

The Borders Committee was asked to approve the minutes from its November 22, 2024, meeting.

Public Comments: Allegedly Audra, Blair Beekman.

Action: Upon a motion by Supervisor Joel Anderson (County of San Diego), and a second by Deputy Mayor Katie Melendez (North County Inland), the Borders Committee voted to approve the Consent Agenda.

The motion passed.

Yes: Chair Chavez, Vice Chair Eric Joyce (North County Coastal), Councilmember Steve Goble (East County), Supervisor Jesus Eduardo Escobar (Imperial County), Deputy Mayor Melendez, and Supervisor Anderson.

No: None.

Abstain: None.

Absent: City of San Diego.

Reports

3. Interregional Transit Connections

Senior Regional Planner Brian Lane, Associate Regional Planner Emily Doss, and Stacie Bishop, Metropolitan Transit System (MTS), presented an update on several transit initiatives connecting our region's borders, including the new MTS overnight bus route from the border to downtown San Diego, near-term solutions for the airport transit connections, and three Rapid bus routes.

Public Comments: Allegedly Audra, Blair Beekman.

Action: Information.

5. Orange County LOSSAN Rail Corridor: Addressing Erosion and Strengthening Infrastructure

This item was presented out of order.

Dan Phu, Orange County Transportation Authority presented an overview on efforts to address erosion along the LOSSAN Rail Corridor in Orange County, safeguarding a key Southern California transportation route.

Public Comments: Allegedly Audra, Blair Beekman.

Action: Information.

4. 2025 Regional Plan Update: Tribal Coordination

This item was postponed to a future meeting.

6. Border to Bayshore Bikeway Update

This item was postponed to a future meeting.

7. Adjournment

The next Borders Committee meeting is scheduled for Friday, April 25, 2025, at 1:30 p.m.

Chair Chavez adjourned the meeting at 2:51 p.m.

DRAFT

Confirmed Attendance at Borders Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attended
South County	Carolina Chavez, Chair	Member	Yes
	Mitch McKay	Alternate	No
East County	Steve Goble	Member	Yes
	Lauren Cazares	Alternate	No
City of San Diego	Vivian Moreno	Member	No
	Sean Elo-Rivera	Alternate	No
County of San Diego	Joel Anderson	Member	Yes
	Vacant	Alternate	--
Imperial County	Jesus Eduardo Escobar	Member	Yes
	Luis Plancarte	Alternate	No
North County Coastal	Eric Joyce, Vice Chair	Member	Yes
	Terry Gaasterland	Alternate	No
North County Inland	Katie Melendez	Member	Yes
	Dan O'Donnell	Alternate	No
Riverside County	Colleen Wallace	Member	Yes
	Vacant	Alternate	--
Republic of Mexico	Alicia Kerber-Palma	Member	No
	Gilberto Luna	Alternate	No
Southern California Tribal Chairmen's Association	Raymond Welch	Member	No
	Cody Martinez	Alternate	No
Caltrans	Ann Fox	Member	Yes
	Melina Pereira	Alternate	No
San Diego County Water Authority	Valentine Macedo, Jr.	Member	No
	Steve Casteneda	Alternate	No
Southern California Association of Governments	David C. Salgado	Member	No
	Vacant	Alternate	--
Orange County	Vacant	Member	--

Jurisdiction	Name	Member/ Alternate	Attended
	Vacant	Alternate	--
Association of Planning Groups	Harriet Taylor	Member	No
	Vacant	Alternate	--

DRAFT

April 25, 2025

2025 Regional Plan Update: Tribal Coordination

Overview

SANDAG is currently in the process of developing the 2025 Regional Plan, a long-range blueprint that shows how the San Diego region will grow and how the transportation system will develop through 2050. As the Metropolitan Planning Organization for the San Diego region, a fundamental responsibility of SANDAG is to develop a Regional Plan that meets state and federal requirements. The Regional Plan must be updated and approved by state and federal regulatory agencies every four years and is the basis for both federal and state funding.

At the Joint Policy Advisory Committee meeting on [February 21, 2025](#), the Borders Committee heard an update on the development of the draft 2025 Regional Plan. Staff will provide an update on the tribal consultation process for the draft 2025 Regional Plan and highlight the proposed projects in the Draft Plan that improve safety, connectivity, and access for tribal nations.

Key Considerations

Federal legislation requires that federally recognized tribal governments be consulted in the development of regional transportation plans and programs (23 CFR 450.316). It directs public agencies to incorporate tribal consultation into their plans and programs in a timely and meaningful manner. For more than 20 years, SANDAG has forged a strong working relationship with the tribal nations in the region based on a diplomatic framework of communication, coordination, and collaboration in the regional transportation planning process. For the 2025 Regional Plan, staff began the coordination and consultation process in March 2023 to ensure that tribal priorities for transportation were understood and incorporated into the draft 2025 Regional Plan. This included meetings with individual tribes, meetings with the Interagency Technical Working Group on Tribal Transportation Issues and Tribal Task Force as well as a Tribal Symposium with the Borders Committee in November 2023, and a Tribal Summit with the SANDAG Board of Directors in June 2024.

Through this consultation, staff identified common themes to improve the transportation needs of tribal nations. One theme was that safety is of high importance to tribal nations. The draft 2025 Regional Plan includes several safety improvements on rural highways that serve reservations; many of these improvements were specifically identified in the [Intraregional Tribal Transportation Strategy](#), which identifies key multimodal transportation projects to improve tribal mobility and their cost estimates, potential partners, and funding opportunities. Tribal representatives also shared that their communities continue to need electrification investment. The draft 2025 Regional Plan includes multiple programs to support digital infrastructure and electric vehicle charging infrastructure, including in rural communities. Finally, tribal communities are interested in how flexible fleets services can serve their travel needs. The draft 2025 Regional Plan transportation network includes several flexible fleets services, including a proposed microtransit service connecting the Pala reservation with Pala Mesa and Fallbrook. These flexible fleet investments in rural communities are complemented by expanded rural transit service.

Action: Information

Chairman Raymond Welch of SCTCA will introduce, and staff will present an update on coordination and consultation with tribes on the development of the draft 2025 Regional Plan Transportation Network.

Fiscal Impact:

Development of the 2025 Regional Plan is funded through Overall Work Program Project Nos. 3103000 and 3100407.

Schedule/Scope Impact:

The 2025 Regional Plan is expected to be brought to the Board of Directors for consideration in late 2025.

Next Steps

The draft 2025 Regional Plan will be released for public comment in spring 2025 and its Environmental Impact Report in summer 2025. Over the fall, staff will respond to public comments and make final refinements to the 2025 Regional Plan, which will be brought to the Board for consideration by the end of 2025.

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. Draft Proposed 2025 Regional Plan Network Maps (Updated Jan 2025)



Draft Proposed 2025 Regional Plan Transportation Network

JANUARY 2025

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Regional Plan

The Regional Plan outlines how we will improve transportation, equity, and the environment for people in the greater San Diego area over the next several decades. It takes into account how our region is expected to grow and change and provides a blueprint for our transportation network, coordinated land use, housing, and more. The state and federal governments require us to update this plan every four years. This plan is informed by feedback from the Board of Directors, Policy Advisory Committees, partner agencies, stakeholders, and the public; and the plan is developed by a team of experts using data and research. The projects, programs, and initiatives in the Regional Plan impact every resident of the San Diego region. Visit SANDAG.org/regionalplan to learn more.



Summary of Public Outreach

We have been collecting feedback all over the San Diego region about the transportation improvements people would like to see in the next Regional Plan. This included input from the general public, community organizations, local government planning staff, our Board of Directors, and more. To help collect this feedback, we:

- ▶ Hosted a community workshop in all six subregions of the San Diego area to understand each area's transportation priorities; and a workshop with government and community representatives in Tijuana to collect feedback about transportation needs along our border region.
- ▶ Partnered with community-based organizations (CBOs) to host a total of 45 pop-up feedback collection events with approximately 2,400 participants.
- ▶ Promoted an online interactive map tool where residents could submit feedback that received approximately 8,300 visits from unique users and more than 2,000 comments.
- ▶ Collected feedback from our Board of Directors (elected officials that represent every area of the region) on potential transportation projects, policies, and programs, equity issues, health, and funding sources we can use to pay for our transportation network.
- ▶ Hosted workshops to collect feedback from our policy advisory committees and working groups that represent communities and government agencies across our region: this included our Transportation, Borders, Regional Planning, and Public Safety Committees; Military, Mobility, Shoreline Preservation, Social Equity, and Sustainable Communities Working Groups; our Social Services Transportation Advisory Council; and the Interagency Technical Working Group on Tribal Transportation Issues.
- ▶ Met regularly with state and federal government agencies, including the California Air Resources Board (CARB), to gather feedback about the strategies in the plan. The plan will strive to meet the state and federal requirements, so our region keeps receiving important funding: these requirements are related to improving air quality, reducing greenhouse gas emissions and the amount of miles people in our region are driving.

Along with your feedback, we have analyzed data about how our region is changing and growing, while also making sure we satisfy the state and federal requirements mentioned above. This report will give you a summary of all this feedback and the transportation projects, programs, and policies we are proposing, while continuing to analyze all these factors.

Note: this document is a draft that has not been finalized. Our data and modeling team is conducting an analysis to ensure that this transportation network would satisfy state and federal requirements for pollution and traffic reductions. Meeting these requirements will ensure our region can continue receiving funding for future transportation projects. We expect the detailed Draft Plan will be ready for public feedback in spring 2025, and the Final Plan will need to be approved by our Board of Directors.

Additionally, many of these projects and policies will require support from individual cities, the County, or other agencies to make them a reality. Any feedback we've collected that is not within SANDAG's authority has been passed on to the appropriate city, County, or other relevant local government agencies.

2025 Regional Plan Project Type Glossary



Arterial Improvement
Helps a high-traffic neighborhood street connect to a freeway more efficiently.



Bus Layover
Designated area where buses can wait between trips so drivers can take breaks, and where vehicles can be fueled, charged, or cleaned.



Circulator Route
A bus that comes frequently and stops at major local destinations in a specific area.



Connector
A ramp that connects one highway to another.



Direct Access Ramp (DAR)
A special highway entrance where buses, carpoolers, or people who pay a toll can directly enter managed lanes without having to merge from the right side.



Express Route
Bus routes that connect suburban areas to major urban centers that have very few stops at major destinations.



Highway Intersection Improvements
Improves safety, and traffic flow in places where a highway crosses a major road.



Highway Straightening
Removes curves from highways.



Interchange
Where a freeway and a major road or other freeway cross each other.



LOSSAN Improvements
Making the railway that connects San Diego to Los Angeles and San Luis Obispo safer, faster and more efficient.



Local Route
A bus route that travels around neighborhoods that are near one another.



Managed Lanes (ML)
Separated highway lanes set aside for multi-passenger transportation like buses or carpools, or for people who pay a toll.



Managed Lane Connector
Ramps that connect managed lanes on different freeways.



Microtransit
On-demand public shuttle service for short trips within a neighborhood.



Mobility Hub
An area where many types of transportation connect (ex. public transit routes, bike lanes, or shuttles).



Multimodal Corridor Improvements
Projects that make all transportation on the same route more efficient, including walking, biking, transit, trains, and/or vehicles.



Neighborhood Electric Vehicle (NEV) Service
Small, on-demand electric shuttle available for short trips in a small area (ex. FRED San Diego).



Otay Mesa East Port of Entry (OME POE)
A new U.S./Mexico border crossing.



Purple Line
Future transit route connecting the border region to Mission Valley via City Heights.



Rapid Bus
A bus route that gets priority in high-traffic areas to speed up trips.



Reversible Managed Lanes
A managed lane that can change traffic direction depending on the time of day or traffic conditions.

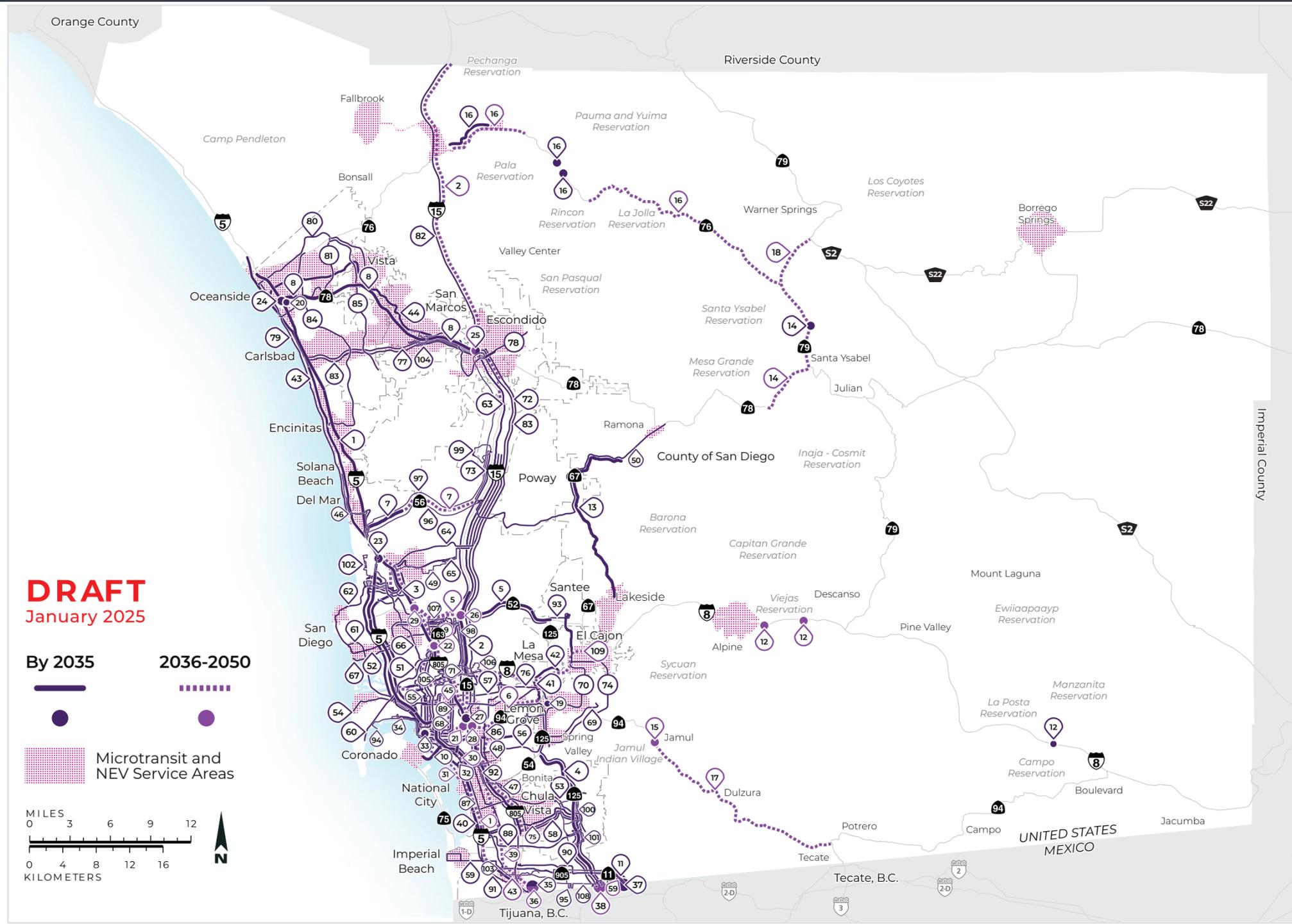


Shoulder Widening
Project that widens pavement on the side of a freeway for safety in case of emergencies.



Train and Trolley Improvements
(ex. on the Blue, Green, or Orange Line, SPRINTER, or COASTER) Projects that make rail trips more efficient: for example, separating rail tracks from car traffic with a bridge.

Draft Proposed 2025 Regional Plan Transportation Network: San Diego Region

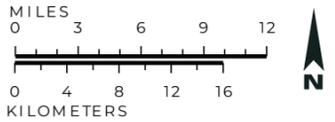


DRAFT
January 2025

By 2035 **2036-2050**

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Microtransit and NEV Service Areas



- | | | | | |
|-------------------------------|--|--|--|---|
| 1 I-5 Managed Lanes | 10 SR 75 Coronado Bridge Reversible Managed Lane | 17 SR 94 Shoulder Widening/Straightening | 24 I-5/SR 78 ML Connector | 32 Vesta Bridge: Phase 1 |
| 2 I-15 Managed Lanes | 11 SR 11 Roadway Connection to Otay Mesa East POE | 18 SR 79 Shoulder Widening | 25 I-15/SR 78 ML Connector | 33 Downtown Bus Layover |
| 3 I-805 Managed Lanes | 12 I-8 Interchange Improvements | 19 SR 125/SR 94 Interchange/Arterial Improvements | 26 I-15/SR 52 ML Connectors | 34 Airport Transit Connection |
| 4 SR 125 toll removal | 13 SR 67 Improvements | 20 I-5/SR 78 Interchange/Arterial Improvements | 27 I-15/I-805 ML Connector | 35 San Ysidro Mobility Hub |
| 5 SR 52 Managed Lanes* | 14 SR 79 Intersection Improvements | 21 I-15/SR 94 ML Connector | 28 SR 94/I-805 ML Connector | 36 U.S.-Mexico Border Transit Connection |
| 6 SR 94 Managed Lanes | 15 SR 94 Intersection Improvements | 22 I-805/SR 163 ML Connector | 29 I-805/SR 52 ML Connector | 37 Otay Mesa East POE |
| 7 SR 56 Managed Lanes | 16 SR 76 Safety & Operational Improvements | 23 I-5/I-805 ML Connector | 30 I-5 Working Waterfront Access | 38 Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility |
| 8 SR 78 Managed Lanes | | | 31 Harbor Dr Multimodal Corridor Improvements | 39 Purple Line |
| 9 SR 163 Managed Lanes | | | | |

- | | |
|--|--|
| 40 Blue Line Improvements | 75 Rapid 293: Palm Avenue Trolley to Otay Ranch via Palomar St |
| 41 Orange Line Improvements | 76 Rapid 295: South Bay to Clairemont |
| 42 Green Line Improvements | 77 Rapid 440: Carlsbad to Escondido Transit Center |
| 43 LOSSAN Improvements | 78 Rapid 491: Downtown Escondido to East Escondido |
| 44 SPRINTER Improvements | 79 Rapid 493: Oceanside to Solana Beach to UTC/UC San Diego |
| 45 Balboa Park Perimeter Streetcar | 80 Rapid 494: Oceanside to Vista |
| 46 Local Route 89: Solana Beach to UTC | 81 Rapid 497: Carlsbad Village to SR 76 |
| 47 Local Route 195: 8th St Trolley to Plaza Bonita | 82 Rapid 483: Riverside (Temecula) to San Marcos |
| 48 Local Route 196: 8th St Trolley to Plaza Blvd | 83 Rapid 484: Carlsbad to Kearny Mesa |
| 49 Local Route 984: Mira Mesa to Sorrento Valley | 84 Rapid 485: Oceanside to Encinitas |
| 50 Rapid 277: Ramona to Sabre Springs Transit Station | 85 Rapid 486: Oceanside to Carlsbad/San Marcos |
| 51 Rapid 120: Kearny Mesa to Downtown | 86 Rapid 625: SDSU to Palomar Station |
| 52 Rapid 207: Balboa Ave Trolley to Kearny Mesa via Balboa Avenue | 87 Rapid 630: Iris Trolley/Palomar to Kearny Mesa |
| 53 Rapid 209: H St Trolley Station to Millennia | 88 Rapid 635: Eastlake to Palomar Trolley |
| 54 Rapid 210: La Mesa to Ocean Beach | 89 Rapid 637: North Park to 32nd St Trolley Station |
| 55 Rapid 211: SDSU to Downtown via Adams Ave | 90 Rapid 638: Iris Trolley to Otay Mesa |
| 56 Rapid 212: Spring Valley to Downtown | 91 Rapid 640: San Ysidro to Santa Fe Depot |
| 57 Rapid 215: SDSU to Downtown | 92 Rapid 688: San Ysidro to UTC |
| 58 Rapid 225: South Bay Rapid | 93 Rapid 880: El Cajon to UC San Diego |
| 59 Rapid 227: Otay Mesa East POE to Imperial Beach | 94 Express Route 993: Shelter Island to Convention Center |
| 60 Rapid 228: Point Loma to Kearny Mesa | 95 Express Route 121: Cross-Border Xpress to Iris Transit Center |
| 61 Rapid 229: Downtown to Pacific Beach | 96 Express Route 246: Rancho Bernardo to UC San Diego |
| 62 Rapid 230: Balboa Station to UTC | 97 Express Route 247: Escondido to UC San Diego |
| 63 Rapid 235: Escondido to Downtown | 98 Circulator Route 668: Kearny Mesa Loop |
| 64 Rapid 237: UC San Diego to Rancho Bernardo | 99 Circulator Route 675: Rancho Bernardo Business Park Loop |
| 65 Rapid 238: UC San Diego to Rancho Bernardo | 100 Circulator Route 715: Otay Ranch Loop |
| 66 Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego | 101 Circulator Route 716: Lower Otay Ranch Loop |
| 67 Rapid 243: Pacific Beach to Kearny Mesa | 102 Circulator Route 985: UC San Diego Shuttle |
| 68 Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest | 103 Circulator Route 193: Iris Transit Center to San Ysidro High School |
| 69 Rapid 256: SDSU to Rancho San Diego/Cuyamaca College | 104 Circulator Route 449: Palomar College area |
| 70 Rapid 259: El Cajon Transit Center to Lemon Grove Depot | 105 Circulator Route 647: Mission Valley Loop |
| 71 Rapid 265: Otay Mesa POE to SDSU West via SR125, I-805, I-15 | 106 Circulator Route 648: Mission Valley Loop |
| 72 Rapid 280: Downtown San Diego to Escondido | 107 Circulator Route 649: Kearny Mesa Loop |
| 73 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station | 108 Circulator Route 661: Otay Mesa Loop |
| 74 Rapid 292: El Cajon to Otay Mesa | 109 I-8 Freeway Improvements |

See reverse for Additional Map Information | * Includes addition of truck climbing lane

Additional Map Information

Unmapped Projects

- Bike Network
- Transit Frequency Enhancements
- Transit Amenities
- Existing Network

Unmapped Policies

- Climate
- Digital Infrastructure
- Fix it First
- Habitat
- Health
- Housing & Land Use
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero

Acronyms

- ML** = Managed Lane
- NEV** = Neighborhood Electric Vehicle
- POE** = Port of Entry
- OME** = Otay Mesa East

San Diego Region residents told us they needed safer roads, better connections between types of transportation, shuttles for short trips, safe bikeway and pedestrian paths, more EV infrastructure, completed highway connectors, improved interchanges, and solutions for emergency evacuation.

Recurring Feedback and Impact

Across the region, people said they needed:	What we're considering (and much more, as seen on the map):
Local public transportation improvements to speed up short neighborhood trips as well as regional improvements to speed up commutes and other longer trips in the short-term.	Prioritizing transit projects that can be made a reality in the next decade; adding more Rapid regional bus routes and neighborhood circulator routes, along with increased service on local bus routes and projects to speed up trolley trips.
Improved public transit that's faster, more efficient, safe, and reliable.	Funding for better transit amenities such as bathrooms, lighting, shelter, WiFi, and security; as well as funding to increase how often transit comes and adding some expanded weekend and night service.
Highway improvements: adding lanes and finishing highway connectors or improving existing interchanges.	Setting aside key lanes and shoulders to move more people at once in multi-passenger vehicles; this will reduce traffic while supporting Rapid bus routes and carpooling on these highways.
A safe network of bikeways throughout the region.	Continuing to deliver key regional bikeway projects and expanding the bikeways across the region.
Pedestrian and cyclist paths that are protected when crossing highways and major streets to safely access key neighborhood destinations.	An active transportation network that includes connections crossing over highways and major streets that are safe for all ages and abilities.
Microtransit and shuttles for short trips and to connect people to public transit stops, especially for older adults and those that are transit dependent.	Adding more neighborhood shuttles and microtransit (flexible fleets) that can connect people to common destinations and transit stops.
Electric vehicle discounts and infrastructure.	Continuing to support electric vehicle infrastructure and programs to incentivize people buying electric vehicles.
Projects that improve air quality and reduce greenhouse gas emissions.	Prioritizing improvements to our transportation network that reduce pollution and emissions.
No regional road usage charge.	No regional road usage charge; other flexible funding sources are proposed.
Make transportation more accessible and affordable for people with disabilities, children and seniors, and for low-income households.	<ul style="list-style-type: none"> ▶ Funding for transit amenities which can improve access for those with disabilities ▶ Continued funding for free youth transit and studying expanded transit discounts
Better connections between different types of transportation.	Planning ways to create seamless connections between transportation modes such as safer biking and walking paths, shuttles and microtransit, secure parking, and e-charging stations.
Safer roads and more transit options in rural, unincorporated communities, and especially providing emergency evacuation solutions.	<ul style="list-style-type: none"> ▶ Exploring shoulder widening, reducing road curves, and technology solutions to improve travel and enhance safety in emergencies ▶ Planning further improvements to rural transit routes; new opportunities for community-based microtransit services

Additional Map Information

Managed Lanes Key	Conversion of Existing Lane(s)	Additional Managed Lane(s)
1 I-5 Managed Lanes: I-805 to SR 78	X	
2 I-5 Managed Lanes: SR 78 to SR 76		X
3 I-15 Managed Lanes: SR 78 to County Line	X	
4a SR 56 Managed Lanes: I-5 to Carmel Valley Rd	X	
4b SR 56 Managed Lanes: Carmel Valley Rd to I-15		X
5 SR 78 Managed Lanes: I-5 to I-15		X

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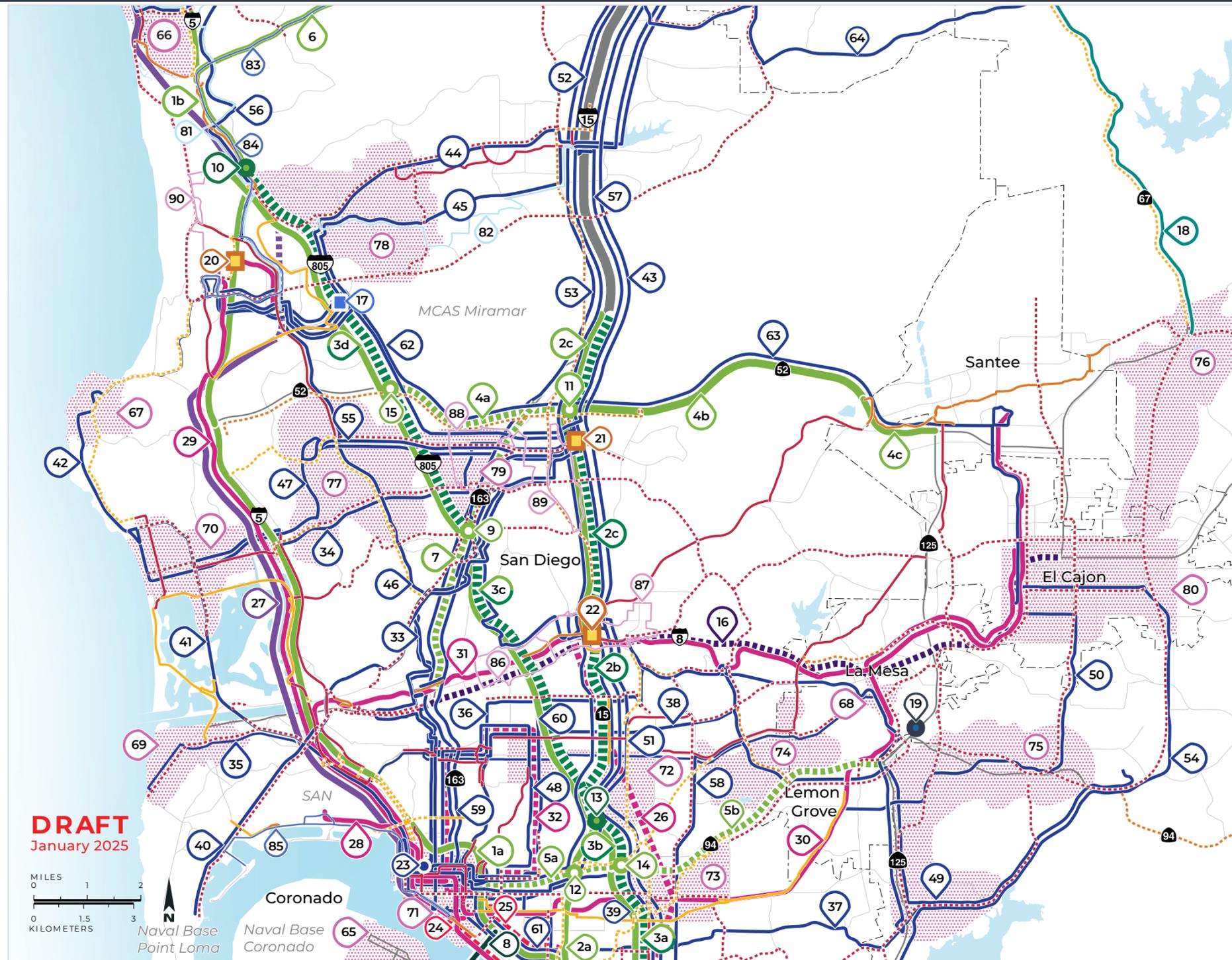
- Unlisted Projects**
- Bike Network
- Unmapped Projects**
- Transit Frequency Enhancements
- Transit Amenities
- Existing Network
- Unmapped Policies**
- Climate
- Digital Infrastructure
- Fix it First
- Habitat
- Health
- Housing & Land Use
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero
- Acronyms**
- ML** = Managed Lane
- NEV** = Neighborhood Electric Vehicle
- POE** = Port of Entry
- OME** = Otay Mesa East

Recurring Feedback and Impact

In North County, people said they needed:	What we're considering (and much more):
<ul style="list-style-type: none"> ▶ Better traffic flow on highways: especially the SR 78, SR 76 and I-15 ▶ Safer/easier connector between I-5 and SR 78 	<ul style="list-style-type: none"> ▶ Managed lanes on the SR 78 and managed lane connectors between the SR 78 and I-5 and I-15 ▶ Straightening out SR 76 from Rice Canyon to the Pala Reservation, Harolds Rd to Pauma Rancho, adding intersection improvements in three places, and widening the shoulder for emergencies ▶ Connector between I-5 and SR 78
<p>Better public transit service:</p> <ul style="list-style-type: none"> ▶ COASTER, SPRINTER, and buses that come more often and that can make faster trips ▶ More service at night and on weekends ▶ Expanded transit or microtransit access for communities where routes don't currently go such as San Elijo Hills, Rancho Santa Fe, Fallbrook ▶ Connection to Riverside County ▶ Access to Palomar Airport 	<ul style="list-style-type: none"> ▶ Improving the SPRINTER and COASTER routes by increasing frequency, making rail improvements to speed up trip times, and adding more evening and weekend service ▶ More Rapid routes, including one from Carlsbad to Kearny Mesa stopping at the Escondido Transit Center, and another connecting San Marcos (CSUSM and Palomar College) to Riverside County
<p>Better transit, shuttle and microtransit options to make it easier to access COASTER and SPRINTER stations and community destinations.</p>	<p>Fourteen shuttle or microtransit service areas (flexible fleets) which will increase access to common local destinations, including transit stops; includes service area providing access to Palomar Airport.</p>
<ul style="list-style-type: none"> ▶ Safer walking and biking routes, either improving existing routes or expanding the network ▶ Protected bike lanes on major roads to connect to the coast 	<ul style="list-style-type: none"> ▶ Upgrading existing bike routes or adding new ones across the region with separated bikeways on high-speed roads ▶ Bike trails with coastal access, along with other east to west bikeway connections

North County residents told us they needed better traffic flow on SR 78, SR 76, and I-15, more frequent COASTER and SPRINTER service with expanded night and weekend hours, safer walking and biking routes, shuttle and microtransit services to connect to transit stations, and connections to Palomar Airport and Riverside County.

Draft Proposed 2025 Regional Plan Transportation Network: Central & East County



By 2035	2036-2050	By 2035	2036-2050	By 2035	2036-2050
Regional Rail	Regional Rail	Managed Lanes Connector	Managed Lanes Connector	On-Street Bikeway	On-Street Bikeway
Light Rail	Light Rail	Direct Access Ramp (DAR)	Direct Access Ramp (DAR)	Off-Street Bikeway	Off-Street Bikeway
Next Gen Rapid	Next Gen Rapid	Interchange/Arterial Operational Improvements	Interchange/Arterial Operational Improvements	On-Street & Off-Street Bikeway	On-Street & Off-Street Bikeway
Express Bus	Express Bus	Rural Corridor Improvements	Rural Corridor Improvements	Goods Movement	Goods Movement
Local Bus	Local Bus	Other Freeway Improvements	Other Freeway Improvements	Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)	Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)
Circulator	Circulator	Downtown Bus Layover	Downtown Bus Layover		
4 Managed Lanes	4 Managed Lanes	Transit Operational Improvement	Transit Operational Improvement		
2 Managed Lanes	2 Managed Lanes				
1 Reversible Managed Lane	1 Reversible Managed Lane				

- 1a-b I-5 Managed Lanes
- 2a-c I-15 Managed Lanes
- 3a-d I-805 Managed Lanes
- 4a-c SR 52 Managed Lanes*
- 5a-b SR 94 Managed Lanes
- 6 SR 56 Managed Lanes
- 7 SR 163 Managed Lanes
- 8 SR 75 Coronado Bridge Reversible Managed Lane
- 9 I-805/SR 163 ML Connector
- 10 I-5/I-805 ML Connector
- 11 I-15/SR 52 ML Connectors
- 12 I-15/SR 94 ML Connector
- 13 I-15/I-805 ML Connector
- 14 SR 94/I-805 ML Connector
- 15 I-805/SR 52 ML Connector
- 16 I-8 Operational Improvements
- 17 I-805 @ Nobel Dr Transit Operational Improvement
- 18 SR 67 Improvements: Mapleview St to Dye Rd
- 19 SR 125/SR 94 Interchange/Arterial Improvements
- 20 I-5 @ Voigt DAR
- 21 I-15 @ Clairemont Mesa Blvd DAR
- 22 I-15 @ SDSU West DAR
- 23 Downtown Bus Layover
- 24 Harbor Dr Multimodal Corridor Improvements
- 25 I-5 Working Waterfront Access
- 26 Purple Line
- 27 LOSSAN Improvements
- 28 Airport Transit Connection
- 29 Blue Line Improvements
- 30 Orange Line Improvements
- 31 Green Line Improvements
- 32 Balboa Park Perimeter Streetcar
- 33 Rapid 120: Kearny Mesa to Downtown
- 34 Rapid 207: Balboa Ave Trolley to Kearny Mesa via Balboa Ave
- 35 Rapid 210: La Mesa to Ocean Beach
- 36 Rapid 211: SDSU to Downtown
- 37 Rapid 212: Spring Valley to Downtown
- 38 Rapid 215: SDSU to Downtown
- 39 Rapid 225: South Bay Rapid
- 40 Rapid 228: Point Loma to Kearny Mesa
- 41 Rapid 229: Downtown to Pacific Beach
- 42 Rapid 230: Balboa Ave Trolley to UTC
- 43 Rapid 235: Escondido to Downtown
- 44 Rapid 237: UC San Diego to Rancho Bernardo
- 45 Rapid 238: UC San Diego to Rancho Bernardo
- 46 Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego
- 47 Rapid 243: Pacific Beach to Kearny Mesa
- 48 Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest
- 49 Rapid 256: SDSU to Rancho SD/Cuyamaca College
- 50 Rapid 259: El Cajon Transit Center to Lemon Grove Depot
- 51 Rapid 265: Otay Mesa POE to SDSU West via SR 125, I-805, I-15
- 52 Rapid 280: Downtown San Diego to Escondido
- 53 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
- 54 Rapid 292: El Cajon to Otay Mesa
- 55 Rapid 295: South Bay to Clairemont
- 56 Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego
- 57 Rapid 484: Carlsbad to Kearny Mesa
- 58 Rapid 625: SDSU to Palomar Station
- 59 Rapid 630: Iris Trolley/Palomar to Kearny Mesa
- 60 Rapid 637: North Park to 32nd St Trolley Station
- 61 Rapid 640: San Ysidro to Santa Fe Depot
- 62 Rapid 688: San Ysidro to UTC
- 63 Rapid 880: El Cajon to UC San Diego
- 64 Rapid 277: Ramona to Sabre Springs Transit Station
- 65 NEV Service Area: Coronado
- 66 NEV Service Area: Del Mar
- 67 NEV Service Area: La Jolla
- 68 NEV Service Area: La Mesa
- 69 NEV Service Area: Ocean Beach
- 70 NEV Service Area: Pacific Beach
- 71 NEV Service Area: Downtown/Little Italy
- 72 NEV Service Area: City Heights/North Park
- 73 Microtransit: Southeastern San Diego
- 74 Microtransit: Eastern San Diego
- 75 Microtransit: Casa De Oro/Spring Valley
- 76 Microtransit: Lakeside
- 77 Microtransit: Clairemont Mesa
- 78 Microtransit: Sorrento Valley
- 79 Microtransit: Kearny Mesa Convoy
- 80 Microtransit: El Cajon
- 81 Local Route 89: Solana Beach to UTC
- 82 Local Route 984: Mira Mesa to Sorrento Valley
- 83 Express Route 246: Rancho Bernardo to UC San Diego
- 84 Express Route 247: Escondido to UC San Diego
- 85 Express Route 993: Shelter Island to Convention Center
- 86 Circulator Route 647: Mission Valley Loop
- 87 Circulator Route 648: Mission Valley Loop
- 88 Circulator Route 649: Kearny Mesa Loop
- 89 Circulator Route 668: Kearny Mesa Loop
- 90 Circulator Route 985: UC San Diego Shuttle

Projects Outside Map Extent
Microtransit: Alpine

See reverse for detailed Managed Lanes Key and Additional Map Information | * Includes addition of truck climbing lane

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1a	I-5 Managed Lanes: SR 15 to I-805	X	
1b	I-5 Managed Lanes: I-805 to SR 78	X	
2a	SR 15 Managed Lanes: I-5 to I-805		X
2b	SR 15 Managed Lanes: I-805 to I-8	X	
2c	I-15 Managed Lanes: I-8 to SR 163	X	X
3a	I-805 Managed Lanes: Palomar St to SR 94	X	
3b	I-805 Managed Lanes: SR 94 to I-8	X	X
3c	I-805 Managed Lanes: I-8 to SR 52	X	X
3d	I-805 Managed Lanes: SR 52 to I-5	X	
4a	SR 52 Managed Lanes: I-805 to I-15	X	
4b	SR 52 Managed Lanes: I-15 to Mast Blvd	X	X
4c	SR 52 Managed Lanes: Mast Blvd to SR 125		X
5a	SR 94 Managed Lanes: I-5 to I-15	X	
5b	SR 94 Managed Lanes: I-15 to SR-125	X	
6	SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
7	SR 163 Managed Lanes: I-8 to SR-52	X	
8	SR 75 Coronado Bridge Reversible Managed Lane	X	

- Unlisted Projects**
 - Bike Network
- Unmapped Projects**
 - Transit Frequency Enhancements
 - Transit Amenities
 - Existing Network
- Unmapped Policies**
 - Climate
 - Digital Infrastructure
 - Fix it First
 - Habitat
 - Health
 - Housing & Land Use
 - Pricing Strategies
 - Transportation Demand Management
 - Transportation Technology & Operational Improvements
 - Vision Zero
- Acronyms**
 - DAR** = Direct Access Ramp
 - ML** = Managed Lane
 - NEV** = Neighborhood Electric Vehicle

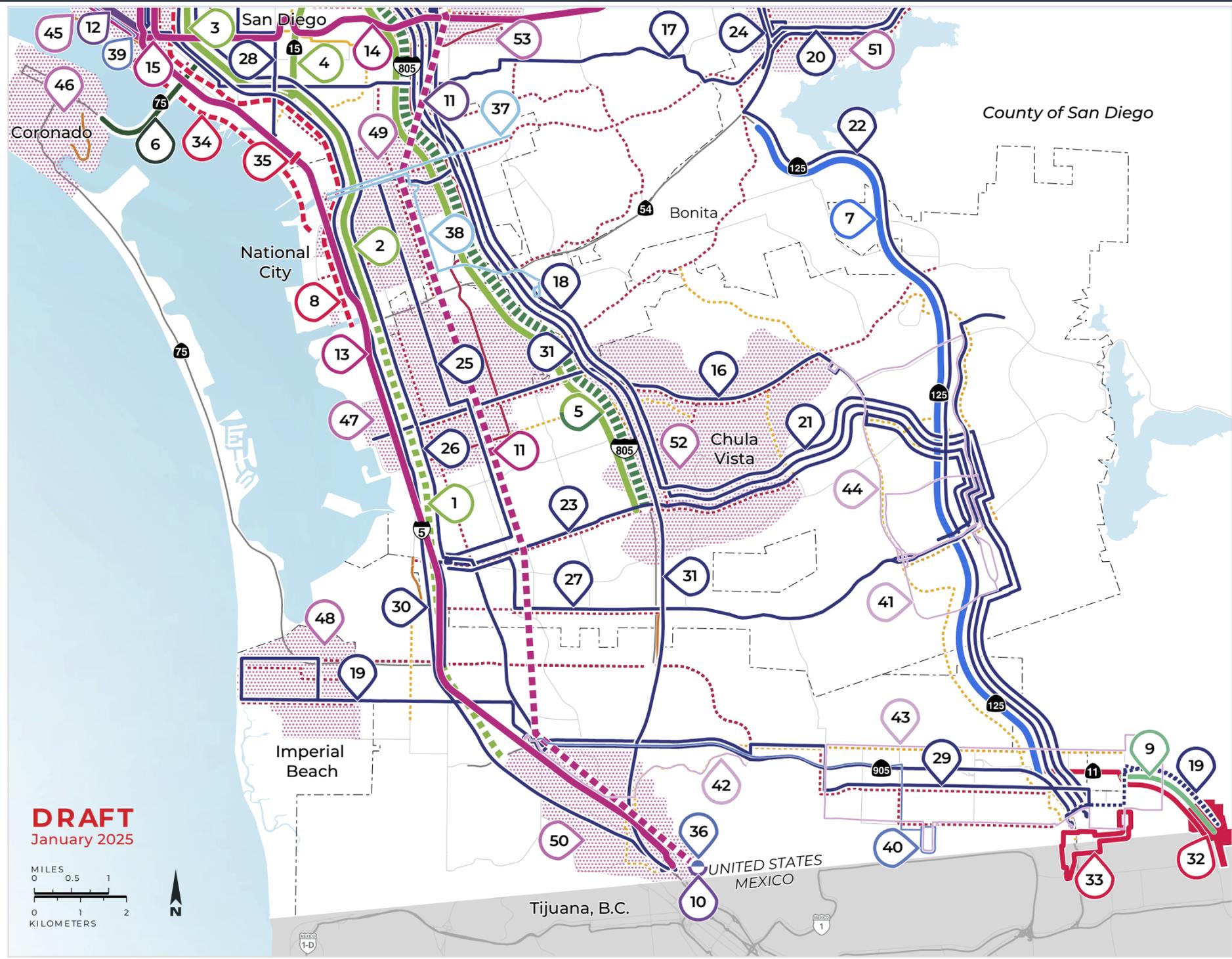
Central & East County residents told us they needed improved traffic flow on SR 52, I-8, and SR 67, the completed SR 94/SR 125 connector, faster connections to job centers, beaches, the airport, more frequent transit connections with expanded night and weekend hours, and safer walking and biking routes.

Recurring Feedback and Impact

In San Diego, people said they needed:	What we're considering (and much more):
<p>Better public transit including:</p> <ul style="list-style-type: none"> Expanded routes and more frequent service, including later evening and more weekend hours Faster connections east to west including beach access, and east of the I-15 More connections to job centers, beaches, and major landmarks Faster transit to the airport Faster trips through high-traffic areas More bus lanes on major streets Transit station amenities like shade and lighting 	<ul style="list-style-type: none"> More Rapid buses and trolley improvements More frequent service and expanded night and weekend hours Routes maximize access to jobs and high-traffic destinations
<p>Microtransit or shuttles connecting people to transit stops too far to walk to – particularly in areas with limited parking</p>	<p>Fourteen microtransit and/or shuttle service areas (flexible fleets); parking district funds will partially fund shuttle service in those areas</p>
<p>Better traffic flow on and between highways including:</p> <ul style="list-style-type: none"> Smoother connections to the SR 52 I-5 and I-8 	<ul style="list-style-type: none"> Managed lanes and truck climbing lane on SR 52, and connecting the I-15 and SR 52 managed lanes Operational improvements on I-8 Finishing managed lanes on I-805 and I-5, converting an existing lane to a managed lane on State Routes 94, 52, and 163
<p>More protected biking/walking routes on high-speed roads and crossing busy intersections: improving existing routes, finishing projects, and connecting more neighborhoods, including:</p> <ul style="list-style-type: none"> Between Point Loma and the Marina along the coast Around SDSU Routes that go over a freeway such as I-5 Nimitz Blvd, Rosecrans St, Pacific Coast Highway, Old Town Better connections from the I-15 bikeway over I-8 	<p>Our Regional Bike Network includes existing bikeway improvements, additions, or finishing routes addressing all of these location-specific concerns. For more information, visit the interactive map on our website.</p>
<p>More amenities for bicyclists at transit stops and other common locations (ex. bike racks and lockers).</p>	<p>Investing in bike amenities as part of bikeway projects, transit projects, and transportation demand management programs.</p>

In East County, people said they needed:	What we're considering (and much more):
<p>To improve highways by:</p> <ul style="list-style-type: none"> Finishing the SR 94 and SR 125 connector project Helping traffic flow on State Routes 52 and 67 	<ul style="list-style-type: none"> Improving the SR 94/125 connector Managed lanes and a truck climbing lane on SR 52 and connecting managed lanes between I-15 and SR 52 Widening the shoulder for emergency purposes on SR 67
<p>Public transportation improvements:</p> <ul style="list-style-type: none"> More Rapid transit and transit options for Cuyamaca College and La Presa Transit that comes more often and for extended hours in the evening 	<ul style="list-style-type: none"> More Rapid buses including routes 256: SDSU to Rancho SD/Cuyamaca College; and 292, El Cajon to Otay Mesa via La Presa Next Gen Rapid bus routes may include infrastructure and technology to speed up trips Green and Orange Line trolley improvements More transit frequency and evening hours
<p>Microtransit and shuttles:</p> <ul style="list-style-type: none"> Connecting suburban East County to transit stops Service from unincorporated communities to San Diego 	<p>Shuttles and microtransit (flexible fleets) in El Cajon, La Mesa, and in several unincorporated communities in the County.</p>
<ul style="list-style-type: none"> Safer bike routes, not mixing bike routes with vehicle traffic on high-speed roads More bike routes east to west 	<p>Regional bike network includes separated bikeways on high-speed roads and various east-to-west routes.</p>

Draft Proposed 2025 Regional Plan Transportation Network: South County



- 1 I-5 Managed Lanes: SR 905 to SR 54
- 2 I-5 Managed Lanes: SR 54 to SR 15
- 3 I-5 Managed Lanes: SR 15 to I-805
- 4 SR 15 Managed Lanes: I-5 to I-805
- 5 I-805 Managed Lanes: Palomar St to SR 94
- 6 SR 75 Coronado Bridge Reversible Managed Lane
- 7 SR 125 toll removal
- 8 I-5 Working Waterfront Access
- 9 SR 11 Roadway Connection to Otay Mesa East POE
- 10 U.S.-Mexico Border Transit Connection
- 11 Purple Line
- 12 LOSSAN Improvements
- 13 Blue Line Improvements
- 14 Orange Line Improvements
- 15 Green Line Improvements
- 16 Rapid 209: H St Trolley Station to Millennia
- 17 Rapid 212: Spring Valley to Downtown
- 18 Rapid 225: South Bay Rapid
- 19 Rapid 227: Otay Mesa East POE to Imperial Beach via 905
- 20 Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College
- 21 Rapid 265: Otay Mesa POE to SDSU West via SR125, I-805, I-15
- 22 Rapid 292: El Cajon to Otay Mesa
- 23 Rapid 293: Palm Avenue Trolley to Otay Ranch via Palomar St
- 24 Rapid 295: South Bay to Clairemont
- 25 Rapid 625: SDSU to Palomar Station
- 26 Rapid 630: Iris Trolley/Palomar to Kearny Mesa
- 27 Rapid 635: Eastlake to Palomar Trolley
- 28 Rapid 637: North Park to 32nd St Trolley Station
- 29 Rapid 638: Iris Trolley to Otay Mesa
- 30 Rapid 640: San Ysidro to Santa Fe Depot
- 31 Rapid 688: San Ysidro to UTC via 805
- 32 Otay Mesa East POE
- 33 Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility
- 34 Harbor Dr Multimodal Corridor Improvements
- 35 Vesta Bridge: Phase 1
- 36 San Ysidro Mobility Hub
- 37 Local Route 196: 8th St Trolley to Plaza Blvd
- 38 Local Route 195: 8th St Trolley to Plaza Bonita
- 39 Express Route 993: Shelter Island to Convention Center
- 40 Express Route 121: Cross-Border Xpress to Iris Transit Center
- 41 Circulator Route 716: Lower Otay Ranch Loop
- 42 Circulator Route 193: Iris Transit Center to San Ysidro High School
- 43 Circulator Route 661: Otay Mesa Loop
- 44 Circulator Route 715: Otay Ranch Loop
- 45 NEV Service Area: Downtown/Little Italy
- 46 NEV Service Area: Coronado
- 47 NEV Service Area: Downtown Chula Vista
- 48 NEV Service Area: Imperial Beach
- 49 NEV Service Area: National City
- 50 NEV Service Area: San Ysidro/ U.S.-Mexico Border
- 51 Microtransit: Casa de Oro/Spring Valley
- 52 Microtransit: Central Chula Vista
- 53 Microtransit: Southeastern San Diego

By 2035	2036-2050	By 2035	2036-2050	By 2035	2036-2050
Regional Rail	Regional Rail	1 Reversible Managed Lane	1 Reversible Managed Lane	On-Street Bikeway	On-Street Bikeway
Light Rail	Light Rail	Freeway Connection to OME POE	Freeway Connection to OME POE	Off-Street Bikeway	Off-Street Bikeway
Next Gen Rapid	Next Gen Rapid	Toll Removal	Toll Removal	On-Street & Off-Street Bikeway	On-Street & Off-Street Bikeway
Express Bus	Express Bus	Goods Movement	Goods Movement	Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)	Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)
Local Bus	Local Bus	U.S.-Mexico Border Transit Connection	U.S.-Mexico Border Transit Connection	Mobility Hub	Mobility Hub
Circulator	Circulator				
4 Managed Lanes	4 Managed Lanes				
2 Managed Lanes	2 Managed Lanes				

See reverse for detailed Managed Lanes Key and Additional Map Information

Additional Map Information

Managed Lanes Key	Conversion of Existing Lane(s)	Additional Managed Lane(s)
1 I-5 Managed Lanes: SR 905 to SR 54	X	
2 I-5 Managed Lanes: SR 54 to SR 15	X	X
3 I-5 Managed Lanes: SR 15 to I-805	X	
4 SR 15 Managed Lanes: I-5 to I-805		X
5 I-805 Managed Lanes: Palomar St to SR 94	X	
6 SR 75 Coronado Bridge Reversible Managed Lane	X	

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- Unlisted Projects**
- Bike Network
- Unmapped Projects**
- Transit Frequency Enhancements
- Transit Amenities
- Existing Network
- Unmapped Policies**
- Climate
- Digital Infrastructure
- Fix it First
- Habitat
- Health
- Housing & Land Use
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero
- Acronyms**
- ML** = Managed Lane
- NEV** = Neighborhood Electric Vehicle
- POE** = Port of Entry
- OME** = Otay Mesa East

Recurring Feedback and Impact

In South County, people said they needed:	What we're considering (and much more):
<ul style="list-style-type: none"> ▶ Better and faster transit options coming from the border, including a rail connection directly at the border ▶ Expanded network of transit with service to major destinations such as job centers, shopping areas, event venues, and schools 	<ul style="list-style-type: none"> ▶ Adding more Rapid routes and eventually a COASTER connection to the border and improvements to the Blue Line; San Ysidro Transit Center improvements and surrounding connections; exploring options for additional border transit ▶ Managed lanes with bus priority on various south-to-north highways ▶ Purple Line transit route from the border to Mission Valley via City Heights
More transit routes to reach housing developments in areas isolated from transit and microtransit service for shorter trips.	Six new microtransit or shuttle service areas (flexible fleets) in Southeastern San Diego, National City, Downtown Chula Vista, Central Chula Vista, Imperial Beach, and San Ysidro.
More transit access to the Cross Border Express (CBX).	Express bus from Iris Ave trolley station to CBX and a bus route between Otay Mesa and CBX.
Faster transit access to San Diego International Airport from South County.	Adding an airport transit connection based on potential concepts currently being studied.
More protected bike lanes, pedestrian walkways, and signals overall, and specifically: <ul style="list-style-type: none"> ▶ Connections to parks, transit stations, malls, and other commercial areas ▶ Connections from communities near Sweetwater reservoir to central Chula Vista 	<ul style="list-style-type: none"> ▶ Improving and expanding separated bikeways on high-speed roads across the region, including intersection improvements such as bike signals ▶ On street, protected bikeways to connect communities near Sweetwater Reservoir to Bonita, National City, and Chula Vista
To remove the toll on SR 125.	By 2030, changing the SR 125 toll road to a free facility.

South County residents told us they needed faster, more direct transit access to and from the border and CBX, more transit routes to major destinations and housing, faster access to the airport, more protected bike and pedestrian routes, and to remove the toll on SR 125.

Next Steps

SPRING 2025

- ▶ Release of the draft of the 2025 Regional Plan and opportunity for the public to comment (55 days)

SUMMER & WINTER 2025

- ▶ Release of the draft Environmental Impact Report (EIR) and opportunity for the public to comment (45 days)
- ▶ Staff responds to public comments on the draft Plan and EIR
- ▶ Finalize the Plan and Board of Directors votes to approve it and its EIR

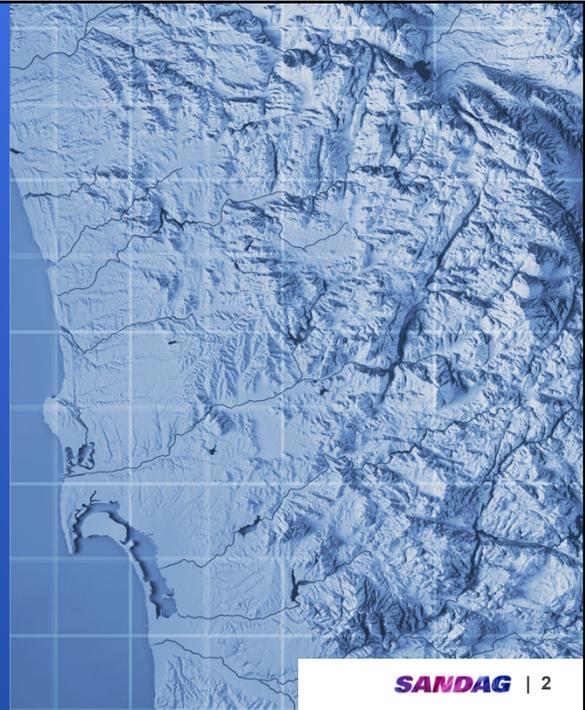


2025 Regional Plan Update: Tribal Coordination

Borders Committee | Item 3
Cecily Taylor and Mimi Morisaki, SANDAG
Chairman Raymond Welch, Barona Band of Mission Indians
Friday, April 25, 2025

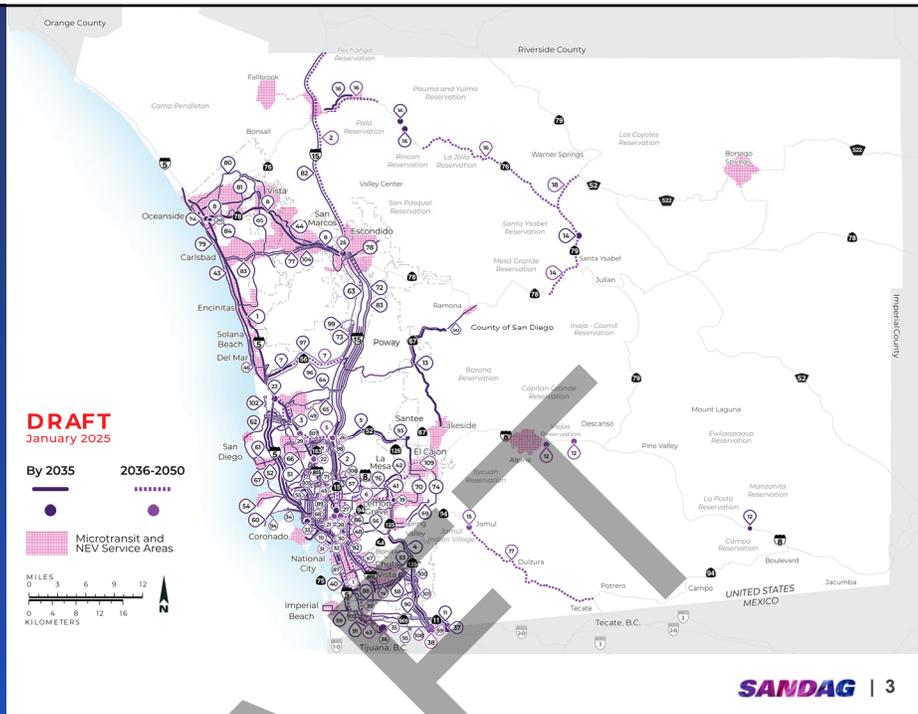
What is a Regional Plan?

- Blueprint for how the region will grow and transportation system will develop over the next 20+ years
- Developed **every 4 years**
- Has to meet federal and state **requirements**
- Uses the **latest data** and planning **assumptions**
- Includes **projects, policies, programs** and a **financial plan**



SANDAG | 2

Proposed Draft 2025 Regional Plan Transportation Network

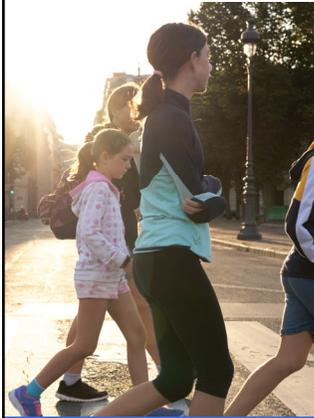


2025 Regional Plan Tribal Consultation Process



- Leadership Meetings, including a Tribal Summit and a Tribal Symposium
- 10 in person/virtual meetings with Tribes
- 6 Interagency Technical Working Group on Tribal Transportation Issues Meetings
- Tribal Taskforce Meetings

Tribal Perspectives



Safety



Electrification



Flexible Fleets



Advancing ITTS projects

SANDAG | 5

2025 Regional Plan Tribal Priorities Network Connectivity – Rural Corridors

Freeway	Extent From	Extent To	Project Description	Phase Year
I-8	I-8	West Willows Rd	Interchange Improvements	2035
I-8	I-8	East Willows Rd	Interchange Improvements	2035
SR 94	SR 94	Melody Rd/Daisy Dr	Intersection Improvements	2035
SR 67	Mapleview	Dye Rd	Shoulder Widening/Straightening	2035
SR 76	SR 79	Valley Center Rd	Facility Improvements	2050
SR 76	Rice Canyon Rd	Pala Reservation	Straightening	2035
SR 76	Harolds Rd	Pauma Rancho	Straightening	2050
SR 76	SR 76	Pala Mission Rd	Intersection Improvements	2035
SR 76	SR 76	Cole Grade Rd	Intersection Improvements	2035
SR 76	Pala West Reservation Boundary	Pala East Reservation Boundary	Shoulder Widening for adding bike lanes	2050
SR 76	SR 76	Pauma Reservation Rd	Intersection Improvements	2035
SR 76	Pala Casino	Rice Canyon Rd	Facility Improvements	2035
SR 79	Deer Canyon Rd	San Felipe Rd	Shoulder Widening	2050
SR 79	SR 79	Schoolhouse Canyon Rd	Intersection Improvements	2035
SR 78	SR 79	Deer Canyon Dr	Intersection Improvements	2050
SR 94	Jamul Reservation	Tecate Rd	Shoulder Widening/Straightening	2050
I-8	Interchange improvements at Crestwood Rd/I-8 interchange		Interchange Improvements	2035
SR 76	SR 76 near I-15		Safety - Add dynamic message sign on SR-76 near I-15 to improve emergency response and evacuation routes	2035
SR 76	Pala Western Boundary	Pala Eastern Boundary	Safety - Widen shoulders along SR-76 (4 miles) to enhance safety for emergency response vehicles	2035

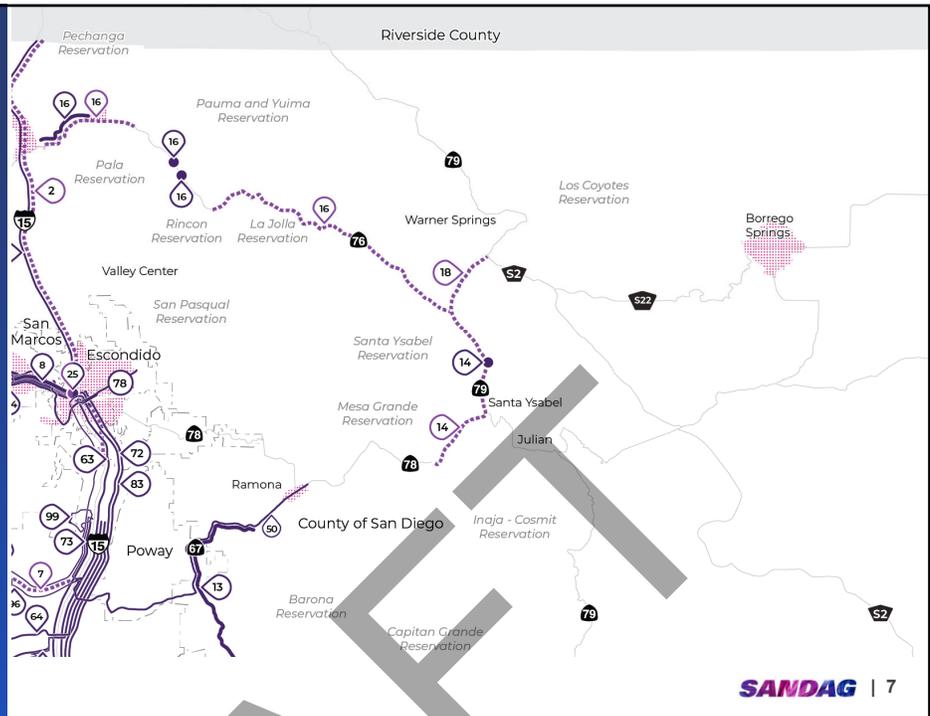
Proposed Draft 2025 Regional Plan Transportation Network

Rural Projects: North

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By 2035

2036-2050



SANDAG | 7

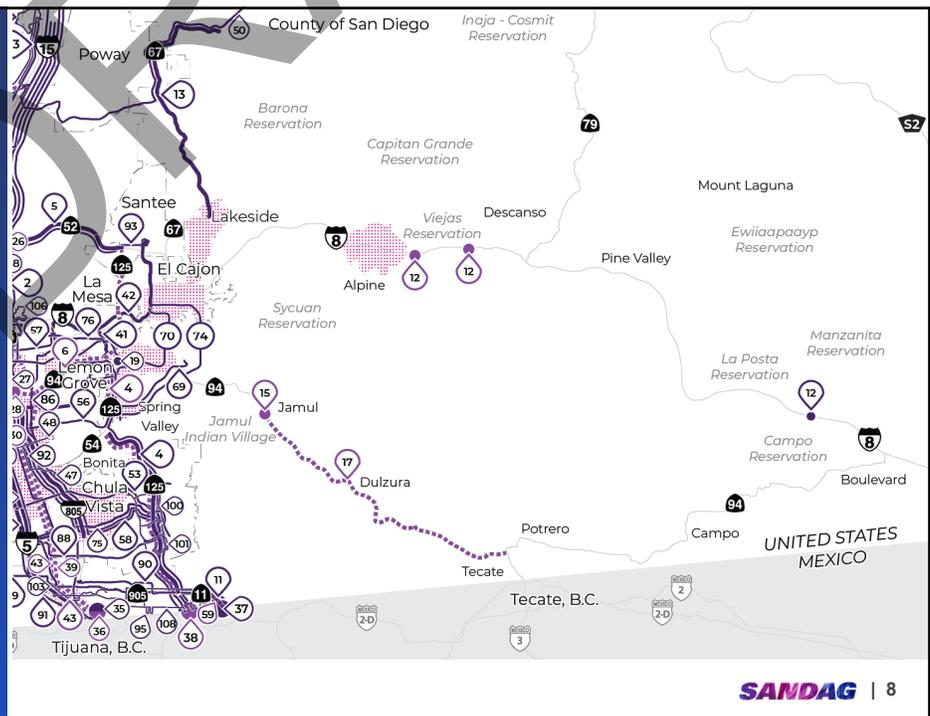
Proposed Draft 2025 Regional Plan Transportation Network

Rural Projects: South

DRAFT

By 2035

2036-2050



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Next Steps



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10



Western Riverside Council of Governments Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Staff Report

Subject: I-REN Monthly Activities Update
Contact: Benjamin Druyon, Program Manager, bdruyon@wrcog.us, (951) 405-6727
Date: May 5, 2025

Recommended Action(s):

1. Receive and file.

Summary:

The Inland Regional Energy Network (I-REN) is a coalition of three councils of government: WRCOG, the Coachella Valley Association of Governments (CVAG), and the San Bernardino Council of Governments (SBCOG), encompassing Riverside and San Bernardino Counties, and all their respective jurisdictions within the region. These organizations have joined to establish locally administered, designed, and delivered energy efficiency (EE) programs. This report will be provided at each meeting to inform the Committee of I-REN's progress.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to provide regular updates on I-REN activities. This effort aligns with WRCOG's 2022-2027 Strategic Plan Goal #6 (Develop and implement programs that support resilience for our region).

Discussion:

Background

In February 2021, I-REN applied for REN Program Administrator status to offer a portfolio of programs serving the Public, Codes & Standards, and Workforce Education & Training Sectors, with governance from WRCOG as the lead agency. In November 2021, I-REN was approved in Decision (D.) 21-11-013, Approval of Inland Regional Energy Network Energy Efficiency Business Plan, which funded I-REN to offer energy efficiency programs through program year 2027.

Present Situation

Public Sector (PS) Programs: I-REN offers two PS programs - the Technical Assistance and Strategic

Energy Planning (TA) Program, and the Normalized Metered Energy Consumption (NMEC) Incentive Program. The TA Program helps agencies secure funding and financing to implement projects and provide support through construction and project close-out. The NMEC Program (publicly known as Cash for Kilowatts) provides technical support such as eligibility screening and measurement & verification, as well as incentives for meter-based energy savings. Combined with technical assistance and reinforcement of operations and management best practices, public agencies will experience maximized savings for their communities. Below are some of the notable activities for the Public Sector this past month:

- I-REN prepares for its second quarter (Q2) Program Administrator Sector Coordination meeting as required by the California Public Utilities Commission (CPUC).
- I-REN submitted its 2024 Annual Report to the CPUC.
- I-REN conducted a Strategic Plan Workshop on April 15, 2025.
- I-REN prepares for the Q2 California Energy Efficiency Coordinating Committee.
- I-REN continues to work with agencies to submit projects for Cash for Kilowatts incentives (see Attachment 1 to this Staff Report).

Codes & Standards (C&S) Programs: The shared goal of I-REN's Codes & Standards (C&S) Programs is to work closely with local building departments and the building industry to support, train, and enable long-term streamlining of energy code compliance. I-REN's programs will nurture the confidence, skills, and existing C&S knowledge of local building department staff, provide technical assistance to jurisdictions pursuing reach codes and local ordinances, and support building and construction industry actors to foster increased compliance. Below are some updates for the C&S Programs this past month.

- I-REN's Technical Assistance program continues developing permits and is currently focusing on Single-family Residential Roofing Alterations.
- I-REN is set to host its first forum of 2025, The State of Compliance Ahead of the 2025 Code, on May 28, 2025. All speakers have been confirmed, and I-REN has begun promoting of the forum.
- I-REN hosted its first "intermediate" level training, focused on Heat Pump Water Heater installation and review. The C&S Program is engaged in cross-promotion coordination with the Workforce Education & Training Program to increase collaboration between the two Programs. The Heat Pump Water Heater training has over 16 registrants so far.
- I-REN submitted paperwork to be approved as an American Institute of Architects continuing education units provider, in order to enhance the value of its training offerings.

Workforce Education & Training (WE&T) Programs: The goal of I-REN's WE&T cross-cutting Sector activities is to ensure there is a trained workforce to support and realize Energy Efficiency (EE) savings goals across all market sectors. I-REN is committed to identifying the most effective and accessible ways to increase the number of skilled EE workers, especially those within underserved, hard-to-reach, tribal, and disadvantaged communities. Below are some updates for the WE&T Programs for this past month.

- 3/20/25: Cal State San Bernardino Career and Internship Fair.
- 3/20/25: I-REN Energy Fellows Tour of California Air Resources Board (CARB) Facility in Riverside.
- 3/20/25: I-REN Energy Fellowship Host Request Form went live to secure Fellows for Fiscal Year 2025/2026 Fellowship Cycle - [25-26 - CivicSpark Partner Application](#).
- 4/2/25: Hosted Inland Empire Supplier Diversity Workshop.

- 4/2/25: Attended UCR Spring Career & Internship Fair.
- 4/7/25: I-REN Energy Fellowship - Fellow Applications opened: [25-26 - CivicSpark Fellow Application](#).
- 4/10/25: Attended CSUSB Career and Internship Fair.
- 4/11/25: Attended Mount San Jacinto College Job Fair.

I-REN Events / Activities Around the Region: In the coming months, I-REN activities update reports will include member agency updates and spotlights on successes achieved throughout the I-REN territory.

Other Activities: [Sign up for I-REN updates](#) and learn more about all the programs, services, and resources I-REN has to offer by visiting www.iren.gov or emailing info@iren.gov.

Prior Action(s):

None.

Financial Summary:

All costs associated with I-REN program activities are included in WRCOG's adopted Fiscal Year 2024/2025 Agency Budget under I-REN Program (Fund 180) in the Energy & Environmental Department.

Attachment(s):

[Attachment 1 - Cash for Kilowatts Incentive Dashboard March 2025](#)

Attachment

Cash for Kilowatts Incentive
Dashboard March 2025



iren.gov

Cash for Kilowatts Incentive Dashboard

Intent

Develop a dashboard of agencies' progress toward incentive checks and check presentation timelines.

March 2025 Update¹

The table below shows all Cash for Kilowatts projects that have received incentive application approval.

Project	Incentive Payment	Application Approval Date	Construction Start	Construction End	Estimated Payment Date	Incentive Amount
Joe Baca Middle School LED Lighting Retrofit	1	7/5/2024	6/4/2024	12/20/2024	April 2025	\$88,348.99
	2	7/5/2024	6/4/2024	12/20/2024	Jan. 2026	\$132,523.49
SBCCD Lighting SBVC North Hall	1	2/7/2025	2/12/2025	4/21/2025	Aug. 2025	\$49,947.23
	2	2/7/2025	2/12/2025	4/21/2025	May 2026	\$74,920.85

¹ As of 3/25/2025

The Coachella Valley Association of Governments and San Bernardino Council of Governments have partnered with the Western Riverside Council of Governments to develop I-REN to serve the cities and communities of our region.



SBCCCD Lighting SBVC Library	1	2/24/2025	2/12/2025	4/21/2025	Aug. 2025	\$40,684.40
	2	2/24/2025	2/12/2025	4/21/2025	May 2026	\$61,026.60
Total Committed						\$447,451.56

Incentive Rates

Base Rates

Energy Savings	Base Incentive Rate
kWh	\$0.50
kW	\$200.00
therms	\$1.00

Incentive Kickers

Tiered kWh incentive “kickers” will also be available to encourage deep energy savings (over 15% total savings at the meter) and holistic projects. Additionally, kWh incentives will be doubled for projects that occur at a critical cooling or resiliency center.

In 2024-2025, I-REN offered its maximum incentive rate of \$2.00/kWh for projects that submitted an application.

Total Savings Percentage*	Incentive Rate	Critical/Cooling/Resiliency Center Rate
Up to 15%	\$0.50/kWh	\$1.00/kWh
16-30%	\$0.60/kWh	\$1.20/kWh
31-50%	\$0.70/kWh	\$1.40/kWh
Over 50%	\$1.00/kWh	\$2.00/kWh

* Total project savings will have to pass eligibility criteria as per the NMEC Rulebook



Incentive Payout Timeline

- 3 month project completion incentive - 40% of incentive amount
 - Measures installed and post-installation inspection completed
 - 3 months of data is analyzed and incentive amount determined
- 12 month final incentive - remaining incentive payout
 - 12 months of data is analyzed and remaining incentive amount determined





Western Riverside Council of Governments Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Staff Report

Subject: First Amendment to Professional Services Agreement with Frontier Energy for Implementation Services

Contact: Benjamin Druyon, WRCOG Program Manager, bdruyon@wrcog.us, (951) 405-6727

Date: May 5, 2025

Recommended Action(s):

1. Authorize the Executive Director to execute a First Amendment to the Professional Services Agreement between WRCOG and Frontier Energy for staff augmentation services to support ongoing implementation of I-REN's programs in an amount not-to-exceed \$2,248,519.00, for a term through December 31, 2027.

Summary:

Frontier Energy's existing contract ends on December 31, 2025. I-REN has relied on Frontier's services more extensively than initially expected and will need their continued support through the remainder of the current Business Plan cycle, which ends December 31, 2027. As the next Business Plan is being developed, uninterrupted access to Frontier's services is essential.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to request an amendment to the Professional Services Agreement (PSA) between WRCOG and Frontier Energy for staff augmentation services to support ongoing implementation of I-REN's programs. This effort aligns with WRCOG's 2022-2027 Strategic Plan Goal #6 (Develop and implement programs that support resilience for our region).

Discussion:

Background

Prior to I-REN's existence, WRCOG, the Coachella Valley Association of Governments (CVAG), and the San Bernardino Council of Governments (SBCOG) partnered together to begin the effort of forming a Regional Energy Network to serve the Counties of Riverside and San Bernardino. Part of that effort included hiring a consultant, Frontier Energy, to help guide and implement the steps necessary to accomplish this momentous feat. Once I-REN was formally established, it required implementation and regulatory assistance, so WRCOG, as lead administrator, and Frontier Energy entered into a new PSA

for implementation services.

The original PSA with Frontier Energy was for a term of March 8, 2022, to December 30, 2025, with no more than two options to renew or amend. The compensation under the 2022 PSA is not to exceed \$793,701.

I-REN proposes to amend the original PSA in order to increase the term and compensation to a not-to-exceed amount of \$2,248,519.00, in order to continue providing uninterrupted services through December 31, 2027.

The proposed First Amendment would allow Frontier Energy to continue to meet the needs of I-REN for regulatory consulting support related to the following items, which are detailed in the attached document:

- Consulting services within the scope of the original PSA, for which I-REN requests additional ongoing support.
- Regulatory requirements which have evolved since the signing of the original PSA.

Present Situation

As more agencies in Riverside and San Bernardino Counties become aware of I-REN's offerings, and growth trends continue to increase, the below ongoing services are being utilized more than previously anticipated.

Accounting Services: Beginning in mid-2023, at WRCOG's request, Frontier Energy began providing accounting consulting services for I-REN related to California Public Utilities Commission (CPUC) requirements for tracking and reporting of ratepayer-funded energy efficiency (EE) program expenditures. Staff proposes to continue those services through December 31, 2027, with activities that may include but are not limited to the following:

- Development and implementation of processes and tools to support WRCOG with EE program expenditure tracking in its role as I-REN administrative lead agency.
- Training for WRCOG, CVAG, and SBCOG staff, and I-REN's EE program implementers and other vendors on processes and tools for invoicing and tracking EE program expenditures.
- Processing and compilation of I-REN expenditures into CPUC required reporting format.
- Consulting on best practices for expenditure tracking and reporting processes and tools.

Strategic Planning: At WRCOG's request, Frontier subcontractor BluePoint Planning facilitated an in-person workshop to assist I-REN in refining its goals and priorities for 2025-2027. The workshop involved several stages of planning and execution, including:

1. Coordination and Workshop Planning: Discussed and confirmed process, schedule, objectives, and goals for the workshop.
2. Issues Survey: Developed and administered a survey to I-REN members to inform the workshop participants.
3. Workshop: Conducted a half-day, in-person workshop for I-REN member agencies, including set-up, presentation, tear down, and BluePoint travel.
4. Follow-up and provided summary notes after the workshop.

5. Frontier Energy Attendance: Preparation and travel costs for Frontier Energy staff.

Per the Implementation Plan, the Strategic Plan is to be updated on an annual basis. The Strategic Planning effort is proposed to be repeated annually for the term of the Agreement.

Evaluation, Measurement, and Verification (EM&V): Frontier Energy is proposing Evaluation, Measurement, and Verification (EM&V) Studies designed to inform program target setting and value metrics, and to identify opportunities for enhanced data and measurement collection. Additionally, EM&V findings will assist the Portfolio Administrator (PA) in assessing an implementer's performance against established program goals, CPUC metrics, and PA-determined value metrics. The outcomes of near-term EM&V activities will also inform the Business Plan for 2028-2035, which is to be submitted by February 2026. The contract amendment includes a budget to support.

Regulatory Requirements for Stakeholder Engagement and Reporting: CPUC Decision (D) 23-06-055 introduced an unprecedented number of new regulatory requirements, many of which require the EE portfolio administrators to work together and with stakeholders to prepare reports and advice letters, which will then result in additional regulatory requirements upon CPUC approval. WRCOG proposes to continue supporting these efforts through December 31, 2027.

These stakeholder activities include but are not limited to the following, which are associated with Ordering Paragraphs (OPs) in D.23-06-055:

- OP 2: Joint PAs statewide program portfolio assessment process
- OP 11: Clarification of Equity & Market Support Indicators and Proposed Changes to Common Metrics
- OP 19: Non-energy benefit indicators for equity segment
- OP 23: Demographic Participation Information
- OP 24: Community Engagement Indicators
- OP 25: Equity & Market Support Goal Constructs: Attitude, Knowledge, Awareness, Behavior Indicators
- OP 32: Program Overlap
- OP 31: Community Programs

2028–2035 Strategic Business Plan and 2028–2031 Portfolio Plan: I-REN's next Business Plan filing is due in February 2026. Frontier Energy and BluePoint Planning propose to begin this work early in 2025, with high level tasks including but not necessarily limited to overall project coordination, virtual listening sessions with key stakeholders to inform program updates and/or new programs, as well as support with program ideation, budgeting, savings, and cost-effectiveness analysis, drafting content, and finalizing content for filing.

This work will require significant effort due to at least two major paradigm shifts that have occurred in the EE landscape since the time of I-REN's original Business Plan filing in February 2021.

- New Application Requirements
 - In May of 2021, just a few months following I-REN's first Business Plan submittal, the CPUC issued a decision (D.21-05-031) with major implications for the process to apply for ratepayer funding to offer EE programs as a PA. The Decision established a new four-year filing cycle and bifurcated the Business Plan filing into two separate exhibits that must be

filed as part of an application. The Decision also required more granular detail to be provided as part of the application; where the previous Business Plan template was filed with sector-level plans for the EE portfolio, the new template additionally requires program-level detail. The two narrative exhibits that are now required (in addition to a spreadsheet with savings forecasts, budgets, and metrics) are described below:

- A business plan to cover an eight-year period. The business plan shall serve as a strategic plan for the energy efficiency efforts of the program administrator, and shall contain sector-level strategies, metrics, and an eight-year budget.
 - A four-year program portfolio, beginning with program year 2024. This portion of the application shall contain detailed sector and program strategies; annual budgets, totaling to a four-year revenue requirement; cost-effectiveness showings over the four-year period; and implementation plans, or links to them, for all programs that are currently operating or planned to operate during the four-year portfolio period, with the exception of third-party programs where the contract has not yet been awarded.
- Affordability Crisis for CA Ratepayers
 - California is facing a crisis of energy bill affordability, and that has proved in 2024 to have significant implications for ratepayer-funded EE programs which will continue in the coming years. Two recent results of this crisis (Assembly Bill 3264 and the Governor's Executive Order N-5-24) may have direct impacts on I-REN, and the full ramifications are not yet known as of November 2024.
 - I-REN and all other PAs will be facing scrutiny when they reapply for ratepayer funding for EE programs. Because I-REN filed its first Business Plan in 2021, prior to D.21-05-031, and the other PAs filed in 2022, I-REN is currently authorized for funding through 2027 only. The other PAs are tentatively authorized through 2031. Given these facts, a concerted effort is warranted for I-REN's next Business Plan filing to demonstrate the value that I-REN has delivered with its first round of funding in 2022-2027, and can continue to provide in its next funding period if approved.

For these reasons, staff's recommendation is to authorize the Executive Director to execute a First Amendment to the PSA with Frontier Energy for implementation services through 2027.

Prior Action(s):

April 15, 2025: The I-REN Executive Committee requested that the WRCOG Executive Committee authorize the WRCOG Executive Director to execute a First Amendment to the Professional Services Agreement between WRCOG and Frontier Energy for staff augmentation services to support ongoing implementation of I-REN's programs in an amount not-to-exceed \$2,248,519.00, for a term through December 31, 2027.

Financial Summary:

Activities related to the amendment to the PSA with Frontier Energy will be added to the Fiscal Year 2025/2026 and subsequent budgets once approved by the WRCOG Executive Committee.

Attachment(s):

[Attachment 1 - First Amendment to the PSA with Frontier Energy](#)

**FIRST AMENDMENT TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
AND
FRONTIER ENERGY, INC.**

1. PARTIES AND DATE.

This First Amendment is made and entered into this 5th day of May 2025, by and between the Western Riverside Council of Governments, a California public agency (“WRCOG”) and Frontier Energy, Inc., a California Corporation and professional services firm delivering energy efficiency, market transformation, and transportation solutions through technical consulting, program development and implementation, and technology development (“Consultant”). WRCOG and Consultant are sometimes individually referred to as “Party” and collectively as “Parties.”

2. RECITALS.

2.1 Master Agreement.

WRCOG and Consultant have entered into that certain Professional Services Agreement dated March 30, 2022 (“Master Agreement”).

2.2 First Amendment.

WRCOG and Consultant desire to enter into this First Amendment for the purposes of extending the term of the Master Agreement, updating exhibits, and providing additional compensation for ongoing energy efficiency support as it pertains to WRCOG’s Regional Energy Network development (“Services”).

3. AMENDMENTS.

3.1 Extension of Agreement Term.

Through this Amendment, the Parties hereby exercise their first option to renew the Master Agreement for two (2) additional years. The term of the Master Agreement is hereby extended to December 31, 2027, with no more than one (1) remaining option to renew or amend unless earlier terminated as provided in the Master Agreement.

3.2 Additional Compensation.

Per Section 3.3.1 of the Master Agreement, the original compensation amount pursuant to the Agreement shall not exceed Seven Hundred Ninety-Three Thousand Seven Hundred One Dollars (\$793,701.00). This amendment increases the total compensation amount for the Services performed under the Agreement and this First Amendment to a total not to exceed amount of Two Million Two Hundred Forty-Eight Thousand Five Hundred Nineteen Dollars (\$2,248,519.00) without written approval of WRCOG’s Executive Director. Work shall be performed in manner that is consistent with the Scope of Services, Schedule of Services and

Compensation set forth in Exhibits “A”, “B” and “C”, respectively, to the Master Agreement. The Services shall be more particularly described in the individual Task Order issued by WRCOG or its designee. No Services shall be performed unless authorized by a fully executed Task Order.

3.3 Replacement of Exhibits.

Exhibits “A”, “B”, and “C” of the Master Agreement are hereby deleted and replaced with Exhibits “A”, “B”, and “C” attached hereto this First Amendment. Said exhibits are hereby incorporated into this First Amendment by this reference.

3.4 Continuation of Existing Provisions.

Except as amended by this First Amendment, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the Parties under this First Amendment.

3.5 Counterparts.

This First Amendment may be executed in duplicate originals, each of which is deemed to be an original, but when taken together shall constitute one instrument.

3.6 Electronic Delivery of Agreement; Electronic Signatures.

A manually signed copy of this First Amendment which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this First Amendment for all purposes. This First Amendment may be signed using an electronic signature.

[Signatures on the following page]

**SIGNATURE PAGE TO
FIRST AMENDMENT TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
AND
FRONTIER ENERGY, INC.**

IN WITNESS WHEREOF, the Parties hereto have made and executed this First Amendment as of the date first written above.

WRCOG

WESTERN RIVERSIDE COUNCIL
OF GOVERNMENTS

By: _____
Dr. Kurt Wilson
Executive Director

CONSULTANT

Frontier Energy Inc.

By: Jean Krausse
Jean Krausse
Vice President

Approved to Form:

By: _____
Steven C. DeBaun
General Counsel

ATTEST:

By: Jeremy Springer
Jeremy Springer
Chief Financial Officer

Exhibit "A"

SCOPE OF WORK

The Coachella Valley Association of Governments (CVAG), San Bernardino Council of Governments (SBCOG), and the Western Riverside Council of Governments (WRCOG) will need the Consultant to assist with the development and implementation of a Regional Energy Network (REN) within San Bernardino County and Riverside County. This project will need the Consultant to assist with the drafting, reviewing, and submitting of an Implementation Plan to the CPUC; assisting with the development of the Mid Cycle and True Up Advice Letters MCAL and TUAL); assisting with the development of Joint Cooperation Memos (JCMs) that will involve coordination between the IOUs and other PAs in I-RENs service territory; drafting / review of energy efficiency metrics filing(s); and assistance with various activities involved with implementation of the REN.

Specifically, CVAG, SBCOG, and WRCOG are expecting the Consultant to perform, but not be limited to performing, the following work:

I-REN Implementation Plan Development

1. **Implementation Plan Development** – Consultant will assist with development of the required Implementation Plan based upon final CPUC developed template. Implementation Plan support will include adjusting / refining calculations for energy savings and Total Resource Cost (TRC) that will be implemented in the RENs program and the COGs portfolio; developing program logic models and process flows; confirming appropriateness of applicable work papers, software tools and other supports required to claim savings. Work done will include but is not limited to:

- a. Facilitate kick-off meeting
- b. Facilitate routine meetings between Frontier and I-REN teams
- c. First Draft of Implementation Plan
- d. First Draft revisions
- e. Second Draft
- f. Second Draft revisions
- g. Coordination with I-REN teams
- h. Final Draft Implementation

I-REN Program Launch

1. **Mid Cycle and True Up Advice Letters (MCAL and TUAL)** – Consultant will assist with the development and submittal of the MCAL and TUAL. The work done on these advice letters includes providing feedback on program budgets, sector level metrics, and proposed program and portfolio changes. Work done will include but is not limited to:

- a. Facilitate coordination meetings
- b. Annual true-up forecast
- c. Update technical inputs, revise goals and savings forecast
- d. True-up portfolio components
- e. CPUC meeting support
- f. CPUC filing support as needed

2. **Metrics Filings** – Consultant will support the COGs with the final set of energy efficiency business plan metrics based upon the final CPUC required portfolio and sector level metrics and other REN identified metrics. Work done will include but is not limited to:
 - a. Coordination meetings
 - b. Select metrics, indicators, and alignment for segment level metrics
 - c. Data collection, gathering, and analysis
 - d. Calculate baseline
 - e. Identify and set targets
 - f. Quarterly collection and review
 - g. Annual calculation and reporting

3. **Utility Joint Cooperation Memo** – Consultant will assist with the development of the Joint Cooperation Memo between the lead agency, SCE, SoCal Gas, and other agencies where relevant.
 - a. Coordination meetings
 - b. JCM all parties meeting
 - c. Quarterly coordination - all parties
 - d. Annual updates - first draft
 - e. Annual updates - first revisions
 - f. Annual updates - second draft
 - g. Annual updates - second revisions
 - h. Finalize and file annual update

4. **Ongoing Support** – The Consultant will act as the lead consultant and will assist the COGs with support in the fields of administrative, technical, and regulatory, based upon the RENs ongoing needs. Ongoing support would include, but not be limited to:
 - Drafting RFPs for each sector and for related sector tasks (i.e. website development, software development, marketing and outreach, etc.).
 - Presentations to various agencies (i.e. Community Based Organizations, Faith Based Organizations, local governments, Chamber of Commerce Committees, and other committees.).
 - Coordination with other consultants for development and implementation of programs.
 - Services related to marketing, education, and outreach for the entire I-REN and individual sectors and subprograms.
 - Ongoing support will cover a wide array of activities, including:
 - CPUC monthly, quarterly and annual reporting
 - Implementation Plan updates
 - Metrics reporting
 - Representation, attendance and reporting at technical and regulatory meetings as identified and needed, including but not limited to:
 - Ad hoc Working Group meetings
 - California Energy Efficiency Coordinating Committee meetings
 - Reporting Peer Coordinating Group
 - Provide technical and consulting support based upon identified and ongoing needs, including:
 - CPUC reporting
 - Procurement
 - Marketing
 - Database development, management, reporting, and updates
 - Contractor and/or implementer management support including schedules, budget and spend tracking
 - Contractor and/or implementer reporting coordination

- Recurring meetings
- CPUC meeting support
- CPUC evaluation coordination
- CPUC data request
- CAEECC meetings
- Regulatory consulting
- Strategic funding consulting
- CPUC monthly reporting
- CPUC quarterly reporting
- CPUC annual true-up reporting
- CPUC annual report - narrative
- CPUC annual report - claims
- Program design consulting
- Annual implementation plan review and maintenance
- Other services requested within the existing scope include but are not necessarily limited to the following:
 - Accounting assistance and financial templates
 - Evaluation, measurement and verification (EM&V) support
 - Organizational strategic planning and events
 - Strategic Business Plan, Portfolio Plan, and technical inputs development for funding application to CPUC
 - Stakeholder engagement and advice letter requirements from recent CPUC decisions
 - Outreach to HVAC trades in I-REN territory

As part of the ongoing support, the Consultant shall assist with the development and implementation of identified sector programs listed below, and required metrics and reporting for the following:

- 1) **Public Sector and related Subprograms** – assist with implementing a Public Sector program and related subprograms for the purpose of achieving local and State Energy Efficiency goals. Consultant services in support of this category relate to implementation of the following program elements in accordance with the approved Program Implementation Plan (PIP):
 - a. Public Sector/Government Building Retrofit Program
 - b. Building Upgrade Concierge Program (BUC)
 - c. Establish incentives and leverage existing financing mechanisms
 - d. Marketing, education and outreach
 - e. Develop or enhance strategic energy plans
 - f. Develop Energy Efficiency and Distributed Energy resource programs
 - g. Develop incentive programs based on EE savings
 - h. Create and track Energy Savings and Cost-Effectiveness metrics
- 2) **Codes & Standards Sector and Subprograms** – assist with implementing a dynamic and targeted set of programs to assist local government agencies in better understanding and enforcing energy building codes.
 - a. Support local jurisdictions' building departments to better understand, manage, and enforce energy code compliance
 - b. Engage and support local builders and the building industry to comply with energy codes

- c. Provide regional tools, training, and resources to promote energy codes for long-term compliance
 - d. Develop training curriculum to address gaps in compliance with current requirements
 - e. Develop an online Code Hub community for sharing best practices
 - f. Identify and address areas of greatest need for improved code compliance with local governments
 - g. Develop strategies to improve consistency in code enforcement and compliance resources across the region
 - h. Evaluate and develop model ordinances and policies for use regionally
- 3) **Workforce, Education & Training (WE&T) Sector and Subprograms** – assist with implementing programs to ensure there is a trained workforce to support and realize energy efficiency savings goals across sectors following program elements in accordance with the approved PIP:
- a. Establish local partnerships with existing and potential training providers in the region to deliver targeted, equitable, and relevant energy efficiency training for contractors and other industry stakeholders
 - b. Facilitate industry engagement and development of job pathways to identify demand and jobs for a trained workforce
 - c. Identify and build partnerships with organizations and agencies related to education and training to achieve success with I-REN's WE&T initiatives
 - d. Ensure there is a trained workforce to support and realize energy efficiency savings goals across sectors
 - e. Develop and track quantifiable measures to show program effectiveness
 - f. Facilitate the development of multiple sites/delivery mechanisms for contractor and industry training programs
 - g. Convene and engage partners and organizations to define and establish a green workforce
 - h. Reinforce pathways from high school, trade schools, and colleges into jobs in the energy efficiency workforce
 - i. Assist with data collection, research, and metrics for developing strategies and for reporting effectiveness of programs

EXHIBIT “B”

SCHEDULE OF SERVICES

Project Schedule for Calendar Years 2025-2027

Task		2025				2026				2027			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Task 1 – I-REN Implementation Plan Development													
1.1	Implementation Plan Development												
Task 2 – I-REN Program Launch													
2.1	Mid Cycle and True Up Advice Letters												
	Mid-cycle advice letter (Fall 2025)												
	True-up advice letter (Fall 2027)												
2.2	Metrics Filings												
2.3	Utility Joint Cooperation Memo												
2.4	Ongoing Support												

Note: schedule subject to change based on updates to regulatory requirements.

EXHIBIT “C”

COMPENSATION BILLING RATES

Frontier Energy Billing Rates (\$)

Category	2025	2026	2027
President	343	364	398
Vice President	338	358	391
Sr. Director	338	358	391
Director / Principal Consultant	316	335	366
Sr. Manager / Engineering Manager	281	298	326
Manager	249	264	289
Sr. Engineer / Sr. Program Mgr	227	241	263
Engineer / Program Mgr	189	200	218
Sr. Program Consultant / Sr. Analyst	172	182	199
Program Consultant / Analyst	149	158	172
Sr. Program Coordinator / Sr. Technician	126	134	146
Program Coordinator / Technician	109	116	127
Program Associate / Direct Install Technician	91	96	105
Administrative	80	80	80

1. All rates in US Dollars and Subject to Change at the Discretion of Frontier Energy, Inc.
2. Materials, supplies, and travel billed at actual cost.
3. Mileage billable at the allowable IRS rate.

BluePoint Planning Billing Rates (\$)

Category	2025	2026	2027
Principal	220	230	245
Senior Consultant	195	205	215
Senior Associate	170	180	185
Associate	150	160	165
Project Assistant	130	135	145

1. Rates increase 5% per year and round to the nearest \$5.



Western Riverside Council of Governments Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Staff Report

Subject: First Amendment to a Professional Services Agreement with The Energy Coalition for Public Sector Services

Contact: Benjamin Druyon, Program Manager, bdruyon@wrcog.us, (951) 405-6727

Date: May 5, 2025

Recommended Action(s):

1. Authorize the Executive Director to execute a First Amendment to the Professional Services Agreement between WRCOG and The Energy Coalition for staff augmentation services to support ongoing implementation of I-REN's Public Sector programs in an amount not-to-exceed \$17,762,942.00, for a term through December 31, 2027.
-

Summary:

WRCOG's Professional Services Agreement (PSA) with The Energy Coalition (TEC) ends December 31, 2025, but I-REN has relied on their services more than expected. To support ongoing Public Sector growth, I-REN requires uninterrupted TEC support through the current Business Plan cycle, ending December 31, 2027.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to request an amendment to the PSA between WRCOG and TEC for staff augmentation services to support the ongoing implementation of I-REN's Public Sector programs. This effort aligns with WRCOG's 2022-2027 Strategic Plan Goal #6 (Develop and implement programs that support resilience for our region).

Discussion:

Background

In January 2023, WRCOG entered into a PSA with TEC for the development and implementation of Public Sector programs for an amount not-to-exceed \$7,500,000.00 through December 2025. TEC has been instrumental in developing I-REN's two Public Sector programs: the Technical Assistance Program and the Normalized Metered Energy Consumption (NMEC) incentive program, publicly known as Cash For Kilowatts.

As I-REN has evolved and grown and continues to engage with more agencies in Riverside and San Bernardino Counties, the need for TEC's ongoing services has also evolved and grown. The first two years of I-REN's implementation focused on the development of programs and consisted of many orientations, workshops, and cooperation with other RENs and state agencies to increase awareness of I-REN and its offerings. I-REN began attending multiple events throughout the region to boost interest in program offerings, and began performing multiple energy efficiency audits. Staff quickly became aware of staffing capacity challenges. To resolve these challenges, I-REN reached out to TEC with a request that TEC provide more help within its existing Scope of Work (SOW), by providing augmented staffing services. TEC's augmented staff support person acts as a representative on behalf of an I-REN partner within the I-REN region, leading stakeholder engagement and building positive working relationships with peers and I-REN partner agencies. These augmented staffing services would assign additional TEC staff to I-REN's partner agencies to engage and facilitate ongoing efforts in I-REN's Public Sector programs.

Present Situation

I-REN is now into its third year of implementation and program activity continues to increase. I-REN's Public Sector programs have been a great success and the Cash For Kilowatts incentive Program is now starting to secure projects and pay incentives. TEC's augmented staffing services have been a much needed resource as staffing challenges are still present. Along with TEC's existing SOW for an additional two years, staff proposes the following expanded SOW for this amendment:

- Lead engagement activities with Inland Empire I-REN partner member agencies to build rapport and strong relationships to drive program participation.
- Establish and maintain positive working relationships with program participants, partners, program stakeholders, and utility representatives.
- Assist in educating participating public agencies about I-REN and work with agency representatives on a project-by-project basis to customize services to the participants' needs.
- Attend all I-REN Public Sector meetings (if I-REN partner staff are unable to attend).
- Create / generate language for emails.
- Set-up meetings with I-REN partner agencies as necessary.
- Assist with data gathering for I-REN partner agencies' Energy Resilience Roadmaps and benchmarking efforts.
- Stay up-to-date and maintain communication throughout all stages of I-REN partner agencies' project lifecycles, including energy audits, funding and financing, construction phase, and project completion stage.
- Provide data for I-REN partners and program reporting, including support with staff reports for committee / board meetings.
- Participate in recurring meetings with I-REN partner staff and track and report out on I-REN partner agency progress.
- Problem-solve and think creatively to help agencies overcome barriers to funding, financing, and implementing all viable energy efficiency strategies.

TEC's current contract is for an amount not-to-exceed \$7,500,000.00 through December 31, 2025. As I-REN prepares to submit a new Business Plan for the 2028-2035 funding cycle, staff would like to continue momentum with its successes without interruption by extending the existing TEC contract through the end of the 2022-2027 funding cycle. The amendment will increase the not-to-exceed amount to \$17,762,942 for an additional two years of services through December 31, 2027, and include

the expanded SOW listed above. If I-REN's 2028-2035 Business Plan is approved, I-REN will reevaluate its contracts at that time.

Staff's recommendation is to authorize the Executive Director to execute a First Amendment to the PSA with The Energy Coalition for Public Sector services through 2027.

Prior Action(s):

April 15, 2025: The I-REN Executive Committee recommended that the WRCOG Executive Committee authorize the WRCOG Executive Director to execute a First Amendment to the Professional Services Agreement between WRCOG and The Energy Coalition for staff augmentation services to support ongoing implementation of I-REN's Public Sector programs in an amount not-to-exceed \$17,762,942.00, for a term through December 31, 2027.

Financial Summary:

Activities related to the amendment to the PSA with The Energy Coalition for Public Sector services will be added to the Fiscal Year 2025/2026 and subsequent budgets once approved by the WRCOG Executive Committee.

Attachment(s):

[Attachment 1 - First Amendment to the PSA with TEC](#)

Attachment

2025-04 WRCOG First Amendment
to the PSA with TEC

**FIRST AMENDMENT TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
AND
THE ENERGY COALITION**

1. PARTIES AND DATE.

This First Amendment is made and entered into this 5th day of May 2025, by and between the Western Riverside Council of Governments, a California public agency (“WRCOG”) and The Energy Coalition, a California 501(c)3 non-profit and professional services firm delivering energy efficiency, market transformation, and financial solutions through technical consulting, program development and implementation, and technology development (“Consultant”). WRCOG and Consultant are sometimes individually referred to as “Party” and collectively as “Parties.”

2. RECITALS.

2.1 Master Agreement.

WRCOG and Consultant have entered into that certain Professional Services Agreement 2023-80-2080-001 dated January 17, 2023 (“Master Agreement”).

2.2 First Amendment.

WRCOG and Consultant desire to enter into this First Amendment for the purposes of extending the term of the Master Agreement, updating exhibits, and providing additional compensation for ongoing energy efficiency support as it pertains to WRCOG’s Regional Energy Network development (“Services”).

3. AMENDMENTS.

3.1 Extension of Agreement Term.

Through this Amendment, the Parties hereby exercise their first option to renew the Master Agreement for two (2) additional years. The term of the Master Agreement is hereby extended to December 31, 2027, with no more than one (1) remaining option to renew or amend unless earlier terminated as provided in the Master Agreement.

3.2 Additional Compensation.

Per Section 3.3.1 of the Master Agreement, the original compensation amount pursuant to the Agreement shall not exceed Seven Million Five Hundred Thousand Dollars (\$7,500,000). This amendment increases the total compensation amount for the Services performed pursuant to the Agreement and this First Amendment to a total not to exceed amount of Seventeen Million Seven Hundred Sixty-Two Thousand Nine Hundred Forty Two Dollars (\$17,762,942) without written approval of WRCOG’s Executive Director. Work shall be performed in manner that is consistent with the Scope of Services, Schedule of Services and Compensation set forth in

Exhibits “A”, “B” and “C”, respectively, to the Master Agreement. The Services shall be more particularly described in the individual Task Order issued by WRCOG or its designee. No Services shall be performed unless authorized by a fully executed Task Order.

3.3 Addition of Exhibit E.

Exhibit “E” (“Contract Extension Memo”) is hereby added to the Master Agreement and incorporated into this First Amendment by this reference.

3.4 Continuation of Existing Provisions.

Except as amended by this First Amendment, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the Parties under this First Amendment.

3.5 Counterparts.

This First Amendment may be executed in duplicate originals, each of which is deemed to be an original, but when taken together shall constitute one instrument.

3.6 Electronic Delivery of Agreement; Electronic Signatures.

A manually signed copy of this First Amendment which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this First Amendment for all purposes. This First Amendment may be signed using an electronic signature.

[Signatures on the following page]

**SIGNATURE PAGE TO
FIRST AMENDMENT TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
AND
THE ENERGY COALITION**

IN WITNESS WHEREOF, the Parties hereto have made and executed this First Amendment as of the date first written above.

WRCOG

WESTERN RIVERSIDE COUNCIL
OF GOVERNMENTS

By: _____
Dr. Kurt Wilson
Executive Director

CONSULTANT

THE ENERGY COALITION



By: _____
Craig Perkins
President / Executive Director

APPROVED AS TO FORM:

By: _____
Steven C. DeBaun
General Counsel
Best Best & Krieger, LLP

Exhibit "E"

CONTRACT EXTENSION MEMO



525 Technology Drive, Ste 350

Irvine, CA 92618

949-732-1096

energycoalition.org

To Casey Dailey:

The Energy Coalition (TEC) is pleased to continue its work in partnership with the Western Riverside Council of Governments (WRCOG) to implement the Inland Regional Energy Network (I-REN) Public Sector programs. By providing no-cost energy efficiency services to public agencies across Riverside and San Bernardino Counties, I-REN is helping build capacity and knowledge that empowers member agencies to become community leaders in energy best practices, while funding holistic energy projects at critical community facilities.

Please find attached as requested:

- Attachment 1: Expanded Scope of Work for COG Staff Support (2024-2027)
- Attachment 2: TEC Total NTE for Contract Period (2023-2027)
- Attachment 3: Updated TEC staff rates for 2026-2027

Sincerely,

Lauren Seymour



Attachment 1: Expanded Scope of Work for COG Staff Support (2024-2027)

The Energy Coalition COG staff support person acts as a representative on behalf of a Council of Government (COG) within the Inland Regional Energy Network (I-REN) region, leading stakeholder engagement and building positive working relationships with peers and COG member public agencies. Specific duties are listed below.

- Lead engagement activities with Inland Empire COG member agencies to build rapport and strong relationships to drive program participation.
- Establish and maintain positive working relationships with program participants, partners, program stakeholders, and utility representatives.
- Assist in educating participating public agencies about the I-REN program and work with agency representatives on a project-by-project basis to customize services to the participants' needs.
- Attend all I-REN Public Sector meetings (if COG staff unable to attend).
- Create/generate language for emails.
- Set up meetings with COG member agencies as necessary.
- Assist with data gathering for COG member agencies' Energy Resilience Roadmaps and benchmarking efforts.
- Stay up to date and maintain communication throughout all stages of COG member agencies' project lifecycles, including energy audits, funding and financing, construction phase, and project completion stage.
- Provide data for COG and program reporting, including support with staff reports for committee/board meetings.
- Participate in recurring meetings with COG staff and track and report out on COG member agency progress.
- Problem-solve and think creatively to help agencies overcome barriers to funding, financing, and implementing all viable energy efficiency strategies.

Total expanded scope amount 2024-2027: \$1,412,000-average 25 hours/week of two project managers' time for two COGs

- 2024 scope amount: \$248,000 (8 months)
- 2025 scope amount: \$372,000 (12 months)
- 2026-2027 scope amount: \$792,000



Attachment 2: TEC Total NTE for Contract Period (2023-2027)

TEC’s total not-to-exceed (NTE) for contract periods 2023-2025 is currently \$7,500,000¹. In 2024, WRCOG authorized an additional \$248,000 in budget for additional COG services not included in the original contract scope. In 2025, an additional \$372,000 was approved for these same additional COG services. No amendments to the original contract were made to reflect these scope and budget increase approvals. With the additional COG services scope described in Attachment 1, the total 2023-2025 NTE should be amended to equal \$8,120,000.

WRCOG requested TEC’s budget forecast necessary to support the contract another 2 years into 2026-2027. **The new total NTE requested, inclusive of budget for years 2023-2027 is \$17,762,942.** These budget breakdowns are reflected in Table 1 below.

The 2026-2027 budget accounts for annual bill rate increases of 2.8% on average over the full contract period for the most billed titles² (no rate increases were authorized by WRCOG in 2024-2025). See Attachment 3 for updated TEC rates requested to be effective January 1, 2026. The budget also accounts for an anticipated increase in engineering expenses due to increased project development and implementation expenses among various agency types across the region as I-REN programs continue to ramp up. On average, public agency projects take 2-3 years from identification to completion. For example, a project identified through an Energy Resilience Roadmap in 2024 will likely complete in 2026-2027, with technical assistance for project development and closeout over those 2-3 years. Completed and anticipated technical assistance activities are shown in Figure 1 below.

Table 1: TEC NTE for contract periods 2023-2025 and 2026-2027

Program Services	2023-2025 Budget	2026-2027 Budget
Original Contract NTE - '23-'25	\$7,500,000	N/A
Additional Budget Request for '26-'27	N/A	\$8,850,942
Additional COG services	\$620,000 ³	\$792,000
Total Budgets by Period	\$8,120,000	\$9,642,942
Total Amended Contract NTE (2023-2027)	\$17,762,942	

¹ Per WRCOG Professional Services Agreement 2023-80-2080-001

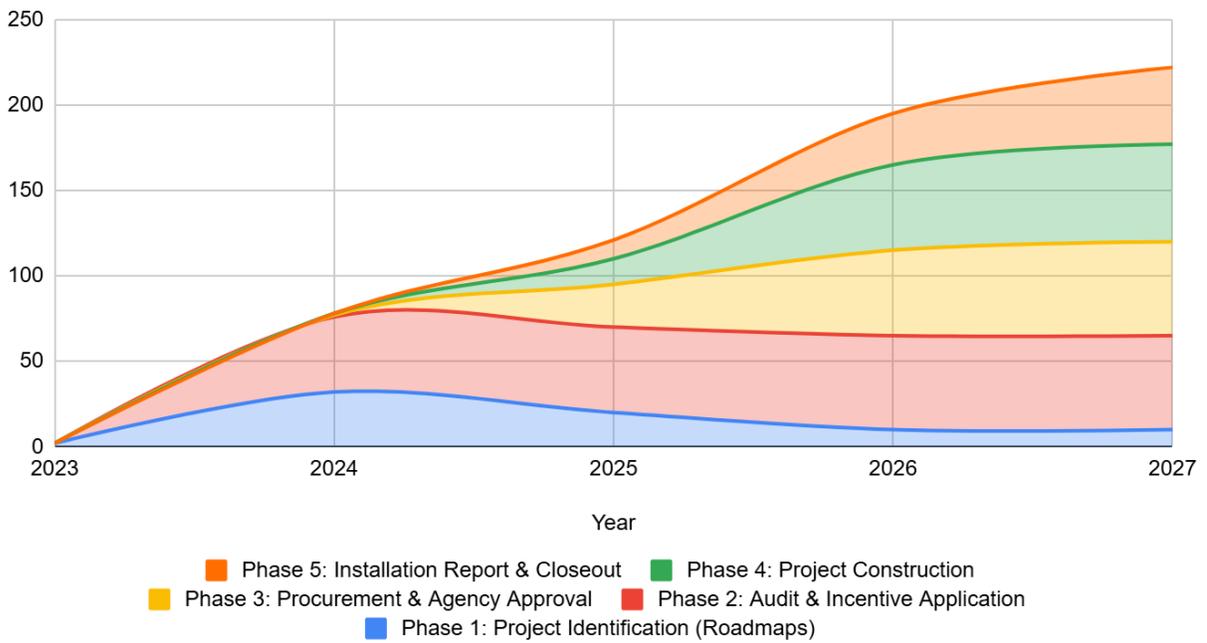
² Assistant Director, Program Manager, Sr. Project Manager, Project Manager, Sr. Project Coordinator, and Project Coordinator

³ For 8 months in 2024 and 12 months in 2025, see Attachment 1



Figure 1: Completed and anticipated technical assistance activities

I-REN Technical Assistance Activities (2024-2027)





Attachment 3: Updated TEC Staff Rates for Years 2026-2027

IREN Titles	TEC Rates (2023-2025)	TEC Rates (2026-2027)	Total Rate Increase	Average Year-Over-Year Rate Increase (2023-2027)
Executive	\$300	\$331	10.3%	2.1%
Vice President	\$270	\$298	10.4%	2.1%
Director	\$220	\$244	10.9%	2.2%
Assistant Director	\$210	\$234	11.4%	2.3%
Program Manager	\$180	\$202	12.2%	2.4%
Project Accountant	\$115	\$128	11.3%	2.3%
Sr. Project Manager	\$160	\$180	12.5%	2.5%
Program Analyst	\$145	\$165	13.8%	2.8%
Project Manager	\$145	\$165	13.8%	2.8%
Sr. Project Coordinator	\$110	\$128	16.4%	3.3%
Accounting Supervisor	\$155	\$175	12.9%	2.6%
Project Analyst	\$110	\$128	16.4%	3.3%
Project Coordinator	\$85	\$101	18.8%	3.8%
Controller	\$200	\$225	12.5%	2.5%
Project Assistant	\$60	\$68	13.3%	2.7%
Average of most billed titles (bolded above):				2.8%



Western Riverside Council of Governments Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Staff Report

Subject: First Amendment to Professional Services Agreements for I-REN On-Call Workforce, Education & Training services with The Energy Coalition and Riverside Community College District

Contact: Tyler Masters, Program Manager, tmasters@wrcog.us, (951) 405-6732

Date: May 5, 2025

Recommended Action(s):

1. Authorize the Executive Director to execute a First Amendment to the I-REN On-Call Professional Services Agreement between WRCOG and The Energy Coalition for staff augmentation services to support implementation of workforce assessments recommendations in an amount not-to-exceed \$735,000, for a term through December 31, 2027.
2. Authorize the Executive Director to execute a First Amendment to the I-REN On-Call Professional Services Agreement between WRCOG and the Riverside Community College District for support to I-REN with workforce assessment, working group implementation and facilitation services, and other support services in an amount not-to-exceed \$600,000, for a term through December 31, 2027.

Summary:

In January 2025, I-REN completed its Energy Workforce Gaps Assessment, identifying four key recommendations prioritized by the I-REN Executive Committee. To effectively implement these, staff recommends amending the Professional Services Agreements with The Energy Coalition and the Riverside Community College District.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to amend current contracts with The Energy Coalition and the Riverside Community College District to continue I-REN Workforce Sector support through 2027. This effort aligns with WRCOG's 2022-2027 Strategic Plan Goal #6 (Develop and implement programs that support resilience for our region).

Discussion:

Background

On September 18, 2023, I-REN's Workforce, Education & Training (WE&T) Sector launched its first program, the I-REN Energy Fellowship. During the development of the Fellowship Program, staff continued to assess other WE&T Sector program initiatives (i.e., energy certification, and workforce training programs) for future program development opportunities. As part of this informal assessment, staff have met with numerous local organizations and developed relationships with various educational institutions, workforce & economic development organizations, training providers, and community-based organizations specialized in supporting job paths in energy fields.

Two key insights identified were:

1. The need to develop an Energy Workforce Gaps Assessment to guide future workforce resource deployment, and;
2. Convening of an Energy Workforce Roundtable to support in the identification of energy workforce resources currently available as well as the gaps that enhancement of existing programs or development of new programs could fill to foster stronger energy workforce education and training.

On February 5, 2024, The Executive Committee entered into a Professional Services Agreement with The Energy Coalition for the development of an I-REN Energy Workforce Gaps Assessment, and the Riverside Community College District (the administrator of the Inland Empire Desert Regional Consortium) for the development, implementation, and facilitation of quarterly I-REN Workforce Roundtable meetings.

Present Situation

In January 2025, the I-REN Energy Workforce Gaps Assessment was finalized. Insight from I-REN Workforce Roundtables played a key part in the thorough development of the Assessment. With the completion of the Assessment and successful development of the Roundtables, I-REN continues to expand its partnerships to ensure the equitable deployment of resources toward the initiatives that support the key recommendations identified in the Assessment. This will require additional support. As such, I-REN proposes the following expanded Scopes of Work for The Energy Coalition to support in staff augmentation services and the Riverside Community College District for regional energy sector workforce navigation:

- The Energy Coalition will provide enhanced services that include the implementation of strategies and tactics that meet the need of the key recommendations identified in the Assessment and prioritized by the I-REN Executive Committee.
 - **Connect job seekers to training providers.** Feedback from energy employers and assessments of local training institutions indicate that job seekers—particularly in underserved and rural areas—face significant barriers in acquiring the necessary skills, training, and certifications to secure stable employment in the energy industry.
 - **Provide support services to make training and certification more attainable.** The Assessment revealed that job applicants often need more skills / certifications to meet the region's energy workforce needs but that they face significant barriers to obtaining the required certifications. Training institutions in the region currently have only a small number of accessible resources for the energy workforce. Workers in more populous areas have greater access to training centers than those in high- and low-desert communities, who often need help to obtain training due to the distance between their employment areas and larger workforce hubs.

- **Strengthen the regional education and training pipeline from K-12 to energy employment.** To address energy employers' needs and workers' skills gaps, I-REN should collaborate with K-12 educational institutions to create a seamless education-to-career pipeline, offering localized training programs that focus on the skills needed for in-demand energy roles.
 - **Strengthen collaboration between employers and workforce development organizations to assess training effectiveness.** Currently, there are few opportunities for employers, workforce development organizations, and educational institutions to collaborate directly on strategies for building an energy-focused workforce. To build a strong energy workforce infrastructure, I-REN should foster stronger partnerships between local educational institutions, employers, and workforce development organizations to ensure that training programs align with regional industry needs.
- The Riverside Community College District, as the administrator of the Inland Empire Desert Regional Consortium (IEDRC), a coalition of the 12 community colleges in Riverside and San Bernardino Counties, will provide enhanced energy sector navigation services that will respond to identified regional energy workforce needs, expand collaboration, and maximize impact to industry and workforce stakeholders.
 - IEDRC will serve as the connectivity hub amongst the otherwise often disparate entities within the regional energy workforce space and leverage IEDRC's existing portfolio of policy, education and training resources and teams. Drawn from regional, statewide, and national energy industry experience, these navigation services will provide essential sector expertise that will connect to and empower other key regional stakeholders which offer more generalized client services and career guidance.
 - Develop a "Beyond the Walls" framework that will integrate workforce education, training, marketing, and outreach into a cohesive engagement strategy, effectively communicating employer hiring needs and their broader impact on jobs, education, and the economy. By leveraging industry facilities as "Living Laboratories" connected to community colleges, this approach strengthens career pathways and enhances awareness of the regional workforce development ecosystem.

On-Call Professional Service Agreements are established with specific language stating that specific work is authorized through a task work order process, and that WRCOG, as I-REN's contract administrator, is under no obligation to provide the funding as set in the On-Call Agreement until a task order is issued. As an On-Call Agreement, these contracts do not create an obligation that work will be assigned but rather set a maximum limit for work to be authorized. In the case that the need for this work does not arise, WRCOG is under no obligation to provide this funding to these professional service providers.

Prior Action(s):

April 15, 2025: The I-REN Executive Committee recommended that the WRCOG Executive Committee authorize the WRCOG Executive Director to 1) execute a First Amendment to the On-Call Professional Services Agreement between WRCOG and The Energy Coalition for staff augmentation services to support implementation of workforce assessments recommendations in an amount not-to-exceed \$735,000, for a term through December 31, 2027; and 2) execute a First Amendment to the On-Call Professional Services Agreement between WRCOG and Riverside Community College District for

support to I-REN with workforce assessment, working group implementation and facilitation services, and other support services in an amount not-to-exceed \$600,000, for a term through December 31, 2027.

Financial Summary:

Activities related to the PSA amendments with The Energy Coalition for Public Sector Services will be added to the Fiscal Year 2025/2026 and subsequent budgets once approved by the WRCOG Executive Committee.

Attachment(s):

[Attachment 1 - First Amendment to The Energy Coalition PSA](#)

[Attachment 2 - First Amendment to Riverside Community College PSA](#)

Attachment

First Amendment to Professional
Services Agreement for On-Call
Services between Western Riverside
Council of Governments and The
Energy Coalition Contract Number
2024-67-2080-003

**FIRST AMENDMENT TO
PROFESSIONAL SERVICES AGREEMENT
FOR ON-CALL SERVICES
BETWEEN
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
AND
THE ENERGY COALITION
CONTRACT NUMBER 2024-67-2080-003**

1. PARTIES AND DATE.

This First Amendment is made and entered into this 5th day of May 2025, by and between the Western Riverside Council of Governments, a California public agency (“WRCOG”) and **The Energy Coalition (TEC), 501(c)3 nonprofit** (“Consultant”). WRCOG and Consultant are sometimes individually referred to as “Party” and collectively as “Parties.”

2. RECITALS.

2.1 Master Agreement.

WRCOG and Consultant have entered into that certain Professional Services Agreement dated February 14, 2024 (“Master Agreement”).

2.2 First Amendment.

WRCOG and Consultant desire to enter into this First Amendment for the purpose of extending the Master Agreement length and providing additional compensation for ongoing development and deployment of Workforce Education and Training program initiatives as it pertains to WRCOG’s Inland Regional Energy Network (“Services”).

3. TERMS.

3.1 Extending Master Agreement Length.

Per Master Agreement Section 3.1.2, the term of the Master Agreement is from February 5, 2024, to June 30, 2026. Additionally, WRCOG shall have the unilateral option, at its sole discretion, to renew the Agreement for no more than one (1) additional one-year term. The Parties may, by mutual, written consent, extend the term of the Agreement if necessary to complete the Services. This amendment extends the Master Agreement term to December 31, 2027, to continue the scope of work as described in Exhibit “A” of this First Amendment.

3.2 Additional Compensation.

Per Section 3.3.1 of the Master Agreement, the original compensation amount for all Task Orders issued pursuant to the Agreement, shall not exceed One Hundred Seventy-Five Thousand Dollars (\$175,000). This amendment increases the total compensation amount for Services performed and Task Orders issued pursuant to the Agreement and this First Amendment to a total not to exceed amount of **Seven-Hundred Thirty-Five Thousand Dollars (\$735,000)** without

written approval of WRCOG's Executive Director. Work shall be performed in a manner that is consistent with the Master Agreement's Scope of Services and the Schedule of Services and Compensation as set forth in Exhibit "A" and "B" of this First Amendment. The Scope of Services shall be more particularly described in the individual Task Order issued by WRCOG or its designee. No Services shall be performed unless authorized by a fully executed Task Order.

3.3 Continuation of Existing Provisions.

Except as amended by this First Amendment, all provisions of the Master Agreement including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the Parties under this First Amendment.

3.4 Counterparts.

This First Amendment may be executed in duplicate originals, each of which is deemed to be an original, but when taken together shall constitute one instrument.

3.5 Electronic Delivery of Agreement; Electronic Signatures.

A manually signed copy of this First Amendment which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this First Amendment for all purposes. This First Amendment may be signed using an electronic signature.

[Signatures on the following page]

**SIGNATURE PAGE TO
FIRST AMENDMENT TO
PROFESSIONAL SERVICES AGREEMENT
FOR ON-CALL SERVICES
BETWEEN
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
AND
THE ENERGY COALITION
CONTRACT NUMBER 2024-67-2080-003**

IN WITNESS WHEREOF, the Parties hereto have made and executed this First Amendment as of the date first written above.

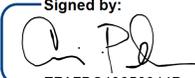
WRCOG

CONSULTANT

WESTERN RIVERSIDE COUNCIL
OF GOVERNMENTS

The Energy Coalition

By: _____
Dr. Kurt Wilson
Executive Director

By:  _____
E7A7BC49656044D...
Craig Perkins
President & Executive Director

Approved to Form:

By: _____
Steven C. DeBaun
General Counsel

Exhibit “A”

SCOPE OF WORK

In February 2024, I-REN tasked The Energy Coalition (TEC) with creating the market assessment to examine the workforce gaps within the energy sector in Riverside and San Bernardino counties, identify training needs, and address job accessibility issues to strengthen the local workforce and meet growing energy sector demands. Between March and November 2024, TEC conducted a training market analysis and gathered primary and secondary data on energy employers and training opportunities in the region. TEC engaged with local stakeholders in-person and conducted an employer needs survey to understand employers' needs and challenges. This data informed an analysis of employment opportunities, training accessibility, and workforce gaps in the Inland Empire. The findings highlighted challenges faced by energy employers, job seekers, and stakeholders in building a skilled workforce, leading to recommendations for future workforce development programs.

In December 2024, TEC finalized the Energy Workforce Gaps Assessment, which provides an overview of the current energy labor market, the results from the employer needs assessment survey, and an analysis of available training in the region. Based on the assessment findings, TEC provided four recommendations for the I-REN Executive Committee to review to inform future WE&T programming within the I-REN Territory.

This proposal offers staff support services from February 2025 - December 2027 to help support I-REN with additional staff capacity that will allow I-REN to take action on the recommendations as listed in the Scope of Services below and provide ad hoc support services to I-REN, as needed.

Scope of Services

The support services will include the implementation of the following recommendations as listed in I-REN's energy workforce and training market assessment:

1. **Connect job seekers to training providers.** Feedback from energy employers and assessments of local training institutions indicate that job seekers—particularly in underserved and rural areas—face significant barriers in acquiring the necessary skills, training, and certifications to secure stable employment in the energy industry. To address these challenges, I-REN should:
 - Build partnerships with leading training providers and local labor unions, connecting employers with apprenticeship programs and ensuring access to certifications and training opportunities for job seekers, especially in underserved areas.
 - Integrate third-party training providers, offering flexible learning formats (e.g., online courses, evening classes) to cater to different schedules and connect job seekers to regionally-relevant workforce education and training (WE&T) programs.
 - Organize job fairs and informational sessions to raise awareness about training opportunities and encourage employees to engage with trade associations and workforce development networks for professional growth and industry insights.
 - Develop a clear, data-driven framework to measure the effectiveness of training programs and partnerships, including metrics like job placement and retention rates.
2. **Provide support services to make training and certification more attainable.** The assessment revealed that job applicants often need more skills/certifications to meet the

region's energy workforce needs but that they face significant barriers to obtaining the required certifications. Training institutions in the region currently have only a small number of accessible resources for the energy workforce. Workers in more populous areas have greater access to training centers than those in high and low-desert communities, who often need help to obtain training due to the distance between their employment areas and larger workforce hubs. To address this, I-REN should:

- Collaborate with employers to offer financial support for employees, including subsidizing certification costs, providing training stipends, covering transportation, and paying for materials and exam fees.
 - Work with employers to provide paid time for employees to engage in training and complete certifications, helping employees balance work and training obligations.
 - Collaborate with employers to provide affordable or free training, particularly for certifications essential to employees' roles, and partner with community organizations to offer training for underserved populations.
 - Support employers in offering or connecting employees to financial support for education programs, certifications, and skill development programming.
 - Develop specific initiatives to enhance access to training and employment in underserved communities.
3. **Strengthen the regional education and training pipeline from K-12 to energy employment.** To address energy employers' needs and workers' skills gaps, I-REN should collaborate with K-12 educational institutions to create a seamless education-to-career pipeline, offering localized training programs that focus on the skills needed for in-demand energy roles. To address this, I-REN should:
- Collaborate with educational institutions to enhance or develop new energy-related CTE pathways in local high schools, certification programs, and hands-on experiences, building a stronger pipeline from education into energy sector jobs.
 - Introduce certification programs in high school education
 - Create mentorship opportunities where experienced employees guide new hires, helping them gain practical skills and boost job retention.
 - Incorporate entrepreneurial skills and business development into K-12 training to provide necessary skills for students interested in self-employment, particularly in underserved or rural regions where traditional energy jobs may be limited.
 - Develop internship opportunities and career fairs to connect high school students with energy industry jobs and expand their access to relevant experience, training, and career pathways within the energy sector.
4. **Strengthen collaboration between employers and workforce development organizations to assess training effectiveness.** Currently, there are few opportunities for employers, workforce development organizations, and educational institutions to collaborate directly on strategies for building an energy-focused workforce. To build a strong energy workforce infrastructure, I-REN should foster stronger partnerships between local educational institutions, employers, and workforce development organizations to ensure that training programs align with regional industry needs. To address this, I-REN should:
- Organize regular hybrid meetings with employers, workforce development organizations, and educational institutions to discuss energy industry standards, evolving workforce needs, and strategies for effective training programs.
 - Actively engage energy employers, workforce organizations, and educational institutions to align on the development and continuous improvement of training programs, ensuring they remain relevant and meet both employer and job seeker needs.

- Develop and monitor clear, measurable metrics (e.g., program completion rates, post-training employment outcomes, and participant satisfaction) to evaluate and improve the effectiveness of energy-related training programs.
- Encourage employers to conduct regular skills assessments to identify areas for additional training or certification, ensuring that employees acquire up-to-date skills for better productivity and retention.

EXHIBIT “B”

SCHEDULE OF SERVICES AND COMPENSATION

Project Assumptions

TEC will designate a primary point of contact to provide the majority of support service hours to I-REN, facilitate effective communication, and ensure accountability while additional staff members will be available for specific tasks as needed.

All services and rates are aligned with TEC’s current contract number 2024-67-2080-003 with I-REN.

The project term will be February 2025 - December 2027 with the assumption of about 10-15 staff hours per week in February and March 2025 and then ramping up to about 20-25 hours per week for the duration of the task through 2027.

Proposed Cost Overview and Rates

Work will be performed through a time and materials contract, invoiced monthly to I-REN.

Task	Estimated Costs
2025 on-call services*	\$ 165,299
2026 on-call services*	\$ 194,336
2027 on-call services*	\$ 200,163
	\$ 559,798

* Services include the deployment and implementation of recommendations identified in I-REN’s Energy Workforce and Gaps Assessment: Connect job seekers to training providers, provide support services to make training and certification more attainable, strengthen the regional education and training pipeline from K-12 to energy employment, strengthen collaboration between employers and workforce development organizations to assess training effectiveness, and provide other ad hoc support services as needed.

The proposed staff classifications, and current rates from TEC’s current contract number 2024-67-2080-003 with I-REN are listed below. Additional staff may support as needed and rates are subject to change to align with any contract changes.

Classification	2024-2025 Rate (\$/hr)	2026-2027 Rate (\$/hr)
Vice President	\$280.00	\$298.00
Director	\$230.00	\$244.00
Assistant Director	\$210.00	\$234.00
Program Manager	\$190.00	\$202.00
Project Manager	\$155.00	\$165.00
Sr. Project Coordinator	\$110.00	\$128.00
Project Coordinator	\$95.00	\$101.00
Controller	\$200.00	\$225.00
Accounting Supervisor	\$155.00	\$175.00
Project Accountant	\$120.00	\$128.00

Attachment

First Amendment to Professional
Services Agreement for On-Call
Services between Western Riverside
Council of Governments and
Riverside Community College District
(RCCD) Contract Number 2024-67-
2080-001

**FIRST AMENDMENT TO
PROFESSIONAL SERVICES AGREEMENT
FOR ON-CALL SERVICES
BETWEEN
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
AND
RIVERSIDE COMMUNITY COLLEGE DISTRICT (RCCD)
CONTRACT NUMBER 2024-67-2080-001**

1. PARTIES AND DATE.

This First Amendment is made and entered into this 5th day of May 2025, by and between the Western Riverside Council of Governments, a California public agency (“WRCOG”) and **Riverside Community College District (RCCD) on behalf of Inland Empire/Desert Regional Consortium (IEDRC), an Educational Partnership** (“Consultant”). WRCOG and Consultant are sometimes individually referred to as “Party” and collectively as “Parties.”

2. RECITALS.

2.1 Master Agreement.

WRCOG and Consultant have entered into that certain Professional Services Agreement dated February 14, 2024 (“Master Agreement”).

2.2 First Amendment.

WRCOG and Consultant desire to enter into this First Amendment for the purpose of extending the Master Agreement length and providing additional compensation for ongoing development and deployment of Workforce Education and Training program initiatives as it pertains to WRCOG’s Inland Regional Energy Network (“Services”).

3. TERMS.

3.1 Extending Master Agreement Length.

Per Master Agreement Section 3.1.2, the term of the Master Agreement is from February 5, 2024, to June 30, 2026. Additionally, WRCOG shall have the unilateral option, at its sole discretion, to renew the Agreement for no more than one (1) additional one-year term. The Parties may, by mutual, written consent, extend the term of the Agreement if necessary to complete the Services. This amendment extends the Master Agreement term to December 31, 2027, to continue the scope of work as described in Exhibit “A” of this First Amendment.

3.2 Additional Compensation.

Per Section 3.3.1 of the Master Agreement, the original compensation amount for all Task Orders issued pursuant to the Agreement, shall not exceed One Hundred Thousand Dollars (\$100,000). This amendment increases the total compensation amount for Services performed and Task Orders issued pursuant to the Agreement to a total not to exceed amount of **Six-Hundred Thousand Dollars (\$600,000)** without written approval of WRCOG’s Executive Director. Work shall be performed in a manner that is consistent with the Master Agreement’s

Scope of Services and the Schedule of Services and Compensation as set forth in Exhibit “A” and “B” of this First Amendment. The Scope of Services shall be more particularly described in the individual Task Order issued by WRCOG or its designee. No Services shall be performed unless authorized by a fully executed Task Order.

3.3 Continuation of Existing Provisions.

Except as amended by this First Amendment, all provisions of the Master Agreement including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the Parties under this First Amendment.

3.4 Counterparts.

This First Amendment may be executed in duplicate originals, each of which is deemed to be an original, but when taken together shall constitute one instrument.

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A manually signed copy of this First Amendment which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this First Amendment for all purposes. This First Amendment may be signed using an electronic signature.

[Signatures on the following page]

**SIGNATURE PAGE TO
FIRST AMENDMENT TO
PROFESSIONAL SERVICES AGREEMENT
FOR ON-CALL SERVICES
BETWEEN
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
AND
RIVERSIDE COMMUNITY COLLEGE DISTRICT (RCCD)
CONTRACT NUMBER 2024-67-2080-001**

IN WITNESS WHEREOF, the Parties hereto have made and executed this First Amendment as of the date first written above.

WRCOG

WESTERN RIVERSIDE COUNCIL
OF GOVERNMENTS

By: _____
Dr. Kurt Wilson
Executive Director

CONSULTANT

Riverside Community College District

By: _____
Aaron S. Brown
VC, Business & Financial Svcs

Approved to Form:

By: _____
Steven C. DeBaun
General Counsel

Exhibit “A”

SCOPE OF WORK

Regional Energy Workforce Sector Navigation

This proposal is submitted to the Inland Regional Energy Network (I-REN) with the purpose of responding to identified regional energy workforce needs, expand collaboration, and maximize impact to industry and workforce stakeholders.

IEDRC will serve as the connectivity hub amongst the otherwise often disparate entities within the regional energy workforce space and leverage IEDRC's existing portfolio of policy, education and training resources and teams. Similarly, navigation services will provide essential sector expertise drawn from the region, statewide and national energy industry experience. This experience will empower other key regional stakeholders (which offer more generalized client services and career guidance) through workshops and collateral materials.

Recommendation #1: To address barriers faced by job seekers, especially in underserved areas, I-REN should strengthen partnerships with local and third-party training providers, ensuring access to clear, affordable, and comprehensive training and certification programs. Engaging with regional trade associations and specialized organizations will further expand opportunities for networking, professional development, and exposure to industry standards and technologies.

Recommendation #2: I-REN should collaborate with training providers and employers to offer support services, such as subsidized certification costs, financial assistance, paid time off for training, and transportation stipends, to reduce barriers for job seekers in underserved areas, ensuring greater access to energy sector training and certification opportunities.

Recommendation #3: I-REN should strengthen the regional education and training pipeline by collaborating with educational institutions to offer virtual and hands-on training options, enhance existing CTE Pathways or induce new opportunities, introduce certification programs in K-12, provide mentorship and on-the-job training, and incorporate entrepreneurial skills into pathways to support self-employment, enhancing career opportunities and local economic growth in the energy sector.

Recommendation #4: Strengthen collaboration between employers, workforce development organizations, and educational institutions to align training programs with industry needs, regularly assess training effectiveness through metrics like completion rates and satisfaction, and use data-driven approaches to address skill gaps and improve workforce development.

IREN Energy Workforce Roundtable: Maintenance & Expansion Program Management

The IEDRC Team will create subgroups of the existing Workforce Roundtable to address the four Assessment recommendations. These smaller “working groups” will consist of prior Roundtable participants and be expanded to reflect the sector nuances, interests and expertise. They will also allow for more nimble response to opportunities, consider actions, provide input, and offer best practices.

General Approach

The mission of the Inland Empire/Desert Regional Consortium is to enhance individually and collectively the workforce missions of its stakeholders through communication, coordination,

collaboration, and provision of resources. The vision of the Inland Empire/Desert Regional Consortium is to be a trusted partner of regional workforce entities and to contribute to the social and economic prosperity of the region and its diverse communities. The IEDRC's projects and services support the work of not only community college and K-12 workforce stakeholders but also adult education providers, local workforce development boards, regional non-profit workforce entities, and others.

The IEDRC has a firmly established regional structure that responds to industry workforce needs and supports students and incumbent workers who wish to expand their skills. The entire project will be led by Lori Sanchez, IEDRC Interim Regional Chair, and managed for maximum efficiency and impact. Lori will lead the core team, consisting of consultants James Morante (subject matter expert in Energy and Energy Efficiency), Dr. Audrey Childers (project manager), and employer engagement managers as needed. Each team member is experienced in their area of specialization, and all team members are known and respected in the region. The IEDRC will tap into its extensive network and invite expansion and innovation to fully address the needs of the project. RCCD will house the program, provide administrative support and fiscal oversight, and ensure that the project is implemented on time, within budget, and in compliance with program requirements.

Qualifications

RCCD has served as the lead and fiscal agent for the IEDRC since 1994. During that time, IEDRC has established a solid reputation as being a trusted partner and the “go to” entity for convening and collaboration among community colleges, K12, regional occupational centers, adult education, workforce boards, and other workforce partners across Riverside and San Bernardino counties.

“Beyond the Walls” Workforce Framework: Bringing the Energy Sector to Life

The Beyond the Walls framework incorporates workforce education and training, marketing, outreach and awareness within a unified and seamless customized engagement strategy. The collaborative partnership offers effective communication of the impact of an employer's workforce hiring needs to a much broader audience and how actions and investments impact regional jobs, education, the economy and overall community vitality. This focused strategy leverages industry facilities as regional “Living Laboratories” linking to community colleges as the catalyst for obtaining the necessary skills in order “put a face” on the career pathway. This approach also reinforces the importance of- and familiarity with- all aspects within the regional workforce development ecosystem.

The IEDRC Team will uniquely integrate this strategy within the Roundtable “work groups” Each strategy may include a combination of the following, dependent upon region, participating employers, community college program availability and industry sector:

- Introduce micro-regions to the world of in-demand energy career pathways – in THEIR communities – via tours, visits, guest speakers, etc.
- Collaborate with local CBOs to expose learners to latest technology, industry trends & opportunities in a real-world environment.
- Partner with regional Chambers of Commerce, Workforce Investment Boards and economic development organizations on Open House events with applicable community college and employer locations and training centers.
- Utilize forums for subsequent trainer-the-trainer, employee upskilling and other professional development opportunities.

Exhibit “B”

Service and Compensation

Fee Structure

The fee for this scope of work is \$500,000 for the period July 1, 2025 through December 31, 2027. Fees are inclusive of travel and lodging necessary for IEDRC staff and contractors to perform necessary tasks. RCCD will serve as Fiscal Agent. The attached budget provides a breakdown of costs and additional details.

Budget \$500,000

Direct Costs \$480,769

Indirect Costs (4%) \$19,231

Total Grant Funds \$500,000

Expenditure Type	FY 2025-26 7/1/2025 - 6/30/2026	FY 2026-27 7/1/2026 - 6/30/2027	FY 2027-28 7/1/2027 - 12/31/2027	TOTAL
RCCD IEDRC Support of I-REN Priorities	29,000	29,000	14,769	72,769
Engage! Strategies CEO James Morante	96,000	96,000	60,000	252,000
EducateX CEO Audrey Childers, Ed.D.	60,000	60,000	36,000	156,000
RCCD Indirect Costs 4%	7,400	7,400	4,431	19,231
Total Budget	192,400	192,400	115,200	500,000

Budget Narrative

IEDRC Support of I-REN Priorities

Support four I-REN Workforce, Education and Training Priorities:

1. Connect job seekers to training providers
2. Provide support services to make training and certification more attainable
3. Strengthen the regional education and training pipeline from K-12 to energy employment
Act as liaison between energy partners and IEDRC members Provide information on college programs
4. Strengthen collaboration between employers and workforce development organizations to assess training effectiveness

Engage!Strategies

Support four I-REN Workforce, Education and Training Priorities:

1. Connect job seekers to training providers
2. Provide support services to make training and certification more attainable

3. Strengthen the regional education and training pipeline from K-12 to energy employment
Serve as central navigator for connecting entities Coordinate Regional Energy Workforce Sector Hub Moderate stakeholder meetings
4. Strengthen collaboration between employers and workforce development organizations to assess training effectiveness

EducateX

Support four I-REN Workforce, Education and Training Priorities:

1. Connect job seekers to training providers
2. Provide support services to make training and certification more attainable
3. Strengthen the regional education and training pipeline from K-12 to energy employment
Project management activities such as project timelines, meeting dates, recordkeeping.
Track achievement of project deliverables Advise on project resources
4. Strengthen collaboration between employers and workforce development organizations to assess training effectiveness

Indirect

4% indirect to RCCD for fiscal and contract management



Western Riverside Council of Governments Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Staff Report

Subject: Memorandum of Understanding with the University Enterprises Corporation at California State University, San Bernardino, for I-REN Evaluation, Measurement, and Verification Studies

Contact: Benjamin Druyon, WRCOG Program Manager, bdruyon@wrcog.us, (951) 405-6727

Date: May 5, 2025

Recommended Action(s):

1. Authorize the Executive Director to execute a Memorandum of Understanding between WRCOG and the University Enterprises Corporation at California State University, San Bernardino, for I-REN's Evaluation, Measurement, and Verification Studies in an amount not-to-exceed \$120,000, for a term through December 31, 2027.

Summary:

I-REN has the opportunity and budget to engage in Evaluation, Measurement, and Verification research by performing various studies authorized by the California Public Utilities Commission (CPUC) as part of I-REN's current Business Plan activities. These studies are intended to assess how I-REN is currently performing, guide I-REN in modifying its existing programs, and to shape future programs and activities.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to request the execution of a Memorandum of Understanding (MOU) between WRCOG and the University Enterprises Corporation at California State University San Bernardino (CSUSB), for I-REN's Evaluation, Measurement & Verification Studies. This effort aligns with WRCOG's 2022-2027 Strategic Plan Goal #6 (Develop and implement programs that support resilience for our region).

Discussion:

Background

When the CPUC authorized funding for I-REN in 2021, a portion of the authorized budget was set aside for Evaluation, Measurement, and Verification (EM&V) research by performing various studies. The EM&V Studies will be used to improve I-REN's portfolio of programs and ensure that the programs are

collecting data to support evaluation needs.

I-REN has been in operation for a couple of years and now has the opportunity to begin conducting Studies, with anticipated launch in May 2025.

Present Situation

I-REN staff have held workshops for each of its three sectors - Public, Codes & Standards, and Workforce Education & Training - to brainstorm potential studies that will greatly benefit I-REN's processes and enhance its existing programs, and have identified several potential studies to choose from. I-REN staff have also held meetings with representatives from the University Enterprises Corporation at CSUSB, on the development of these studies and the process for executing these studies to obtain maximum results.

EM&V Studies Overview

I-REN's Studies will include six research efforts, two for each of I-REN's sectors. These efforts are summarized below and described in more detail in the attached MOU. For each of these Studies, I-REN intends to collaborate with CSUSB to engage with local academic research.

Public Sector Studies:

Study 1. Barriers to Project Pipeline

This Study aims to identify barriers preventing agency progress through project pipeline. The objective of this Study is to determine obstacles that jurisdictions face during project exploration. Study 1 will consist of a gap assessment including a qualitative interview and a short survey.

Study 2. Jurisdictions Meeting Equity Criteria

This Study will assess which jurisdictions that have engaged with I-REN's Public Sector programs meet CPUC-defined equity criteria (D.23-06-055). The objective of this Study is to evaluate the number of equity jurisdictions participating in the Public Sector. Study 2 will consist of a market study to evaluate the number of jurisdictions that meet equity criteria.

Codes & Standards (C&S) Studies:

Study 3. Low Engagement Jurisdictions

This Study aims to identify characteristics of jurisdictions that have little to no participation in I-REN's program offerings. The objective of this Study is to increase the number and diversity of jurisdictions participating in I-REN's C&S services. Study 3 will consist of a desk review of jurisdictions with low engagement followed by a short survey to those jurisdictions.

Study 4. Training Formats

This Study will review current training formats and survey I-REN's jurisdictions for preferred training methods. The objective of this survey is to learn preferred training formats and offer a variety to I-REN participants. Study 4 will consist of a desk review of current formats alongside a survey to I-REN's jurisdictions.

Workforce Education & Training (WE&T) Studies:

Study 5. *Fellow Retention*

This Study aims to identify and assess factors that lead to Fellow retention following I-REN's Fellowship Program under WE&T. The objective of this survey is to evaluate the needs of site hosts that are required to hire Fellows past the Fellowship Program. Study 5 will consist of a survey to site hosts alongside a demographic data review of the Fellows.

Study 6. *Performance Metrics*

This Study aims to identify metrics that track the success of the WE&T Program. The objective of this Study is to develop metrics that can be used to measure the success and performance of WE&T programs. Study 6 will consist of data analysis of performance factors that can measure success.

I-REN's EM&V budget is \$626,464, as approved by the CPUC. The anticipated budget for these Studies is not to exceed \$120,000 (\$20,000 for each study).

The requested action is to authorize the Executive Director to execute a MOU between WRCOG and the University Enterprises Corporation at CSUSB for I-REN's EM&V Studies in an amount not-to-exceed \$120,000, for a term through December 31, 2027.

Prior Action(s):

April 15, 2025: The I-REN Executive Committee recommended that the WRCOG Executive Committee authorize the WRCOG Executive Director to execute a Memorandum of Understanding between WRCOG and the University Enterprises Corporation at California State University, San Bernardino, for I-REN's Evaluation, Measurement, and Verification Studies in an amount not-to-exceed \$120,000, for a term through December 31, 2027.

Financial Summary:

The financial component related to the MOU with CSUSB for Evaluation, Measurement, and Verification Studies will be added to the WRCOG Fiscal Year 2025/2026 and subsequent budgets once approved by the WRCOG Executive Committee.

Attachment(s):

[Attachment 1 - 2025 WRCOG MOU with CSUSB for I-REN EMV Studies](#)

Attachment

2025 WRCOG MOU with CSUSB for
I-REN EMV Studies

**MEMORANDUM OF UNDERSTANDING BETWEEN
THE WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS AND
UNIVERSITY ENTERPRISE CORPORATION AT CSUSB**

This Memorandum of Understanding (“MOU”) is made and entered into this 5th day of May, 2025 (the “Effective Date”) by and between the Western Riverside Council of Governments, a California public agency, (“WRCOG”) on the individually and on behalf of the Inland Regional Energy Network (“I-REN”) and the **University Enterprise Corporation at CSUSB (UEC)**, a non-profit 501 (c)(3) public benefit corporation and recognized auxiliary in good standing of California State University. The UEC serves as the recipient, and fiscal agent, of grants and contracts awarded to California State University, San Bernardino (“Organization”). WRCOG and Organization are sometimes referred to herein individually as “Party” and collectively as “Parties”.

1. RECITALS

1.1 WRCOG is administrator of and the contracting agent for the I-REN.

1.2 The I-REN seeks to implement energy efficiency programs and initiatives that will lead to long-term, sustainable benefits to participating public agencies throughout the SoCalGas and Southern California Edison service areas.

1.3 As authorized by the California Public Utilities Commission, WRCOG has the independent authority to design, manage and deliver I-REN programs and initiatives.

1.4 Organization and the WRCOG desire to work together for **I-REN's Evaluation Measurement and Verification (EM&V) studies** (“Project”).

1.5 It is the intent of the Parties to enter into this MOU to establish and coordinate the responsibilities of the Parties with respect to the Project, all as further set forth herein.

NOW THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, it is mutually understood and agreed by WRCOG and Organization as follows:

2. TERMS OF THE MOU

2.1 Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this MOU as though fully set forth herein.

2.2 Term. This MOU shall commence on the Effective Date and continue through **December 31, 2027**, unless the MOU is previously terminated as provided for herein (“Term”)

2.3 General Agreement to Cooperate. The Parties agree to mutually cooperate in order to help ensure that the Project is successfully completed with minimum impact to both Parties and the public.

2.4 WRCOG Commitments. WRCOG hereby agrees to do the following:

(a) WRCOG Contact. Designate a leadership team member or equivalent person to act as liaison to the Organization Contact, providing a first point of communication for the Project (“WRCOG Contact”). The WRCOG Contact will be **Benjamin Druyon – bdruyon@wrcog.us**.

(b) Funding Commitments. WRCOG shall be responsible for **reimbursement of pre-approved time and materials spent on behalf** of the Project for up to six studies, not to exceed \$20,000.00 for each study completed, billed at rates described in Exhibit “B”, attached hereto to this MOU and incorporated herein by this reference.

(c) Disbursement of Funding Commitments. WRCOG agrees to disburse the portion of the funds attributable to a portion of the Services for which (1) an application for reimbursement has been submitted, and (2) Organization has submitted paid invoices or receipts for the Services as provided in this MOU. WRCOG shall reimburse Organization within thirty (30) days of receipt of the application for reimbursement.

(d) Monitoring and Evaluation. WRCOG will monitor and evaluate the Organization in the performance of this MOU. WRCOG may conduct progress reviews. These reviews will focus on the extent to which planned Services has been carried out, the effectiveness of the Organization’s management, and quality of the Services.

2.5 Organization Commitments. Organization hereby agrees to do the following:

(a) Organization Contact. Identify a primary staff member responsible for communication between the WRCOG and Organization for fulfillment of the Project (“Organization Contact”). The Organization Contact will be **Dr. Robert Stokes for programmatic**.

(b) Services. Organization shall provide services for the Project (the “Services”) at its sole cost and expense. The Services are more particularly described in Exhibit “A”, attached hereto to this MOU and incorporated herein by this reference.

(c) Funding Commitments. Organization shall be responsible for **non-related and non-approved expenses incurred on behalf** of the Project.

(d) Schedule of Performance. Organization shall diligently and in good faith pursue and perform its obligations with respect to the Services and shall complete the Services in accordance with the schedule set forth in Exhibit A. Upon WRCOG’s

request, the Organization shall inform WRCOG via email or letter of the current status of progress on the Services.

(e) Application for Reimbursement. Organization shall submit to WRCOG an itemized invoice for reimbursement to WRCOG indicating the Services completed since commencement of the Services and since the last reimbursement. These invoices shall be supported by general ledger and other evidence of costs accrued pursuant to the scope of services in Exhibit A, and WRCOG shall remit payment within thirty (30) days. The Organization shall certify that the Services for which reimbursement is requested has been done.

(f) Accounting. Organization shall maintain an accounting system that accurately reflects all fiscal transactions and accounting information. At all times, the Organization accountant shall maintain the financial books and records of the Organization to be established pursuant to this MOU and maintained by the Organization separate and apart from other financial records and shall set forth all financial activity hereunder as a separate line item in the annual budget of the Organization.

(g) Records Retention and Inspection. Organization shall establish an official file containing adequate documentation of all actions taken with respect to the Project. Copies of the MOU, changes, amendments, letters, email correspondence, financial records, required reports, maps, field notes and supporting documents, and all other records pertaining to the use of financial assistance disbursed to the Organization hereunder shall be retained by the Organization and available to WRCOG for examination and for purposes of performing an audit for a period of three (3) years following the final payment of funds or until completion of any action and resolution of all issues which may arise as a result of an audit, whichever is later.

(h) Compliance with Laws/Permits. Organization shall, in all activities undertaken pursuant to this MOU, comply and cause its contractors, agents and employees to comply with all federal, state and local laws, statutes, orders, ordinances, rules, regulations, plans, policies and decrees. Without limiting the generality of the foregoing, Organization, at its sole cost and expense, shall obtain any and all permits which may be required by any law, regulation or ordinance for any activities Organization desires to conduct or have conducted pursuant to this MOU.

2.6 Termination. Either Party may terminate or suspend this MOU, in whole or in part by providing written notice to the other Party at least thirty (30) days prior to the effective date of termination, with or without cause. In cases of an emergency or a breach of this MOU, this MOU may be terminated immediately. Upon termination of this MOU, Organization agrees to submit all services completed through the date of termination to WRCOG and WRCOG agrees to compensate Organization for all expenses, including non-cancellable obligations, reasonably incurred by Organization through the date of termination.

2.7 Insurance. The Organization shall obtain insurance of the types and in the amounts described below and satisfactory to the WRCOG.

(a) Commercial General Liability Insurance. Organization shall maintain occurrence version commercial general liability insurance or equivalent form with a combined single limit of not less than one million dollars (\$1,000,000) per occurrence and the general aggregate limit not less than two million dollars (\$2,000,000). Such insurance shall:

(i) Include the WRCOG its officials, officers, employees, agents, and consultants as additional insureds and shall contain no special limitations on the scope of coverage or the protection afforded to the additional insureds;

(ii) Be primary with respect to any insurance or self-insurance programs covering the WRCOG, its officials, officers, employees, agents and consultants; and

(iii) Contain standard separation of insured provisions.

(b) Workers' Compensation Insurance. Organization shall maintain workers' compensation insurance with statutory limits and employers' liability insurance with limits of not less than \$1,000,000 per occurrence.

(c) Automobile Liability. Organization shall maintain automobile liability insurance for bodily injury and property damage including coverage for owned, non-owned and hired vehicles, in a form and with insurance companies acceptable to the WRCOG with limits of not less than \$1,000,000 combined single limit.

(d) Certificates of Insurance. Organization shall furnish the WRCOG with properly executed certificates of insurance and, if requested by the WRCOG, certified copies of endorsements and policies, which clearly evidence all insurance required under this MOU and provide that such insurance shall be not canceled, allowed to expire or be materially reduced in coverage, except on thirty (30) days' prior written notice to the WRCOG. The WRCOG shall have the sole discretion to determine whether the certificates and endorsements presented comply with the provisions of this MOU.

(e) Coverage Maintenance. Organization shall replace certificates, policies and endorsements for any insurance expiring prior to the termination of this MOU . Unless otherwise provided for in this MOU, Organization shall maintain such insurance from the execution of this MOU until completion of the Project.

(f) Licensed Insurer. Organization shall place such insurance with insurers having A.M. Best Company ratings of no less than A:VIII and licensed to do business in California, unless otherwise approved, in writing, by the WRCOG.

2.9 Indemnification. To the fullest extent permitted by law, Organization, its contractors, consultants, subcontractors, subconsultants, materialmen, suppliers, workers, successors, volunteers, and assigns (collectively, the "Organization Parties") shall, and hereby does, agree to indemnify, defend, and hold harmless WRCOG; and its elected and appointed officials, officers, directors, employees, agents, volunteers, successors, representatives, and assigns (collectively, the "WRCOG Parties"), from and

against all damages, claims, liabilities, settlements, penalties, fines, costs, expenses, losses, or attorney and consultant fees and costs (collectively "Damages") incurred by WRCOG to the extent that the same arise or result from or are caused by the acts or omissions of the Organization Parties in connection with their use of WRCOG property or the Project and/or in connection with the exercise of any other rights granted by this MOU with respect to WRCOG property or any part thereof; provided, however, that Organization shall not be obligated to indemnify, defend, or hold harmless the WRCOG Parties from and against any Damages to the extent that such Damages are caused by the sole negligence or willful misconduct of the WRCOG Parties. Organization indemnification obligation herein shall include, without limitation, the following: 1) any and all claims under workers' compensation acts and other employee benefit acts with respect to Organization's employees/volunteers or Organization's consultant's employees arising out of the Project, 2) liability for damages for death or bodily injury to person, (3) injury to, loss or theft of property; and 3) any failure or alleged failure to comply with any provision of law.

To the fullest extent permitted by law, WRCOG, its contractors, consultants, subcontractors, subconsultants, materialmen, suppliers, workers, successors, volunteers, and assigns (collectively, the "WRCOG Parties") shall, and hereby does, agree to indemnify, defend, and hold harmless Organization, California State University San Bernardino (CSUSB), the Trustees of the California State University, and its elected and appointed officials, officers, directors, employees, agents, volunteers, successors, representatives, students, and assigns (collectively, the "Organization Parties"), from and against all damages, claims, liabilities, settlements, penalties, fines, costs, expenses, losses, or attorney and consultant fees and costs (collectively "Damages") incurred by Organization to the extent that the same arise or result from or are caused by the acts or omissions of the WRCOG Parties in connection with their use of Organization property or the Project and/or in connection with the exercise of any other rights granted by this MOU with respect to Organization property or any part thereof; provided, however, that WRCOG shall not be obligated to indemnify, defend, or hold harmless the Organization Parties from and against any Damages to the extent that such Damages are caused by the sole negligence or willful misconduct of the Organization Parties. WRCOG indemnification obligation herein shall include, without limitation, the following: 1) any and all claims under workers' compensation acts and other employee benefit acts with respect to WRCOG's employees/volunteers or WRCOG's consultant's employees arising out of the Project, 2) liability for damages for death or bodily injury to person, (3) injury to, loss or theft of property; and 3) any failure or alleged failure to comply with any provision of law

3. MISCELLANEOUS TERMS

3.1 Amendment. This MOU may be amended at any time by the mutual consent of the Parties by an instrument in writing signed by both Parties.

3.2 Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this MOU, the language of this MOU shall be construed simply, according to its fair meaning, and not strictly for or against any Party. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content, or intent of this MOU.

3.3 Entire Agreement. This MOU constitutes the entire and integrated agreement with respect to the subject matter hereof and supersedes any and all prior and contemporaneous oral or written negotiations, representations or agreements.

3.4 Notices, Demands and Communications Between the Parties.

(a) Formal notices, demands and communications between Parties shall be deemed sufficiently given if: (i) by commercial overnight delivery; (ii) by messenger service for immediate personal delivery; or (iii) by electronic transmittal, including electronic mail and/or fax transmissions, subject to written verification of receipt by the receiving party. Such written notices, demands and communications may be sent in the same manner to such other addresses as either Party may from time to time designate by written notice to the other Party.

All notices, demands and communications shall be sent, as follows:

To WRCOG:

Western Riverside Council of
Governments
Attn: **Dr. Kurt Wilson**
3390 University Avenue, Suite #200
Riverside, CA 92501

To CSUSB:

University Enterprises Corporation at CSUSB
Attn: **Sponsored Programs Administration**
5500 University Parkway, AR-111
San Bernardino, CA 92407

(b) Notices shall be deemed effective upon receipt or with respect to electronic transmission, upon receipt of written verification from the receiving party.

3.5 Counterparts. This MOU may be signed in counterparts, each of which shall constitute an original.

3.6 Laws and Regulations. Each Party shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of this MOU, and shall give all notices required by law. Each Party shall be liable for all violations of such laws and regulations in connection with this MOU.

3.7 Third Party Beneficiaries. This MOU and the performance of the Parties obligations hereunder are for the sole and exclusive benefit of the Parties. No person or entity who or which is not a signatory to this MOU shall be deemed to be benefited or intended to be benefited by any provision hereof, and no such person or entity shall

acquire any rights or causes of action against either of the Parties hereunder as a result of a Party's performance or non-performance of its obligations under this MOU.

3.8 Relationship of Parties. The Parties agree and intend that the Parties are independent contracting entities and do not intend by this MOU to create any partnership, joint venture, or similar business arrangement, relationship or association between them.

3.9 Governing Law. This MOU shall be governed by the laws of the State of California without regard to conflicts of laws principles. Any litigation or other legal proceedings which arise under or in connection with this MOU shall be conducted in a federal or state court located within or for Riverside County, California.

3.10 Waiver. No delay or omission in the exercise of any right or remedy of a non-defaulting Party on any default shall impair such right or remedy or be construed as a waiver. Either Parties' consent or approval of any act by the other Party requiring its consent or approval shall not be deemed to waive or render unnecessary its consent to or approval of any subsequent act of the other Party. Any waiver by either Party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this MOU.

3.11 Rights and Remedies are Cumulative. Except with respect to rights and remedies expressly declared to be exclusive in this MOU, the rights and remedies of the Parties are cumulative and the exercise by either Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other Party.

3.12 Severability. In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this MOU shall be declared invalid or unenforceable by a valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this MOU which are hereby declared as severable and shall be interpreted to carry out the intent of the parties hereunder.

3.13 Binding Effect. The terms of this MOU shall inure to the benefit of, and shall be binding upon, each of the Parties and their respective successors and assigns.

3.14 Authorized Representatives. The person or persons executing this MOU on behalf the Party warrant and represent that they have the authority to execute this MOU on behalf of that Party and that they have the authority to bind that Party to the performance of its obligations hereunder.

[SIGNATURES ON FOLLOWING PAGE]

**SIGNATURE PAGE TO
MEMORANDUM OF UNDERSTANDING BETWEEN
THE WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS AND
CALIFORNIA STATE UNIVERSITY OF SAN BERNARDINO**

IN WITNESS WHEREOF, the Parties hereby have made and executed this MOU as of the date first written above.

WESTERN RIVERSIDE COUNCIL
OF GOVERNMENTS

UNIVERSITY ENTERPRISE
Corporation at CSUSB

By: _____
Dr. Kurt Wilson
Executive Director

By: _____
Julie Wessel, Interim Director
Sponsored Programs

APPROVED AS TO FORM:

ATTEST:

By: _____
General Counsel
Best Best & Krieger, LLP

By: _____
Its:

EXHIBIT A

SCOPE OF SERVICES

WRCOG will issue up to six requests for studies to be completed by the Organization, each study shall not exceed \$20,000.00 and are listed below:

Overview

This document provides an overview of Evaluation, Measurement, and Verification (EM&V) for ratepayer-funded energy efficiency programs and describes the Inland Regional Energy Network's (I-REN) approach for EM&V for their portfolio, informed by EM&V study concepts proposed in I-REN's approved Energy Efficiency Business Plan. Both California Public Utilities Commission (CPUC) and Portfolio Administrator (PA) led EM&V are informed by program logic models and EM&V approaches define the type outcomes and outputs and their respective data and savings claims. The goal of both EM&V efforts is to maximize transparency, inform portfolio planning, and in most cases, a PA's data collection informs CPUC evaluations.

For the purpose of this document, we will focus on PA-led EM&V. PA EM&V is procured, managed, and contracted by the PA. EM&V methods are selected for energy efficiency programs to determine how the program will measure energy savings and other outcomes and verify that the outcomes are accurate.

PA-led EM&V can inform program target setting, value metrics, and highlight opportunities for improved data and measurement collection. In addition, program EM&V may help inform the PA on an implementer's performance towards established program goals and targets, CPUC metrics and indicators, and PA determined value metrics.

University Collaboration: I-REN intends to collaborate with local universities (Cal State San Bernardino or UC Riverside Center for Community Solutions) to engage with local academic research.

Types of Evaluations and Studies

EM&V activities shall be planned and implemented to achieve the following core objectives in order to support the Commission's oversight function of ensuring the efficient and effective expenditure of ratepayer funds within the energy efficiency portfolios. All activities should be undertaken to meet the overarching goals of clarity, consistency, cost-efficiency, and timeliness. The core objectives are:

1. Savings Measurement and Verification - Measurement and verification of savings resulting from energy efficiency measures, programs, and portfolios serve the fundamental purpose of developing estimates of reliable load impacts delivered through ratepayer-funded efficiency efforts. Measurement and verification work

should reflect a reasonable balance of accuracy and precision, cost, and certainty, and be designed for incorporation into procurement planning activities.

2. Program Evaluation - Evaluation of program-specific qualitative and quantitative measures, such as the program performance metrics discussed earlier in this decision and process evaluations, serves a key role in providing feedback for the purposes of improving performance and supporting forward-looking corrections to utility programs and portfolios. In order to maximize return on ratepayer dollars, program evaluations must be completed on a timeline which informs mid-course corrections and/or program planning for the following cycle.
3. Market Assessment - In a constantly evolving environment, market assessments are an essential EM&V product needed to set the baseline for strategic design and improvement of programs and portfolios. Saturation studies, surveys of emerging technologies and other such analyses which inform estimates of remaining program potential and forward-looking goal-setting are key aspects of market assessment.
4. Policy and planning support - Consistent with prior program cycles, it is essential to reserve funding to support overarching studies and advisory roles which support Commission policy goals. Over the last program cycle this has been inclusive of potential and goals studies, maintenance of DEER database, developing databases of best practices for program design and delivery, program design mix, and other means which support the Commission's oversight role, but do not fall under the core EM&V categories described above.
5. Financial and Management audit - Supporting the Commission's oversight function of ensuring the efficient and effective expenditures of ratepayer funds within the utilities' energy efficiency portfolios is another objective of EM&V activities. Rigorous financial and management audits overseen by Commission staff will be critical in ensuring that the utilities' general and administrative costs, and other program expenditures are prudent and reasonable.

I-REN Sectors and Programs

I-REN has three sectors, each with their own programs. The sectors are: **Public Sector**, **Codes and Standards**, and **Workforce Education and Training**. The following sections include suggested EM&V activities for the Public Sector, informed by EM&V plans in I-REN's Business Plan.

I-REN Public Sector

I-REN Public Sector has two programs: Technical Assistance and Strategic Energy Planning Program and Public Buildings NMEC Program.

Technical Assistance and Strategic Energy Planning Program: The goal of this program is to provide local governments with support and resources to develop and implement their strategic energy plans and energy efficiency projects.

Public Buildings NMEC Program: The goal of this program is to help local governments afford and fund a range of holistic energy efficiency upgrades.

Summary of I-REN Public Sector EM&V Activities			
Program	Project Description	Objective	Potential EM&V Methods
Technical Assistance and Strategic Energy Planning Program	STUDY 1: Identify barriers preventing agency progress through project pipeline.	Determine obstacles that jurisdictions face during project exploration.	Gap assessment including a qualitative interview and a short survey.
Technical Assistance and Strategic Energy Planning Program	STUDY 2: Assess which jurisdictions meet equity criteria.	Evaluate the number of equity jurisdictions participating in the public sector.	Market study to evaluate the number of jurisdictions that meet equity criteria.
Public Buildings NMEC program and Technical Assistance and Strategic Energy Planning Program	STUDY 3: Identify which programs agencies have participated in previously.	Assess what programs agencies have participated in to inform current programs.	Evaluation surveys, direct email outreach.

Below is a detailed breakdown of each study, including questions the study aims to answer and potential ways I-REN can collaborate with local universities.

Study 1	
Project Description:	Identify barriers preventing agency progress through project pipeline.
Objective:	Determine obstacles that jurisdictions face during project exploration.
Questions this study aims to answer:	<ul style="list-style-type: none"> • What do agencies need to pursue a project? • Will bridge financing assist agencies in pursuing a project? • What local needs or funds are needed to modernize facilities? • Will an I-REN fellow assist agencies in pursuing a project? • What internal and external barriers do agencies face when launching a project?

Methodology:	<p>Gap assessment including a qualitative interview and a short survey.</p> <ul style="list-style-type: none"> • First conduct a qualitative interview with select individuals to learn potential barriers (open-ended questions). • Then conduct a short survey to a wider audience to learn if other agencies are facing the same barriers (multiple choice questions with optional open-ended questions). <p>Agencies within I-REN territories will be interviewed via phone call and surveyed via email.</p>
Potential University Collaboration:	<ul style="list-style-type: none"> • Conduct qualitative interviews over the phone. • Distribute short surveys to agencies within I-REN's territory. • Gather and report survey responses.

Study 2	
Project Description:	Assess which jurisdictions meet equity criteria.
Objective:	Evaluate the number of equity jurisdictions participating in the public sector.
Questions this study aims to answer:	<ul style="list-style-type: none"> • Which agencies are benefitting from I-REN's Public Sector are considered equity? • Which agencies within the I-REN territory meet the CPUC's equity definition? • Is there an untapped market of public agencies or public agency types that are not in touch with the RENs? • How can I-REN expand into more equity jurisdictions?
Methodology:	<p>Market study to evaluate the number of jurisdictions that meet equity criteria.</p> <ul style="list-style-type: none"> • Evaluate agencies that have participated in I-REN's Public Sector and assess if they are considered equity. • Conduct a market study to all of I-REN's jurisdictions to determine if any equity jurisdictions are not utilizing I-REN's resources.
Potential University Collaboration:	<ul style="list-style-type: none"> • Distribute market assessment study to survey agencies. • Evaluate and report responses. • Determine which areas within I-REN's territories meet CPUC equity criteria.

Study 3	
Project Description:	Identify which programs agencies have participated in previously.
Objective:	Assess what programs agencies have participated in to inform current programs.

Questions this study aims to answer:	<ul style="list-style-type: none"> • Are these specific programs and/or program types in the past that agencies have had success with (e.g. Direct Install or Deemed rebates)? • How can I-REN's current programs address issues faced in past programs?
Methodology:	<p>Evaluation surveys</p> <ul style="list-style-type: none"> • Direct email outreach to agencies within I-REN's Public Sector with open-ended survey questions.
Potential University Collaboration:	<ul style="list-style-type: none"> • Distribute emails to agencies within I-REN's territory. • Gather and report responses. • Research programs that agencies have participated in previously. • Compare and contrast past programs with I-REN's programs.

I-REN Codes and Standards

I-REN Codes and Standards has two programs: C&S Training and Education Program and Technical Support Program.

C&S Training and Education Program: The goal of this program is to improve understanding of energy efficiency codes and standards among local building departments and the building industry to increase implementation and compliance.

Technical Support Program: The goal of this program is to deliver locally informed resources and tools that streamline code compliance and enforcement and increase permit closeout.

Outreach and community engagement activities associated with both programs seek to make code compliance a valuable element of the region's energy efficiency goal attainment.

Summary of I-REN Codes & Standards EM&V Activities			
Program	Project Description	Objective	Potential EM&V Methods
All	STUDY 1: Identify characteristics of jurisdictions that have little to no participation in I-REN's program offerings.	Increase the number and diversity of jurisdictions participating in I-REN's program offerings.	Desk review of jurisdictions with low engagement and short survey to those jurisdictions.
Training and Education Program	STUDY 2: Review current training formats and survey preferred training formats.	Learn preferred training formats and offer a variety to I-REN participants.	Desk review of current training formats and survey training participants.
Technical Assistance	STUDY 3: Assess who does not pull permits	Understand reasons permits are not being	Anonymous survey to learn permit processes.

Summary of I-REN Codes & Standards EM&V Activities

	and survey why permits are not being pulled.	pulled, to inform I-REN interventions to improve permit compliance.	
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Below is a detailed breakdown of each study, including questions the study aims to answer and potential ways I-REN can collaborate with local universities.

Study 1	
Project Description:	Identify characteristics of jurisdictions that have little to no participation in I-REN's program offerings.
Objective:	Increase the number and diversity of jurisdictions participating in I-REN's program offerings.
Questions this study aims to answer:	<ul style="list-style-type: none"> • Which jurisdictions have formal building departments? • Which jurisdictions contract out their building departments? • What are common characteristics of jurisdictions that I-REN has little outreach to? • What barriers do these jurisdictions face regarding access to materials and resources?
Methodology:	Desk review and short survey. <ul style="list-style-type: none"> • Research and report which jurisdictions I-REN does not have a strong relationship with (jurisdictions that are not utilizing I-REN's resources). • Research and report the type of building departments these jurisdictions have. • Survey these jurisdictions to learn how I-REN can engage with them.
Potential University Collaboration:	<ul style="list-style-type: none"> • Desk review of jurisdictions with low engagement. • Research jurisdiction building departments. • Distribute short surveys to jurisdictions within I-REN's territory. • Gather and report survey responses.

Study 2	
Project Description:	Review current training formats and survey preferred training formats.
Objective:	Learn preferred training formats and offer a variety to I-REN participants.
Questions this study aims to answer:	<ul style="list-style-type: none"> • Do training participants prefer a method of training that I-REN does not already offer?

	<ul style="list-style-type: none"> • Would a certification process increase the number of participants? • Would a training course rather than a webinar increase the number of participants? • What are preferred methods of training?
Methodology:	<p>Desk review of current training formats and survey training participants.</p> <ul style="list-style-type: none"> • Review current training offerings. • Survey past training participants and other individuals within I-REN territory to learn what their preferred method of training is.
Potential University Collaboration:	<ul style="list-style-type: none"> • Desk review of training offerings (I-REN and others). • Distribute survey to training participants and others in I-REN's jurisdictions. • Report survey findings.

Study 3	
Project Description:	Assess who does not pull permits and survey why permits are not being pulled.
Objective:	Understand reasons permits are not being pulled, to inform I-REN interventions to improve permit compliance.
Questions this study aims to answer:	<ul style="list-style-type: none"> • Who is not pulling permits and why? • Are there underserved agencies that are not pulling permits? • Would an incentive program increase the amount of permits pulled?
Methodology:	<p>Anonymous survey to learn permit processes.</p> <ul style="list-style-type: none"> • This study is to learn permit processes, rather than monitor code enforcement. Therefore, an anonymous survey to builders may lead to more honest results about why permits are not being pulled. • Survey architects, builders, contractors, etc.
Potential University Collaboration:	<ul style="list-style-type: none"> • Research companies that have recently applied for permits through business licensing departments. • Distribute anonymous survey to agencies and building individuals within I-REN's territories. • Report survey findings.

I-REN Workforce Education & Training

I-REN WE&T has two programs: Workforce Development Program and WE&T Training and Education Program.

WE&T Training & Education Program: The goal of this program is to create a robust local network of training programs that increase capacity and knowledge related to energy efficiency in the building industry.

Workforce Development Program: The goal of this program is to increase the number of skilled energy efficiency workers in the region.

Summary of I-REN Public Sector EM&V Activities			
Program	Project Description	Objective	Potential EM&V Methods
Workforce Development Program	STUDY 1: Identify and assess factors that lead to fellow retention.	Evaluate the needs of site hosts to hire fellows past the fellowship program.	Survey site hosts and data review of fellows.
All	STUDY 2: Identify metrics that track the success of the WE&T program.	Develop metrics that can be used to measure the success of the WE&T programs.	Data analysis of performance factors that can measure success.
Workforce Development Program	STUDY 3: Examine fellows post-fellowship to evaluate career pathway.	Learn what factors influence the career trajectory of fellows.	Desk review of fellow applications and survey for fellows post-fellowship.

Below is a detailed breakdown of each study, including questions the study aims to answer and potential ways I-REN can collaborate with local universities.

Study 1	
Project Description:	Identify and assess factors that lead to fellow retention.
Objective:	Evaluate the needs of site hosts to hire fellows past the fellowship program.
Questions this study aims to answer:	<ul style="list-style-type: none"> • What do site hosts need fellows to be better at in order to get a full-time job? • What factors are cities looking at when deciding to hire a fellow? • What influences a city in retaining a fellow? • What factors do fellows that are retained have? • Where are fellows applying from? • Are the fellows coming from a disadvantaged community? • Is the site host in a disadvantaged community?
Methodology:	<p>This study will evaluate two groups: Site hosts that have participated in the fellowship program; Fellows.</p> <p>Survey site hosts.</p> <ul style="list-style-type: none"> • Conduct a survey with factors listed to learn site hosts preferences.

	<ul style="list-style-type: none"> • Survey can also include open-ended questions for additional input. • Survey will be sent to cities that have hosted fellows. <p>Data review of fellows.</p> <ul style="list-style-type: none"> • Examine characteristics of fellows (hired vs not hired)
Potential University Collaboration:	<ul style="list-style-type: none"> • Collect list of cities that have hosted WE&T fellows. • Distribute survey to site hosts. • Examine past fellows and highlight key characteristics. • Report findings.

Study 2	
Project Description:	Identify metrics that track the success of the WE&T program.
Objective:	Develop metrics that can be used to measure the success of the WE&T programs.
Questions this study aims to answer:	<ul style="list-style-type: none"> • What metrics can be used to track the performance of the WE&T programs? • What are metrics for outcomes related to next steps from the Market Assessment Survey? • What are data collection tools/strategies that can be used to collect WE&T metrics?
Methodology:	<p>Data analysis of performance factors that can measure success.</p> <ul style="list-style-type: none"> • Research I-REN WE&T offerings and similar programs. • Recommend data collection practices and metrics to measure program success.
Potential University Collaboration:	<ul style="list-style-type: none"> • Research performance factors for the WE&T programs. • Brainstorm potential metrics that can be tracked to measure performance.

Study 3	
Project Description:	Examine fellows post-fellowship to evaluate career pathway.
Objective:	Learn what factors influence the career trajectory of fellows.
Questions this study aims to answer:	<ul style="list-style-type: none"> • What degrees do fellows have and in what subjects? • What do fellows do after the fellowship program? • Are fellows finding energy related jobs after the fellowship program?
Methodology:	<p>Desk review of fellow applications and survey for fellows post-fellowship.</p> <ul style="list-style-type: none"> • Review traits of fellows when they applied to the program. • Follow-up survey for fellows that have completed the program to learn what career they have or degrees earned.

**Potential University
Collaboration:**

- Assess traits of fellows from fellowship applications.
- Distribute survey to fellows.
- Report survey findings.

EXHIBIT B

RATES

[Categorical breakdown of Budget]

DESCRIPTION	YEAR 1	YEAR 2	YEAR 3	TOTAL
	6/1/2025 5/31/2026	6/1/2026 5/31/2027	6/1/2027 12/31/2027	
SALARIES and WAGES				
PI: Robert Stokes, Chair, Public Admin	\$ 11,205	\$ 11,205	\$ 6,536	\$ 28,946
Ki Eun Kang, Public Admin	\$ 10,620	\$ 10,620	\$ 2,919	\$ 24,159
Sub-total Faculty	\$ 21,825	\$ 21,825	\$ 9,455	\$ 53,105
Undergrad	\$ 5,600	\$ 5,600	\$ 3,200	\$ 14,400
Graduate	\$ 11,100	\$ 11,100	\$ 5,550	\$ 27,750
Subtotal Student	\$ 16,700	\$ 16,700	\$ 8,750	\$ 42,150
Total SALARIES & WAGES	\$ 38,525	\$ 38,525	\$ 18,205	\$ 95,255
FRINGE BENEFITS				
PI: Robert Stokes, Chair, Public Admin	\$ 952	\$ 952	\$ 555	\$ 2,459
Ki Eun Kang, Public Admin	\$ 902	\$ 902	\$ 248	\$ 2,052
Sub-total Faculty benefits	\$ 1,854	\$ 1,854	\$ 803	\$ 4,511
Undergrads	\$ 476	\$ 476	\$ 272	\$ 1,224
Graduates	\$ 943	\$ 943	\$ 471	\$ 2,357
Total FRINGE BENEFITS	\$ 3,273	\$ 3,273	\$ 1,546	\$ 8,092
TRAVEL	\$ 500	\$ 500	\$ -	\$ 1,000
OTHER DIRECT COSTS				
Supplies	\$ -	\$ -	\$ -	\$ -
Total OTHER DIRECT COSTS	\$ -	\$ -	\$ -	\$ -
TOTAL DIRECT COSTS	\$ 42,298	\$ 42,298	\$ 19,751	\$ 104,347
MTDC Base	\$ 42,298	\$ 42,298	\$ 19,751	\$ 104,347
INDIRECT COSTS	\$ 6,345	\$ 6,345	\$ 2,963	\$ 15,653
TOTAL DIRECT + INDIRECT COSTS	\$ 48,643	\$ 48,643	\$ 22,714	\$ 120,000



Western Riverside Council of Governments Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Staff Report

Subject: Approval of Fiscal Year 2024/2025 Supporting Foundation Budget Amendment and Adoption of Fiscal Year 2025/2026 Supporting Foundation Budget

Contact: Louis Fernandez, Accounting Manager, lfernandez@wrcog.us, (951) 405-6743
Bonnie Woodrome, Communications & External Affairs Manager,
bwoodrome@wrcog.us, (951) 533-3726

Date: May 5, 2025

Recommended Action(s):

1. Approve the Fiscal Year 2024/2025 Supporting Foundation Budget Amendment.
2. Adopt Resolution Number 01-25; A Resolution of the Board of Directors of the Western Riverside Council of Governments Supporting Foundation adopting the Fiscal Year 2025/2026 Supporting Foundation Budget.

Summary:

The Fiscal Year 2024/2025 Supporting Foundation Budget Amendment is being presented for consideration and approval now that several key costs have been determined. Additionally, the Fiscal Year 2025/2026 Supporting Foundation Budget is being presented for adoption.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to present the Supporting Foundation Fiscal Year 2024/2025 budget amendment for approval and the Fiscal Year 2025/2026 Supporting Foundation Budget for adoption by the Board of Directors. This item aligns with Strategic Plan Goal #3 (Ensure fiscal solvency and stability of the Western Riverside Council of Governments).

Discussion:

Background

In 2006, the Supporting Foundation was created to assist WRCOG with the implementation of its programs, primarily to provide a non-profit entity that could receive grant funds and donations which WRCOG could otherwise not accept. To that end, WRCOG established the Supporting Foundation as a 501(c)3 non-profit entity.

The Executive Committee serves as the Board of Directors for the Supporting Foundation. The Chair and Vice-Chair of the Executive Committee serve as the President and Vice-President of the Supporting Foundation, respectively. The Executive Director serves as the Secretary of the Supporting Foundation and the Chief Financial Officer (CFO) serves as the Treasurer.

Historically, the Supporting Foundation had not been directly involved in the General Assembly & Leadership Address events except in those rare instances in which a sponsor wished to use the Supporting Foundation to receive their donations. During Fiscal Year 2021/2022, WRCOG adopted resolutions to further leverage the Supporting Foundation to support the General Assembly event.

On May 2, 2022, the Supporting Foundation Board of Directors adopted a resolution to memorialize the scope of activities and expenditure authority related to the General Assembly event. This resolution adopted policies that explicitly allow the Supporting Foundation to support the General Assembly & Leadership Address and authorized the Secretary and Treasurer to 1) accept all funds, 2) transfer funds in any amount to WRCOG in order to support or reimburse any WRCOG activities, and 3) authorize expenditures in a manner consistent with the WRCOG spending policy, including the ability to authorize expenditures in amounts not to exceed \$100k.

Fiscal Year 2024/2025 Budget Amendment

The adopted Fiscal Year (FY) 2024/2025 Budget was primarily based on the known costs at the time for the 2024 General Assembly event. While this gave a reasonable basis for the overall budget amount, the individual costs for the General Assembly event are not known until certain key events occur.

Specifically, the event venue selection, speaker selection, and anticipated number of guests are the biggest variables in budgeting for the event. As the event venue, speaker, and anticipated number of guests have now been determined, staff are presenting an amendment to the FY 2024/2025 budget that more accurately depicts the costs for the event.

The revised budget for FY 2024/2025 anticipates \$365,500 in revenues (sponsorships, ticket sales, and in-kind sponsorships) against \$363,700 in expenditures, which represents an increase of \$60,500 in revenues and \$60,450 in expenditures.

FY 2025/2026 Budget

Historically, the upcoming budget is based on the updated budget for the current year. Basing the upcoming year's budget with the current year's budget gives a reasonable basis for the overall budget amount. As previously noted, the individual costs for the General Assembly event are not known until certain key events occur. Of the three variables (speaker, venue, number of guests), the biggest variable has historically been the speaker fee. For planning purposes, the speaker fee is being budgeted at \$100,000, which represents an approximate average from prior years. The majority of other projected expenses are set to be the same as the 2024 General Assembly event, with minor increases and decreases in some line items. The projected revenue for FY 2025/2026 is assumed to be approximately 10% less than the 2024 General Assembly event of \$401k, based on the current assumptions. Once the Committee makes a speaker selection for the 2026 General Assembly event and other key events occur, a budget amendment will be brought forward to amend the FY 2025/2026 budget.

Prior Action(s):

None.

Financial Summary:

The budget amendment for Fiscal Year 2024/2025 revises the budget to \$365,500 in revenues against \$363,700 in expenditures.

The Fiscal Year 2025/2026 budget anticipates \$365,500 in revenues against \$363,450 in expenditures; however, a budget amendment will be brought forward once certain expenditures have been finalized.

As of June 30, 2024, the Supporting Foundation had a fund balance of approximately \$113k. The total fund balance serves as a useful measure of the Foundation's net resources available for spending at the end of the fiscal year. The anticipated fund balance for FY 2025/2026 is approximately \$115k.

Attachment(s):

[Attachment 1 - FY 2024/2025 Foundation Budget Amendment](#)

[Attachment 2 - Resolution 01-25 adopting FY 2025/2026 Foundation Budget](#)

Attachment

Fiscal Year 2024/2025
Supporting Foundation
Budget Amendment



**Western Riverside Council of Governments
Supporting Foundation
Fiscal Year 2024/2025 Budget Amendment**

	<u>Actual</u>	<u>FY 25 Budget</u>	<u>Difference</u>	<u>Amendment</u>	<u>Amended FY 25 Budget Amount</u>
Revenue:					
Sponsorships & Individual Tickets	\$ 177,400	\$ 255,000	\$ 77,600	\$ 50,000	\$ 305,000
Tribal Sponsorship - in-kind	50,000	50,000	-	-	50,000
Other Sponsorship - in-kind	-	-	-	10,500	10,500
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
Total Revenue	<u>\$ 227,400</u>	<u>\$ 305,000</u>	<u>\$ 77,600</u>	<u>\$ 60,500</u>	<u>\$ 365,500</u>
Expenditures:					
Event Support	\$ 50,320	\$ 137,750	\$ 87,430	4,200	\$ 141,950
Venue Expenses	15,000	110,000	95,000	47,000	157,000
Graphic Design Services	-	20,500	20,500	6,500	27,000
Pechanga Expenses	-	15,000	15,000	2,000	17,000
Program/Promotional Expenses	10,300	20,000	9,700	750	20,750
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
Total Expenditures	<u>\$ 75,619</u>	<u>\$ 303,250</u>	<u>\$ 227,631</u>	<u>\$ 60,450</u>	<u>\$ 363,700</u>

Attachment

Resolution 01-25; Adopting the Fiscal
Year 2025/2026 Foundation Budget



WRCOG Supporting Foundation

County of Riverside • City of Banning • City of Beaumont • City of Calimesa
City of Canyon Lake • City of Corona • City of Eastvale • City of Hemet
City of Jurupa Valley • City of Lake Elsinore • City of Menifee
City of Moreno Valley • City of Murrieta • City of Norco • City of Perris
City of Riverside • City of San Jacinto • City of Temecula • City of Wildomar
Eastern Municipal Water District • Western Municipal Water District
Riverside County Superintendent of Schools

3390 University Avenue, Ste 200
Riverside, CA 92501
(951) 405-6700
wrcog.us

RESOLUTION NUMBER 01-25

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS SUPPORTING FOUNDATION ADOPTING THE FISCAL YEAR 2025/2026 FOUNDATION BUDGET

WHEREAS, the Western Riverside Council of Governments Supporting Foundation (“Supporting Foundation”) was created to allow for the Western Riverside Council of Governments (“WRCOG”) to apply for and receive grant funding that supports the efforts of WRCOG’s various programs; and

WHEREAS, the Board of Directors has reviewed and approves the Supporting Foundation Fiscal Year 2025/2026 Budget.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Western Riverside Council of Governments Supporting Foundation as follows:

Section 1. Recitals. The above recitals are incorporated herein by this reference.

Section 2. Final Budget. The Board of Directors hereby approves and adopts the Supporting Foundation Fiscal Year 2025/2026 Budget.

PASSED AND ADOPTED by the Western Riverside Council of Governments Supporting Foundation Board of Directors on May 5, 2025.

Brenda Dennstedt, Chair
WRCOG Executive Committee

Dr. Kurt Wilson, Secretary
WRCOG Executive Committee

Approved as to form:

Steven DeBaun
WRCOG Legal Counsel

AYES: _____ NAYS: _____ ABSENT: _____ ABSTAIN: _____



**Western Riverside Council of Governments
Supporting Foundation
Fiscal Year 2025/2026 Budget**

	2026 Proposed Budget
Revenue:	
Sponsorships & Individual Tickets	\$ 305,000
Tribal Sponsorship - in-kind	50,000
Other Sponsorship - in-kind	10,500
	<hr/>
Total Revenue	\$ 365,500
	<hr/> <hr/>
Expenditures:	
Event Support	\$ 141,700
Venue Expenses	157,000
Graphic Design Services	27,000
Pechanga Expenses	17,000
Program/Promotional Expenses	20,750
	<hr/>
Total Expenditures	\$ 363,450
	<hr/> <hr/>
Excess Revenue/(Expense)	\$ 2,050



Western Riverside Council of Governments Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Staff Report

Subject: I-REN 2024 Annual Report and 2028-2035 Business Plan Update

Contact: Casey Dailey, Director of Energy & Environmental Programs, cdailey@wrcog.us, (951) 405-6720

Date: May 5, 2025

Recommended Action(s):

1. Receive and file.
-

Summary:

The 2024 I-REN Annual Report detailing I-REN's 2024 accomplishments has just been completed and submitted to the California Public Utilities Commission (CPUC). The draft 2028 I-REN Business Plan is currently in progress, preparing for submission to the CPUC to secure funding for program years 2028-2035. At a minimum, I-REN staff will retain the same sectors outlined in the current business plan: Public, Codes & Standards, and Workforce Education & Training.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to provide an update on the 2024 I-REN Annual Report and draft Business Plan progress to date and continue the discussion around the potential for adding other market sectors. This effort aligns with WRCOG's 2022-2027 Strategic Plan Goal #6 (Develop and implement programs that support resilience for our region).

Discussion:

Background

2024 I-REN Annual Report

Each year in the spring, the CPUC requires each Energy Efficiency (EE) Portfolio Administrator (PA) to submit an Annual Report describing its achievements in the preceding year and detailing its plans for the year ahead. I-REN submitted its first Annual Report in spring 2023, recounting its activities in 2022 as a new Regional Energy Network (REN), and laying out goals for the 2023 calendar year. I-REN submitted its second Annual Report for 2023, affirming how the goals set in its 2022 Annual Report have been achieved and looking ahead to further achievements in 2024. On April 15, 2025, I-REN submitted its

2024 Annual Report (Attachment 1).

2028-2035 Business Plan

In order for I-REN to continue its operations beyond 2027, a new Business Plan is required to be submitted to the CPUC in February 2026. At the January 21, 2025, I-REN Executive Committee meeting, staff presented an overview of the CPUC application process for I-REN EE Program funding for program years 2028-2035. The Business Plan will consist of an eight-year strategic business plan and four-year portfolio plan. In addition to outlining detailed plans for program years 2028-2031, the 2028 application will also include high-level strategies, future plans, and goals for program years 2032-2035.

Present Situation

2024 I-REN Annual Report

As detailed in the attached I-REN 2024 Annual Report, 2024 was a year of significant milestones and growth across I-REN's portfolio. After launching select quick-start activities in the latter half of 2023, I-REN embarked on its first full year of those programs operations in 2024 and saw participation increase across its portfolio. In parallel, I-REN initiated other program activities in close coordination with local, regional, and statewide stakeholders.

As envisioned in its Business Plan, I-REN's portfolio is now delivering tangible, cross-cutting public interest impacts and increasing equitable access to EE in the Inland Empire region.

- I-REN's Fellowship workforce initiative provides job opportunities and experiential energy education to participants who are placed at local jurisdictions to support energy projects. By funding the Fellows, I-REN has increased local agencies' ability to pursue energy efficiency, and I-REN's Public Sector pipeline now has 26 projects in progress where I-REN Fellows have direct involvement in supporting project completion.
- The first I-REN Public Sector Normalized Metered Energy Consumption (NMEC), also known as Cash for Kilowatts, Project completed construction in 2024 and is set to deliver energy and bill savings for public facilities serving equity communities. All projects in the I-REN Public Sector pipeline serve equity communities, and energy road mapping and benchmarking services provided in 2024 were for 100% equity community-serving public facilities.
- I-REN is leading the way with equitable energy code training for public and private sector building professionals, having hosted the state's first REN-led, no-cost, multilingual technical training on the energy code - a four-part module on air conditioning and heat pumps in Spanish.

I-REN continues to be guided by input from its communities and stakeholders. In the past year, I-REN further expanded opportunities for community and industry input to its program designs and operations by convening stakeholders in all sectors of its portfolio, including roundtables, working groups, energy forums, and more.

In 2024, I-REN also coordinated closely with other PAs to fulfill regulatory obligations as well as to enhance program offerings and ensure judicious use of ratepayer funds. When the CPUC approved portfolios in Decision (D).23-06-055, it ordered that the PAs work together to examine various topics and

submit joint advice letters. I-REN has been a diligent contributor to those efforts, embracing the opportunity to work collaboratively with other PAs and advocate for equity and the value that RENs bring to the EE landscape. I-REN also worked closely with other PAs in the region to avoid program overlap and to collaborate in ways that bring added value to participants.

Going into 2025, I-REN is continuing to expand program activities and deliver tangible benefits for not only program participants, but also the region as a whole. While driving outcomes in its current portfolio, I-REN will also look to the future. I-REN's 2028-2035 portfolio application will be developed using insights gained from early program implementation, along with feedback from stakeholders regarding the energy efficiency and resilience needs of the Inland Empire.

Key Program Performance Metrics: The following key achievements by I-REN's programs and many other performance metrics are presented in the 2024 Annual Report.

- Public Sector
 - 50+ agencies leveraged Public Sector program offerings
 - 70+ attendees participated in I-REN's first Public Sector Working Group
 - \$1.8M in funding secured for agencies by I-REN
 - Projects in the development pipeline are estimated to produce \$8.5M in utility bill savings
- Codes & Standards Sector
 - 13 energy code trainings offered with 214 attendees
 - 157 training attendees awarded continuing education unit certificates
 - 60% increase in training registrants from 2023
 - First REN to offer a Spanish language energy code training
 - 2 regional energy code forums hosted
- Workforce Education & Training Sector
 - 147 partnerships supporting energy efficiency
 - 14 Fellows placed at agencies to support energy efficiency and resiliency projects
 - Workforce assessment completed to inform future program activities

I-REN Budget and Spending: Calendar Year 2024 Budget Forecast and Actual Expenditures are documented in the 2024 I-REN Annual Report. I-REN has an authorized budget of \$65.5M for 2022-2027, approximately \$11M each year. In I-REN's first year of operation (2022), its expenses totaled \$1.1M. In 2023, I-REN increased its expenses to approximately \$5M. In 2024, I-REN increased again to approximately \$6.7M. Although I-REN has shown much growth year after year, its total spending is still behind.

A significant portion of the unspent funds in 2024 are directly related to I-REN member agencies' participation and engagement with I-REN programs and services. The Cash for Kilowatts Program has approximately \$2.5M per year allocated through 2027 for eligible public sector projects. Additionally, there is approximately \$850,000 allocated annually to the I-REN Fellowship Program to fund 27 Fellows throughout the I-REN territory. I-REN's ability to expend the budget provided by the CPUC is directly proportional to the public sector agency participation in its programs. More prioritization of I-REN programs and services from member agencies is essential for I-REN to spend its allocated budget and, to seek additional funds in the future.

2028-2035 Business Plan

Preparing the 2028 Business Plan will involve assessing the energy efficiency needs of stakeholder communities within the CPUC-defined market sectors that I-REN wishes to serve, determining capabilities to address those needs, and developing a compelling set of strategies and a justifiable budget request to serve those sectors.

In accordance with CPUC D.19-12-021, in order to obtain CPUC approval, RENs must propose activities that meet at least one of the criteria below (D.19-12-021, Ordering Paragraph 4):

1. Activities that utility or Community Choice Aggregator (CCA) PAs cannot or do not intend to undertake.
2. Pilot activities where there is no current utility or CCA Program offering, and where there is potential for scalability to a broader geographic reach, if successful.
3. Activities serving hard-to-reach markets, whether or not there is another utility or CCA Program that may overlap.

Additional factors the CPUC will consider in evaluating the reasonableness of I-REN and other PAs applications include, but are not necessarily limited to, the following:

- Results from PA's initial round of funding, e.g.:
 - Performance on goals and metrics
 - Utilization of budget
 - Lessons learned
- PA communities' unmet needs for energy efficiency, reflected in quantitative and qualitative data from primary and/or secondary research
- Overlapping programs offered by other PAs that may already be able to serve I-REN communities
- PA's capability to plan and deliver forward-thinking and effective approaches to address demonstrated needs
- Overarching policy trends and issues, e.g.:
 - Energy bill affordability concerns
 - State goals for decarbonization

PAs, such as I-REN, are expected to be good stewards of ratepayer dollars that fund EE Programs. In 2024, PAs saw a marked increase in scrutiny from regulatory bodies and lawmakers due to the increasing energy bill affordability crisis in the state. The California Public Advocates Office (Cal Advocates) worked throughout the year to convince lawmakers that EE Programs, especially REN programs, were not a good use of ratepayer dollars. Relatedly, in October 2024, Governor Gavin Newsom issued Executive Order N-5-24, calling for the CPUC to "modify or sunset any underperforming or underutilized programs or orders whose costs exceed the value and benefits to electric ratepayers." This level of scrutiny is expected to continue and increase in 2025. It is within this context that I-REN staff is examining whether to expand into new market sectors and/or continue building and growing its existing programs in the next Business Plan.

The question of adding new market sectors has been raised on several occasions. At the January 21, 2025, I-REN Executive Committee meeting, adding additional sectors were discussed, specifically with regard to commercial and industrial new construction program opportunities and California Assembly Bill (AB) 98, signed into law on September 29, 2024. AB 98 becomes effective January 1, 2026, and relates to warehousing and trucking activity, and is relevant for the I-REN region as it is home to numerous

existing and planned warehouse facilities and trucking routes. Additionally, CVAG has expressed interest in the potential of adding the residential and small and medium commercial sectors in the next Business Plan submission. I-REN staff and its consultants have researched, and continue to research, the viability of including additional sector(s) to the I-REN portfolio.

As referenced earlier in this report, RENs must propose activities that meet at least one of the criteria below (D.19-12-021, Ordering Paragraph 4):

1. Activities that utility or CCA PAs cannot or do not intend to undertake.
2. Pilot activities where there is no current utility or CCA Program offering, and where there is potential for scalability to a broader geographic reach, if successful.
3. Activities serving hard-to-reach markets, whether or not there is another utility or CCA Program that may overlap.

Staff have conducted research focused on programs offered in the SCE territory, since that generally aligns with the I-REN territory. Attachment 2 to the staff report is a table identifying some of the existing EE programs offered in the I-REN territory. Existing EE programs serve the Commercial, Industrial, Residential and Agriculture sectors.

For more information on all these programs, additional information can be found at <https://www.sce.com/business/savings-incentives/third-party-energy-efficiency-programs>.

Based on the current availability of existing programs that serve the Commercial, Industrial, Residential and Agriculture Sectors, it does not readily appear that any gaps exist in program offerings, which is the primary factor in considering proposals to add new PAs in the sector space. As part of the Evaluation, Measurement & Verification Studies that I-REN is commissioning, one study will be included to perform a Gap Analysis Assessment to determine if there are, in fact, any gaps in services that I-REN could fill as it relates to sectors outside of I-REN's currently authorized portfolio. This study will be conducted as part of a review of potential sectors I-REN could fill, but would not be completed prior to the required submittal date of the next Business Plan. As such, any consideration for adding new sectors would not be available for full consideration until a Business Plan was prepared for the 2032-2035 funding cycle. Even then, the Studies could find that a gap does not exist in market services offered to the sectors.

However, and regardless of the above referenced constraints, staff recognizes there is interest for programs serving the Commercial, Residential and Industrial sectors now. There are many ways I-REN can integrate and incorporate the above referenced programs in its overall outreach and education to the community. One way to accomplish this is to establish a more formal Third-Party PA coordination forum for discussion between I-REN staff and the PAs responsible for implementing those programs. This would create a direct line of communication between I-REN and the other administrators of these programs and allow for marketing, education and outreach of these programs alongside I-REN's existing suite of program offerings. Additional funding can be allocated to I-REN's partners to help effectuate this effort, as well.

Conclusion

This item is being brought forward for discussion and feedback from the WRCOG Executive Committee prior to the May I-REN Executive Meeting.

Prior Action(s):

April 9, 2025: The Administration & Finance Committee received and filed.

March 20, 2025: The Technical Advisory Committee received and filed.

February 18, 2025: The I-REN Executive Committee authorized staff to continue the development of the 2028 Business Plan for the Public, Codes & Standards, and Workforce Education & Training Sectors and directed staff to return at a future meeting for a discussion of possible inclusion of additional sectors.

Financial Summary:

The I-REN has an existing, six-year, \$65M budget approved by the CPUC from 2022 through 2027. The amount for the next funding period will be determined at a later time, prior to filing the new Business Plan in 2026.

Attachment(s):

[Attachment 1 - I-REN 2024 Annual Report](#)

[Attachment 2 - Existing EE Programs Offered in SCE Territory](#)

Attachment

I-REN 2024 Annual Report



20 24 | Annual Report





Your Local Champion for Equitable Access to Energy Resources

Our mission is to build a stronger clean energy economy and community throughout California's Inland Empire by connecting residents, businesses, and local governments to a wide range of energy efficiency resources. Together, we will empower local governments to practice energy efficiency; support workforce education and training in our region; and enable code compliance in the building industry.

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01. — Executive Summary



I-REN Overview

The Inland Regional Energy Network (I-REN) is a consortium of the Coachella Valley Association of Governments (CVAG), San Bernardino Council of Governments (SBCOG), and Western Riverside Council of Governments (WRCOG) that serve the counties of Riverside and San Bernardino. These partners initially began collaborating in 2019 with a shared vision to establish locally administered, designed, and delivered energy efficiency (EE) programs.

Historically, the Inland Empire has faced challenges in receiving equitable opportunities to participate in EE and advanced energy. As dedicated representatives of local government, the I-REN consortium members bring established connections from their work serving this region to support filling gaps in existing EE services. The establishment of a Regional Energy Network (REN) in the Inland Empire region offers equitable opportunities for ratepayers in these communities to be engaged and active participants in meeting California’s EE goals.

In February 2021, I-REN applied for REN portfolio administrator (PA) status to offer a portfolio of programs serving the Public Sector, Codes & Standards (C&S), and Workforce Education & Training (WE&T), with governance from WRCOG as the administrative lead agency, as well as SBCOG and CVAG. I-REN was authorized by the California Public Utilities Commission (CPUC or Commission) in Decision (D.) 21-11-013 Approval of Inland Regional Energy Network Energy Efficiency Business Plan, which funded I-REN to offer EE services through program year 2027.

As directed in D.21-11-013, I-REN plans to make a new portfolio filing in 2026 along with other PAs for program year 2028 and beyond.



2024: Driving Equitable EE and Resiliency in the Inland Empire

2024 was a year of significant milestones and growth across I-REN's portfolio. After launching select quick-start activities in the latter half of 2023, I-REN embarked on its first full year of those programs' operations in 2024 and saw participation increase across its portfolio. In parallel, I-REN initiated other program activities in close coordination with local, regional, and statewide stakeholders.

*As envisioned in its Business Plan, I-REN's portfolio is now **delivering tangible, cross-cutting public interest impacts and increasing equitable access to EE in the Inland Empire region.***

- I-REN's Energy Fellowship workforce initiative provides **job opportunities and experiential energy education** to participants who are placed at local jurisdictions to support energy projects. By funding the Energy Fellows, I-REN has **increased local agencies' capacity** to pursue energy efficiency, and I-REN's public sector pipeline now has **26 projects in progress where I-REN Energy Fellows have direct involvement** in supporting project completion.
- The first I-REN public sector Normalized Metered Energy Consumption (NMEC) project completed construction in 2024 and is set to deliver **energy and bill savings for public facilities serving equity communities**. All projects in the I-REN public sector pipeline serve equity communities, and energy roadmapping and benchmarking services provided in 2024 were for **100% equity community-serving public facilities**.
- I-REN is leading the way with equitable Energy Code training for public sector and private sector building professionals, having hosted **the state's first REN-led, no-cost, multilingual technical training on the Energy Code**—a four-part module on air conditioning and heat pumps in Spanish.

I-REN continues to be guided by input from its communities and stakeholders. In the past year I-REN further expanded opportunities for community and industry input to its program designs and operations by convening stakeholders in all sectors of its portfolio through roundtables, working groups, energy forums, and more.

In 2024 I-REN also coordinated closely with its Fellow PAs to fulfill regulatory obligations as well as to enhance program offerings and ensure judicious use of ratepayer funds. When the Commission approved portfolios in D.23-06-055, it ordered that the PAs work together to examine various topics and submit joint advice letters. I-REN has been a diligent contributor to those efforts, embracing the opportunity to work collaboratively with Fellow PAs and advocate for equity and the value that RENs bring to the EE landscape. I-REN also worked closely with Fellow PAs in the region to avoid program overlap and to collaborate in ways that bring added value to participants.

Going into 2025, I-REN is continuing to expand program activities and deliver tangible benefits for not only program participants but also the region as a whole. While driving outcomes in its current portfolio, I-REN will also look to the future. I-REN's 2028–2035 portfolio application will be developed using insights gained from early program implementation, along with feedback from stakeholders regarding the energy efficiency and resilience needs of the Inland Empire.

I-REN Accomplishments

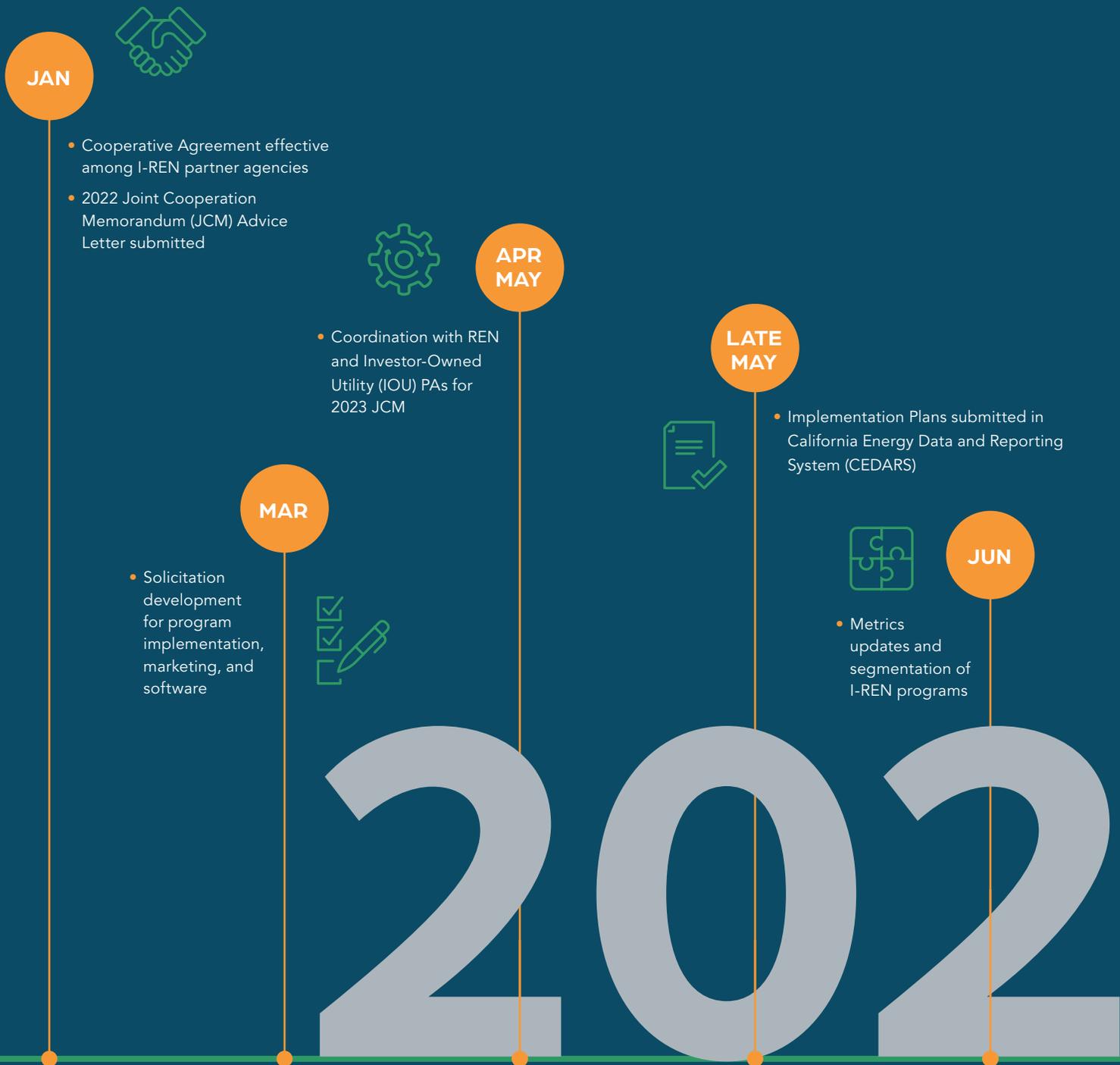
From Business Plan Approval to Present



- Business Plan approved in D.21-11-013
- Building I-REN contacts list for local governments, tribes, and other stakeholders
- Began working with SoCalGas on Program Agreement
- Memorandum of Agreement (MOA) and I-REN Governance and Operations Rules in development between I-REN partner agencies

2021

I-REN Accomplishments





**JUL
AUG**

- Metrics Advice Letter filed and accepted by CPUC



AUG



- Implementer and vendor solicitations released
- Collaboration with PAs and presentation at CPUC PA Coordination Workshop

**AUG
SEPT**



- Response to Energy Division REN Metrics data request
- California Energy Efficiency Coordinating Committee (CAEECC) Equity and Market Support Metrics Working Group Participation

**OCT
NOV**



- REN Performance Metrics stakeholder meetings

NOV



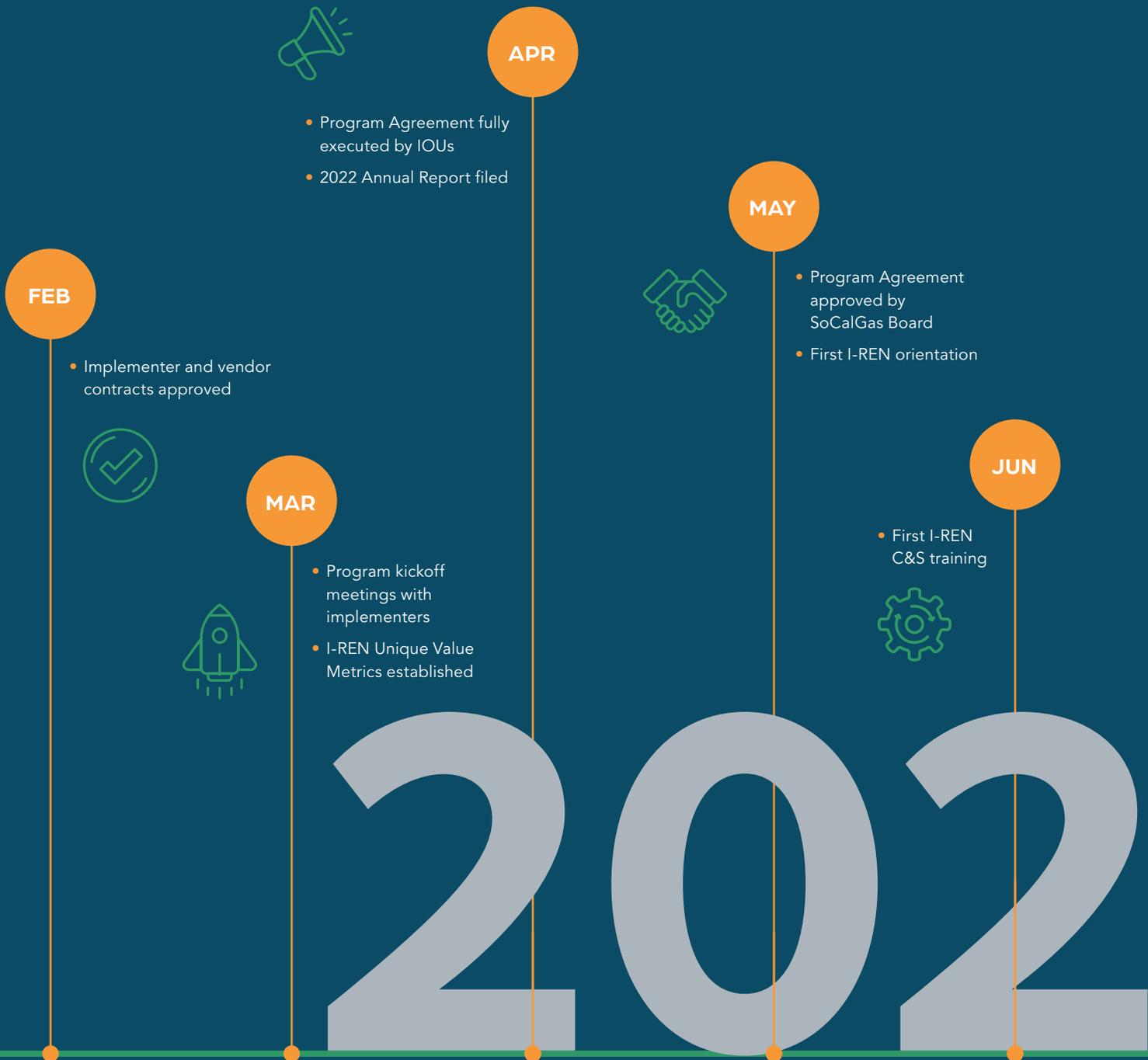
- Budget filing in CEDARS
- Bidder interviews for implementers and vendors
- Organizational strategic planning begins

DEC



- First I-REN Executive Committee Meeting
- Selection of implementers for contract negotiations
- Program Agreement finalized by Council of Government (COG) partners and routed to SoCalGas/Southern California Edison (SCE)

I-REN Accomplishments



3

AUG



- I-REN Evaluability Assessment begins

OCT



- 2024–2027 True-Up Advice Letter submitted
- Monthly check-in meeting established with CPUC ED staff

NOV



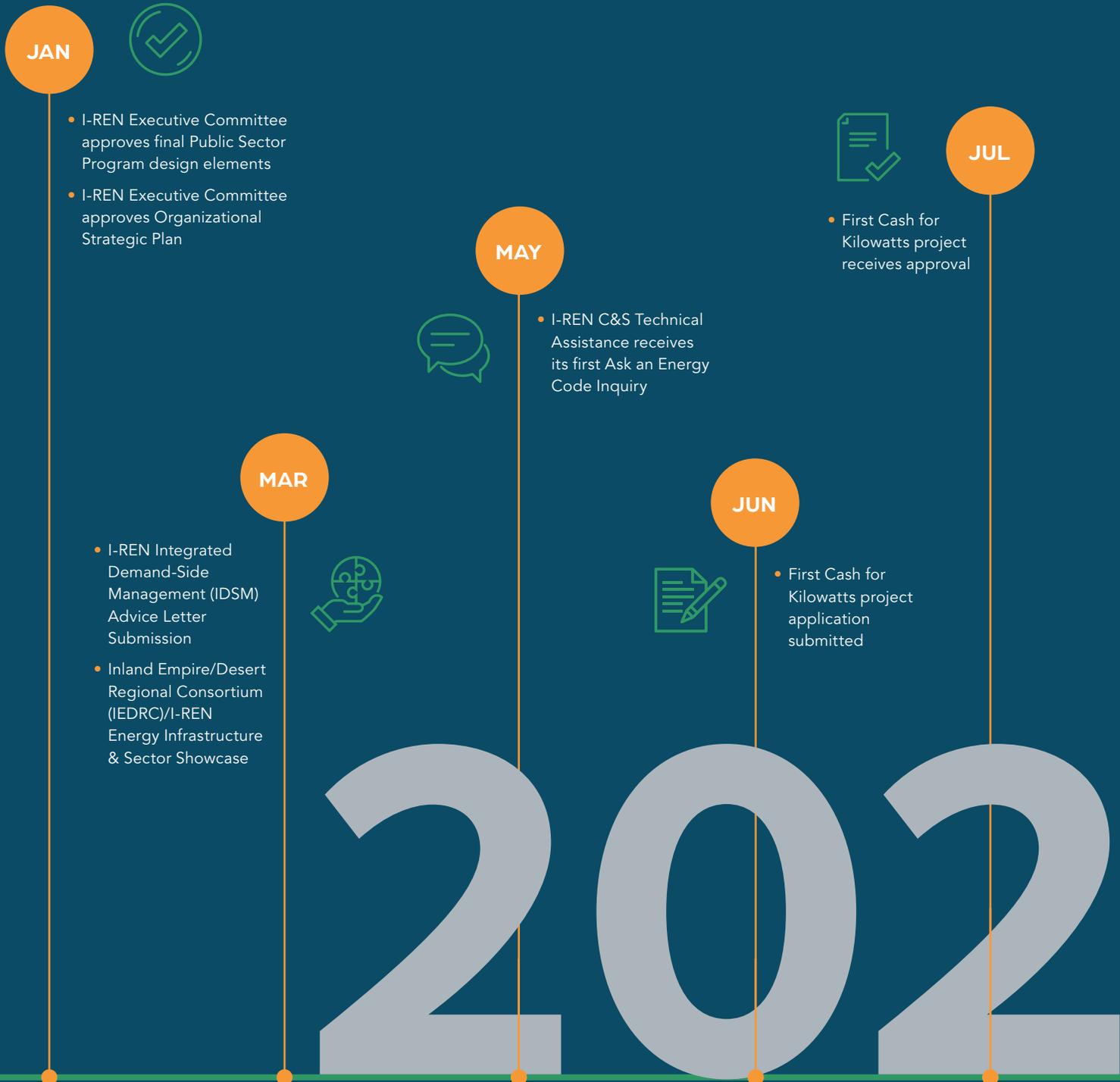
- CAEECC Equity and Market Support Working Group convenes

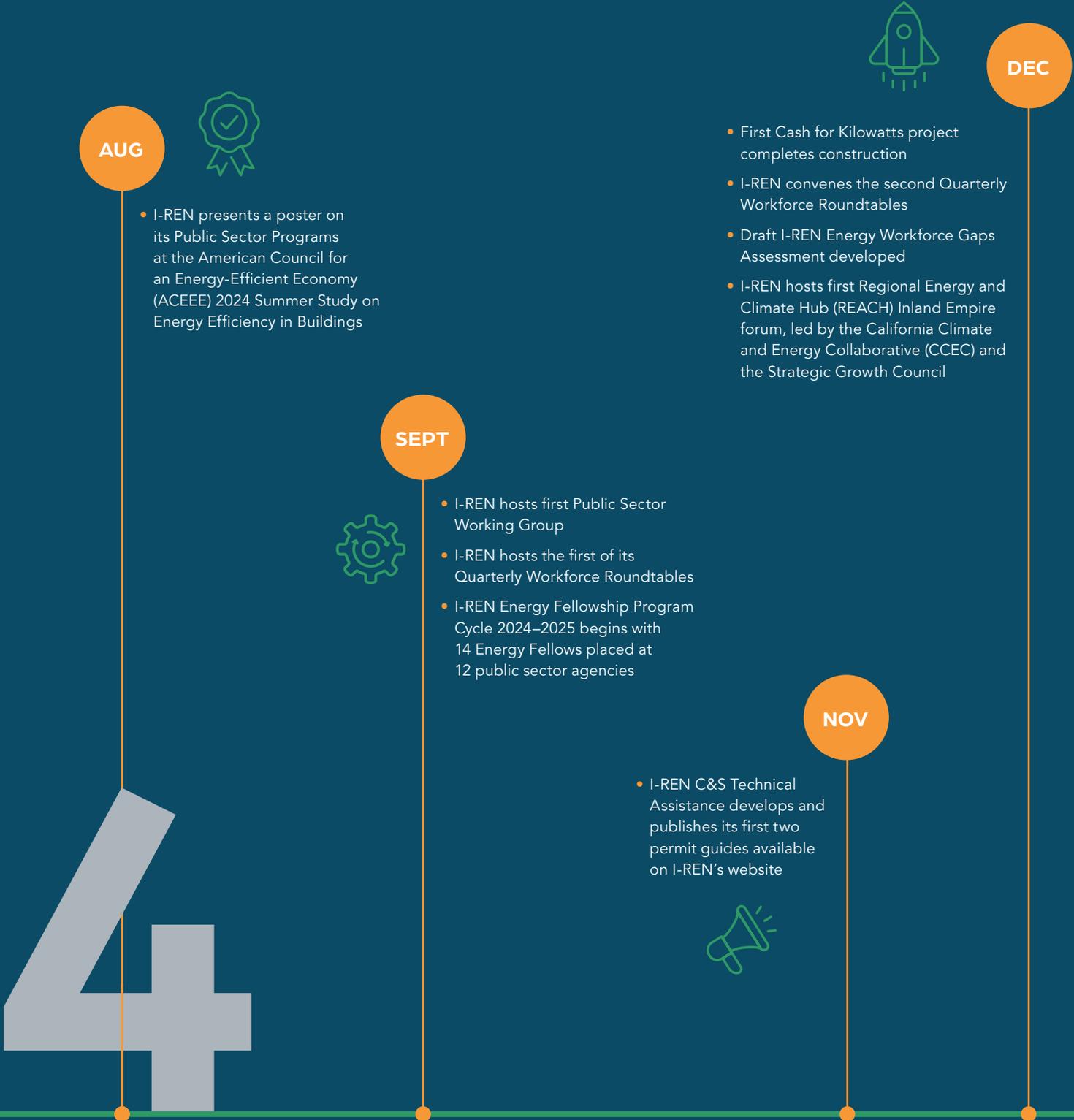
DEC



- Coordination with PAs for Common Metrics review

I-REN Accomplishments







Public Sector Summary

I-REN’s Public Sector Programs help public agencies complete energy efficiency projects.

I-REN offers a comprehensive suite of no-cost services and support, from project identification to completion, including cash incentives. I-REN helps identify energy-saving measures and then works alongside agency staff to fund and install them. In 2024, I-REN’s Public Sector Programs received final approval from its Executive Committee on various program design elements, which paved the way for full program service delivery. I-REN focused on regional engagement and marketing campaigns to spread the word about programs and services. More than 50 agencies leveraged Public Sector Program offerings in 2024, and more than 70 attendees participated in I-REN’s first Public Sector Working Group. I-REN helped agencies benchmark over 4.8 million square feet in 2024 through its strategic energy planning offerings, including the Building Upgrade Concierge. Through its Energy Efficiency and Conservation Block Grant (EECBG) initiative, I-REN helped agencies secure over \$1.8 million in funding. I-REN also conducted audits at 44 facilities and saw construction completion of its first Cash for Kilowatts project. In alignment with equity program objectives, the majority of agencies served by I-REN’s Public Sector Programs were equity communities.

Additionally, 100% of facilities benchmarked, 100% of energy audits performed, and 100% of savings achieved were in underserved and/or hard-to-reach (HTR) communities.

In 2025, I-REN will focus on continued outreach and engagement with new agencies in the region; education and celebrations of success; and turning identified projects into tangible results throughout the I-REN territory, with a priority on equity communities.

50+

Agencies leveraged
Public Sector Program
offerings

70+

Attendees participated in
I-REN’s first Public Sector
Working Group

\$1.8M

Funding for agencies
secured by I-REN



Codes & Standards Summary

I-REN's Codes & Standards (C&S) Programs provide training and technical support to increase understanding of the building Energy Code, with services tailored for public and private sector building professionals.

The I-REN C&S Training and Education Program offered 13 trainings and two forums in 2024. I-REN became the state's first REN to offer a C&S training series in Spanish, part of the C&S training program's efforts to reach more equity participants. In accordance with the results of 2023's Market Assessment Survey, I-REN introduced new training topics in 2024, including Accessory Dwelling Units, Solar PV & Battery, and Single-family Lighting. I-REN also extended its trainer base through collaboration with SCE and Energy Code Ace, and deepened its relationship with the California Energy Commission (CEC), which led two trainings in partnership with I-REN. I-REN plans to continue expanding its trainer base and training topics in 2025

13

Trainings offered

2

Forums offered

60%

Increase in training registrants from 2023



Workforce Education & Training Summary

I-REN's workforce offerings include an Energy Fellowship initiative that provides job opportunities in local jurisdictions to support public sector energy efficiency projects.

In 2024 I-REN increased the number of Energy Fellows it placed, and those Fellows began making direct contributions to support the implementation of projects through I-REN's Public Sector Programs. Also in 2024 I-REN conducted an energy workforce assessment to identify workforce needs and opportunities in the region. The assessment included surveying employers to learn more about their hiring and job skill needs related to energy efficiency. In 2025 I-REN will continue to grow the number of Energy Fellows it places at local jurisdictions, and provide additional experiential learning opportunities for the Fellows. I-REN will also work to implement program plans based on results of the market assessment.

385

Local employers surveyed for market assessment

14

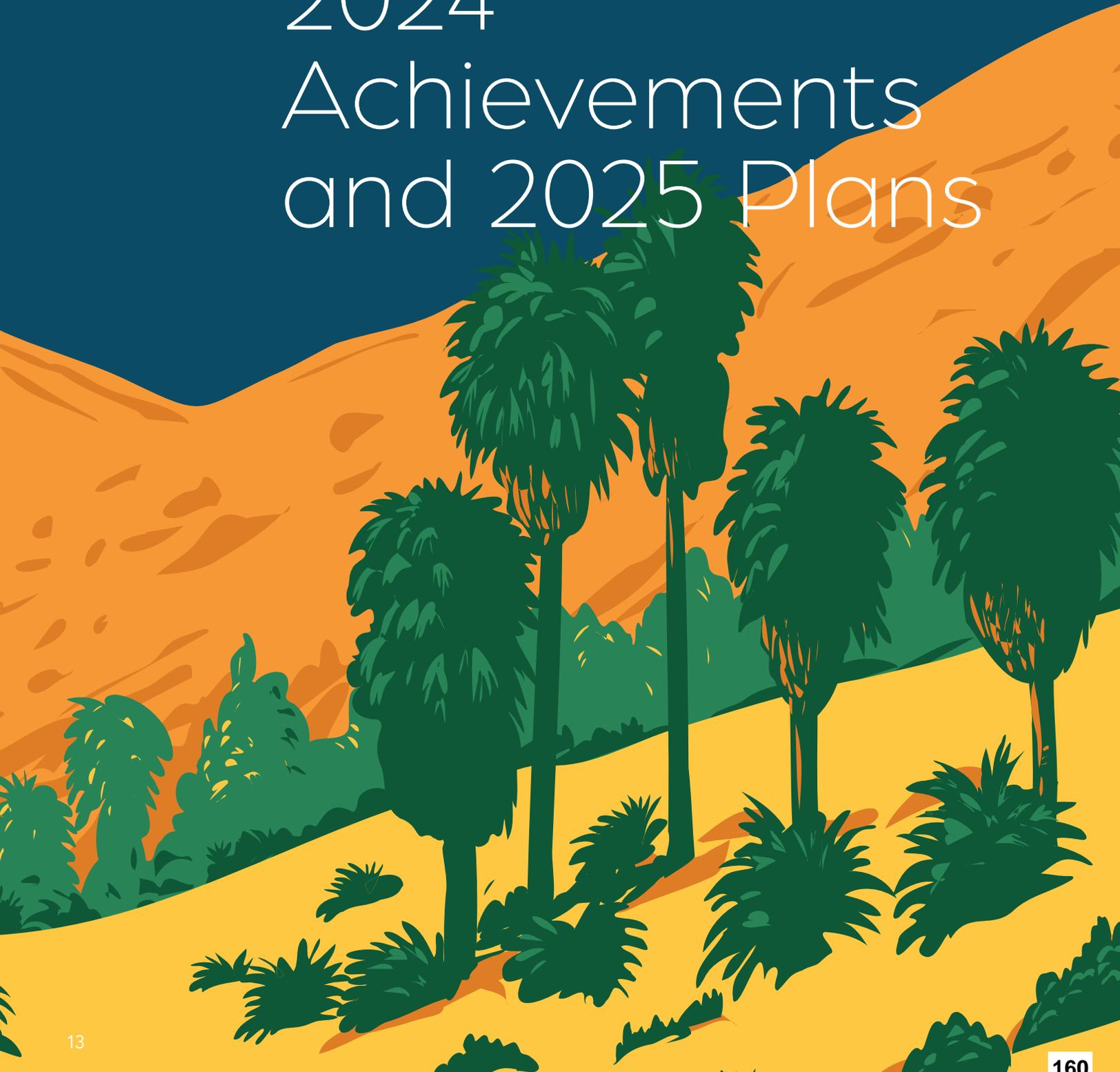
I-REN energy Fellows placed at local agencies

26

Public sector EE projects supported by I-REN Fellows

02. —

2024 Achievements and 2025 Plans



Introduction

I-REN’s EE program portfolio consists of six programs in three sectors: Public Sector, C&S, and WE&T.

The primary purpose of I-REN’s Public Sector Programs is equity—to improve access to EE for HTR, underserved, and Disadvantaged Communities (DACs). The Public Sector Programs support the advancement of the California Public Utilities Commission (CPUC)’s Environmental and Social Justice (ESJ) Action Plan.¹ The program also provides corollary benefits such as increased comfort and safety, improved indoor air quality, and more affordable utility bills, consistent with Goals 1, 2, and 5 in the ESJ Action Plan. One of I-REN’s equity segment programs is a resource program that will deliver savings via projects in public sector facilities.

The primary purpose of I-REN’s WE&T sector is to provide market support to assist in the long-term success of the EE market by educating customers, training contractors, and building partnerships. C&S programs are considered separately from other segments, as directed in D.21-05-031.² I-REN’s C&S programs are focused on training, outreach, and technical assistance to support private and public sector building professionals in understanding and complying with building Energy Codes.

I-REN’s programs and 2024 activities are detailed in the pages that follow, along with a look ahead to I-REN opportunities in 2025 and beyond.



Public Sector

- Technical Assistance and Strategic Energy Planning Program
- Normalized Metered Energy Consumption Program



Codes & Standards

- Training and Education Program
- Technical Support Program



Workforce Education & Training

- Training and Education Program
- Workforce Development Program

¹ <https://www.cpuc.ca.gov/esjactionplan/>

² D.21-05-031 at 16.



Public Sector

I-REN’s Public Sector Programs deliver customized technical assistance and provide monetary incentives for energy projects at publicly owned facilities in the I-REN service territory.

Through these programs, I-REN is increasing underserved and HTR agency access to EE and resiliency within the region. Public sector services include energy use evaluation, facility benchmarking, and targeted project development in line with regional climate and/or energy action plans. Eligible public agencies include:

- Cities and townships
- Counties
- Tribes
- K-12 school districts
- Special districts
- Water and wastewater agencies/districts
- Higher education institutions
- Other public agencies

I-REN’s current Public Sector Programs are the Technical Assistance and Strategic Energy Planning Program (TA Program) and the Public Buildings Normalized Metered Energy Consumption Program (NMEC Program), publicly known as Cash for Kilowatts. I-REN agencies can access both programs simultaneously to maximize energy and resilience outcomes while minimizing their out-of-pocket project costs.

27,263

Square miles

11%

of California’s population

3

COGs

2

Counties

52

Cities

13

Tribal nations

215

Special districts

I-REN-PUBL-001: Technical Assistance and Strategic Energy Planning Program

PROGRAM DESCRIPTION

I-REN's Technical Assistance and Strategic Energy Planning Program (TA Program) offers energy planning and project development support throughout the lifecycle of EE projects. The program reduces the confusion and administrative burden of public sector EE projects, such as funding/financing and reporting requirements, by delivering no-cost services tailored to each agency's unique goals and needs.

This program offers several energy data collection and analysis services to equip agencies to make informed decisions about their energy future. For example, it offers facility benchmarking in I-REN's Building Upgrade Concierge (BUC) software and strategic energy and resilience planning through customized Energy Resilience Roadmaps.

Participating agencies receive a high level of technical and financial assistance for their EE projects. After determining an agency's energy and resilience goals, I-REN helps agencies identify EE projects and secure funding and financing to implement them. The program then guides agencies through applicable energy programs (including I-REN offerings and those of other PAs, including SoCalREN, Southern California Edison, and Southern California Gas Company), helping build capacity and easing the administrative burden of participating in energy programs. I-REN helps agencies use a variety of financing mechanisms available to them for their energy upgrade projects, including through other PAs and non-ratepayer-funded offerings (e.g., IOU financing, third-party program incentives, grants).

The TA Program has the following objectives:

- **PROVIDE** local governments with support and resources to develop and implement their strategic energy plans and EE projects, with a focus on prioritizing equity communities or facilities that serve underserved and HTR regions in the Inland Empire.
- **HELP** local governments afford and finance a range of EE upgrades.
- **ESTABLISH** one-on-one support for local governments' EE projects.
- **DEVELOP** or enhance strategic energy plans to connect local government goals related to climate, resilience, and economic development to EE programs and adoption.
- **CREATE** resources for the public sector to tap into EE and distributed energy resources programs offered by other providers, including IOUs.

ACCOMPLISHMENTS IN 2024

In 2024, I-REN continued to build on its accomplishments and groundwork laid in 2023 during the program design and launch phases. In January, key Public Sector Program design elements were approved by the I-REN Executive Committee, which allowed the public sector team to finalize remaining program tools and templates. The Executive Committee provided guidance on parameters for resource allocation and determined a policy for providing project support throughout the region. This resource allocation policy allows a maximum of two energy efficiency projects per agency at a time (four for counties) and reserves funding for all eligible agencies.

I-REN continued to focus on regional engagement and hosted its first public sector working group with in-person and virtual participation in September 2024. During the working group meeting, the I-REN team answered questions about program offerings, and I-REN agencies shared case studies of how I-REN has helped them identify projects, save energy, and save money. Attendees also participated in a collaborative activity facilitated by Angie Hacker, Statewide Best Practices Coordinator at the California Climate and Energy Collaborative. The working group was attended by more than 70 participants, including 41 in-person attendees across three locations and representatives from 29 underserved and/or HTR agencies. As a result of the working group, I-REN agencies were able to connect with other local governments in their network and share best practices and lessons learned. During the working group meeting, I-REN learned that agencies are leveraging I-REN’s Portfolio Energy Analysis services to prioritize facilities for upgrades, and are aligning I-REN projects and program services with local, state, and federal mandates. The working group provided insights into the region’s needs and where future energy-related support within the Inland Empire is needed most.

Local government staff participate in group activity during Public Sector Working Group meeting



Case studies highlighted during the Public Sector Working Group meeting



I-REN discussed potential program overlap, synergies for collaboration, and how to prevent duplication of services and double dipping with stakeholders locally and statewide. I-REN established coordination protocols and set up bimonthly meetings with Los Angeles County—the PA for the Southern California Regional Energy Network (SoCalREN)—to discuss high-level project development among agencies enrolled in both regional energy networks. I-REN also coordinated with PAs across the state in a series of program overlap risk discussions to identify potential program overlap and strategies to minimize duplication of services.³ Discussions have also started with various municipal-owned utilities to explore opportunities for memorandums of understanding to provide comprehensive I-REN services for agencies only served by Southern California Edison (SCE) or Southern California Gas Company (SoCalGas).

TA FUNDING AND FINANCING SUPPORT

In line with the public sector objective to help local governments afford and finance a range of EE upgrades, I-REN helped agencies to pursue Energy Efficiency & Conservation Block Grant (EECBG) funding offered through the U.S. Department of Energy (DOE). I-REN’s support included facilitating the application processes, providing sample applications, offering technical assistance and guidance, hosting information sessions, coordinating with the DOE and the CEC, navigating funding options, and enhancing community energy strategies.

I-REN helped 12 agencies (100% of which were underserved and/or HTR agencies) secure over \$1.8 million in EECBG funding through targeted support during the application process, which amounted to approximately 30% of all EECBG funds allocated to I-REN member agencies. The agencies I-REN worked with were able to leverage the TA Program services to identify facilities and include high-level project measure overviews to strengthen their applications.

Breakdown of member agency EECBG funding allocations secured with I-REN support

Member Agencies Supported

City of Adelanto: \$76,240	City of Hemet: \$141,750	City of San Bernardino: \$249,590
City of Chino Hills: \$131,350	City of Highland: \$115,100	City of Victorville: \$173,590
City of Eastvale: \$123,670	City of Ontario: \$218,330	City of Yucaipa: \$113,510
City of Fontana: \$230,640	City of Redlands: \$133,300	Town of Apple Valley: \$130,740

Types of projects: Battery systems, streetlights, building retrofits, solar charging station, HVAC and lighting controls, EV charging stations, solar poles.

Over \$1.8 MILLION secured!

³ D.23-06-055 Ordering Paragraph 32 directed PAs to jointly submit an advice letter addressing program overlap and risk mitigation.

MARKETING AND OUTREACH CAMPAIGNS

I-REN’s 2024 public sector marketing focused on eligible public agencies in the Inland Empire and elected officials in the Inland Empire (e.g., COG executive committees and boards) to bolster community leaders’ support for I-REN’s efforts.

I-REN 2024 public sector marketing objectives were as follows:

- **BUILD** awareness of I-REN public sector services within target audiences.
- **HIGHLIGHT** program successes to encourage agency participation.
- **DEVELOP** remaining program implementation templates in line with I-REN brand guidelines.

The table below summarizes I-REN’s 2024 metrics/targets and results.

I-REN Public Sector 2024 Marketing Metrics/Targets And Results

Metric/Target	Result
Publish 12+ public sector-focused social media posts across platforms.	8/12 (67%) I-REN set this target based on the assumption of one public sector post per month. Since accounts did not launch until Q2, I-REN still managed to come close to its target, posting frequency.
Contribute content highlighting public sector services, project successes, and/or educational content for 100% of I-REN-wide email campaigns.	4/4 (100%) I-REN featured public sector content in each quarterly REN-wide email campaign and sent nine email campaigns to I-REN’s public sector email contacts.
Develop 6+ “evergreen” program success outreach materials that can be used in a variety of mediums to showcase I-REN public sector success.	7/6 (116%) I-REN exceeded its goal, developing seven marketing resources (e.g., videos, fact sheets, sample project deliverables) that can be used regularly in outreach.

I-REN began email marketing outreach in 2024. Nine email campaigns were sent to public sector contacts. The table below summarizes the results of these campaigns.

I-REN Public Sector Outreach Campaign Results

Campaign	Open Rate Percentage of emails opened by recipients	Click Rate Percentage of emails that registered at least one click
Public Sector 2024 email average	50.0%	12.9%
I-REN overall 2024 email average	43.2%	8.2%
MailChimp government email benchmark	40.55%	4.58%

EVENTS/CONFERENCES

I-REN had public sector participation/representation at the following events in 2024: the Tribal Clean Energy Summit, 15th Annual CCEC Forum, ACEEE 2024 Summer Study on Energy Efficiency in Buildings, WRCOG General Assembly, the Public Sector Working Group Kick-off Meeting (hosted by I-REN), and REACH IE. These successful events allowed I-REN to spread awareness about its relatively new programs for the region.

I-REN poster presentation at American Council for an Energy-Efficient Economy Summer Study

Scaling Energy Efficiency in the Inland Empire:

An Innovative Incentive Strategy Designed by and for the Inland Empire

The Inland Regional Energy Network (I-REN) connects local governments, workers, and community partners with energy efficiency resources, education, and funding through no-cost programs. I-REN supports agencies served by Southern California Edison and/or SoCalGas within San Bernardino and Riverside Counties.

I-REN Sectors

- Public
- Workforce education & training
- Codes & standards

I-REN's Public Sector Goals

Help public agencies:

- Build capacity and knowledge
- Save energy and money
- Address climate-related risks such as extreme heat
- Improve their aging infrastructure

I-REN's Public Sector Services

Customized project management, technical assistance, strategic energy planning, facility benchmarking, funding assistance, and cash incentives for holistic energy efficiency projects



Service Territory

I-REN Timeline: From Launch to Design

- 2019** - I-REN coalition formed. I-REN is a consortium of three councils of government.
- 2021** - I-REN Business Plan approved by California Public Utilities Commission (CPUC). Includes no-cost programs in three sectors: public, workforce education & training, and codes & standards.
- 2023** - Region-wide orientations and surveys. I-REN conducted 18 orientations throughout the region. Feedback was collected from member agencies on program design and approved by the I-REN Executive Committee.
- 2024+** - Project identification and implementation. Member agencies are working with I-REN to identify and implement holistic projects that will result in deep emissions reductions at critical community facilities.

How I-REN public agencies designed their own incentive program to address community needs

GOAL: Develop an incentive structure for the I-REN's normalized metered energy consumption (NMEC) program (publicly known as Cash for Kilowatts) that reflects the priorities and values of its member agencies.

Feedback

After I-REN program orientations, member agencies completed surveys with several questions related to funding and financing prioritization. Based on 81 survey responses, member agencies opted for monetary incentives to prioritize reducing overall energy consumption, replacing equipment at community cooling centers or resiliency centers, and achieving a higher percentage of energy savings.

Incentives / Funds for EE Projects

Which of the following scenarios additional incentive?

64% of agencies selected the additional incentive scenario.

Incentives / Funds for EE Projects

What should monetary incentives prioritize?

32% of agencies selected the additional incentive scenario.

Incentive Structure

Projects are incentivized based on claimable energy savings achieved. Tiered kWh incentive "kickers" are also available to encourage deep energy savings (over 15% total savings at the meter) and holistic projects. kWh incentives are doubled for projects that occur at a critical, cooling, or resilience center.

Energy Savings	Base Incentive Rate	Total Savings Percentage*	Incentive Rate	Critical/Cooling /Resilience/ Center Rate
kWh	\$0.50	Up to 15%	\$0.50/kWh	\$1.00/kWh
kWh	\$200.00	16-30%	\$0.60/kWh	\$1.20/kWh
kWh	\$1.00	31-50%	\$0.70/kWh	\$1.40/kWh
therms	\$1.00	Over 50%	\$1.00/kWh	\$2.00/kWh

*Total project savings will have to pass eligibility criteria per the NMEC Rulebook

I-REN was formed as a partnership based on CVAG, SB COG, and WRCOG's shared belief in saving energy and increasing equity throughout San Bernardino and Riverside Counties.






Benjamin Druyon presenting for I-REN



ONBOARDING AND PROJECT DEVELOPMENT

2024 was a busy year for the TA Program. The I-REN team onboarded an additional 30 agencies, largely based on referrals from satisfied program participants, and 29 of which serve underserved and/or HTR communities. Many of I-REN’s word-of-mouth referrals to participate in its programs turned into opportunities for project exploration and development. Numerous non-member agencies began to leverage I-REN’s Public Sector Program offerings in 2025, and I-REN saw a rise in the participation of educational institutions and the first tribal governments. These agencies will bolster I-REN’s growing project pipeline in 2025 and beyond.

I-REN conducted no-cost audits for 19 agencies at 44 facilities in the territory. I-REN identified potential lifetime savings of over 35 million kWh and 12,500 therms, as well as \$8.5 million in utility bill savings and over \$2.8 million in incentives for agencies within the region. The project pipeline I-REN built will channel projects into I-REN’s Cash for Kilowatts program and other programming offered in SCE and SoCalGas territory, including third-party EE programs such as SoCalREN resource acquisition programs. In 2024, I-REN saw its first project complete construction with a lighting project at a Colton Joint Unified School District middle school, which serves an underserved community.

100% of I-REN’s current project pipeline will benefit equity communities.⁴

All facilities that received no-cost audits in 2024 were located in underserved and/or HTR ZIP codes, or the public agency was designated as underserved per CPUC guidelines.

30

New agencies onboarded

29

Underserved and/or HTR communities

Potential Lifetime Savings

35M+

kWh

12,500+

therms

\$8.5M

Utility bill savings

\$2.8M+

Incentives

⁴ Forty-three of the 44 facilities that received energy audits are located in underserved or HTR zip codes. One facility audited in Rancho Cucamonga is not located in an equity zip code, but the city is considered an equity customer per CPUC guidelines.

Highlights of facility audits completed in 2024



City of Ontario Toyota Arena



City of Highland Sam J. Racadio Library and Environmental Learning Center



City of Palm Springs Fire Station #1



City of Murrieta City Hall



City of San Bernardino Norman F. Feldheim Public Library

Program Services Overview

Activity	Count	% Equity
Orientations delivered ⁵	1	100%
Onboarding meetings held	30	97%
Site visits performed	44	100%
Initial Measures Lists developed	37	100%
Project Intent forms received	10	100%
Incentive applications submitted	1	100%
Incentive applications approved	1	100%
Projects completed construction	1	100%

STRATEGIC ENERGY PLANNING

Energy Resilience Roadmap

I-REN developed an innovative report, the Energy Resilience Roadmap, to help agencies improve their energy efficiency and climate resilience.

Sample Energy Resilience Roadmap Highlight



⁵ Last regional orientation was held in 2024; 17 orientations were delivered in 2023.

The Preliminary Energy Resilience Roadmap examines an agency’s climate plans, energy goals, community vulnerabilities, and energy performance across its portfolio. It also identifies energy-intensive buildings and pumping sites for potential energy efficiency and resilience upgrades. While presenting the preliminary roadmap, I-REN invites agency stakeholders to share their energy goal progress and priorities, identify critical facility needs, and collaborate on actionable next steps to build energy resilience in their community. In Q2 2024, I-REN updated the “Next Steps” section of the preliminary roadmap to include two “Option” slides. These slides allow agencies to choose between a Final Energy Resilience Roadmap that provides high-level energy efficiency, resilience, and EV project recommendations at up to three sites, and jump into facility energy audits if the agencies are confident in the facilities they want to prioritize. Presenting two “Next Steps” options at the end of the preliminary roadmap presentation gives the agency a clear framework for decision making, streamlining the process. It also increases engagement by offering clear and actionable next steps.

“ *These [climate and energy goal] metrics will help guide our CAP development efforts.* ”

—City of Chino Hills

Developed in Q1–Q2 2024, the Final Energy Resilience Roadmap builds upon the preliminary roadmap and offers tailored recommendations for up to three priority facilities. These recommendations include potential measure-level energy efficiency upgrades, energy resilience additions (such as solar and battery storage systems), and additional clean energy site improvements, such as electric vehicle infrastructure. Energy efficiency project recommendations are either supplied by AESC’s Building Upgrade Concierge (BUC) tool (for facilities that have not yet had a facility audit), or from completed initial measures lists (developed after a facility audit). This approach allows the final roadmap to incorporate the most accurate available energy savings estimates. Final roadmaps commonly possess a hybrid of previously audited and yet-to-be-audited facilities, which provides a holistic view of potential project opportunities at all priority facilities. High-level energy resilience recommendations are generated through the National Renewable Energy Laboratory’s REopt tool. The REopt tool utilizes a facility’s annual energy consumption, building type, location, utility rate, and more to generate solar and battery sizing recommendations.

The final roadmap concludes with practical next steps, such as facility energy audits or pump tests, to seamlessly incorporate recommendations into an agency’s current and future energy plans. This ensures that agency stakeholders and decision-makers are well prepared to tackle and enhance energy resilience in their community. Once specific measures are selected, I-REN supports the agency with applying for funding/financing, and with developing and submitting incentive applications to make the projects a reality.

2024 Energy Resilience Roadmap Development

	PRELIMINARY Energy Resilience Roadmaps	FINAL Energy Resilience Roadmaps
Presented	31*	4
Awaiting Presentation	3	
Developed	32	4
In Progress		4

*Two developed in Q4 2023

100% of Energy Resilience Roadmaps I-REN provided in 2024 went to agencies that serve underserved and/or HTR communities.

Energy Benchmarking

I-REN helps agencies add their building portfolio to ENERGY STAR Portfolio Manager® (ESPM), an online management tool created by the U.S. Environmental Protection Agency. ESPM allows building owners and facility managers to track and assess energy use. I-REN ESPM benchmarking services include creating new portfolios or updating existing portfolios with facility characteristics like square footage and year built, as well as automating the upload of monthly energy consumption from on-site utility meters. I-REN helps agencies determine if their facilities require California AB 802 building benchmarking compliance and guides agencies that meet the compliance requirements through the submittal process.

2024 Energy Benchmarking Facility Support

New ESPM Portfolio Development	41	Facilities completed
Existing ESPM Portfolio Refresh	32	Facilities completed
AB 802 Compliance Support	53	Facilities completed

100% of the benchmarking support I-REN provided in 2024 focused on facilities that are owned or operated by public agencies serving underserved and/or HTR communities.

Building Upgrade Concierge (BUC) Software

The Building Upgrade Concierge tool is a web-based solution offering advanced analytics, modeling, and measurement and verification. In 2024, the tool was fully integrated into I-REN's Public Sector Programs, facilitating benchmarking and project development for local governments, special districts, and tribal communities. BUC leverages site-specific parameters to identify and display energy-saving opportunities in a measures list, providing agencies with high-level recommendations.

Portfolio Development and Analysis

In 2024, I-REN developed nine agency portfolios in the BUC platform and conducted detailed energy analyses for seven portfolios. This effort provided actionable insights into energy-saving opportunities tailored to each agency's building portfolio.

Training and Capacity Building

I-REN conducted specialized BUC-focused training sessions for the I-REN Energy Fellows, equipping them with the knowledge to support portfolio management and optimization for member agencies. I-REN also hosted orientation meetings throughout 2024 to introduce the BUC tool to its public sector partners. These sessions provided a high-level overview of BUC's capabilities, including:

- Portfolio management and dashboard configuration
- Benchmarking and utility bill analysis charts
- Measure savings reports and customized recommendations

2024 BUC Portfolio Development

9

Agency portfolios created

25

User accounts created

100% of the BUC support I-REN provided in 2024 went to facilities that are owned or operated by agencies serving underserved and/or HTR communities.

OPPORTUNITIES IN 2025 AND BEYOND

In 2025, I-REN will identify new and fresh avenues to educate and engage public agencies in the region to encourage participation in I-REN's services. Leveraging the project identification and development work in 2024, I-REN will focus on project implementation, helping agencies realize energy and cost savings. I-REN will highlight successes via engagement opportunities and new marketing materials that can be used to secure agency buy-in during various stages of the project implementation lifecycle.

Through internal discussions across sectors, I-REN identified the opportunity to leverage synergies among WE&T Fellows, potential project opportunities, and relationship-building. Many agencies that I-REN currently works with throughout the territory host a Fellow, and they are actively engaged in facilitating Public Sector Program services within their host sites.

City of Ontario Fellow attending the Toyota Arena facility audit. The Fellow will support project implementation at this facility in 2025.



In early 2025, I-REN hosted a workshop on Community Resilience Centers with the California Strategic Growth Council, highlighting available no-cost resources and sharing regional and statewide opportunities for support. This workshop was the Public Sector Programs' first opportunity of the year to provide in-person education and energy insights. Additionally, I-REN intends to build public sector representation at industry events through event sponsorship, poster presentations, and panel discussions. I-REN will continue to run targeted marketing campaigns relevant to agencies in the region. Lastly, to enhance pipeline development and support, the program will utilize additional non-ratepayer-funded incentives, such as incentives offered through TECH Clean CA, that can be combined with I-REN's incentives.

BENCHMARKING SUPPORT AND TRAINING RESOURCES

The I-REN team is creating a comprehensive series of training videos to guide users through the benchmarking process so they can more effectively track and manage their energy data. This multi-part video series will provide step-by-step instructions on how to navigate and utilize the ESPM tool. Each video will focus on a specific aspect of benchmarking, offering clear guidance to ensure viewers can confidently apply what they learn.

The training series is expected to launch in the first quarter of 2025 and will help agencies achieve greater efficiency and accuracy in their energy management efforts. The videos will cover:

- **ESPM BENCHMARKING:** Detailed guidance on using ESPM for tracking and managing building energy use effectively
- **BUC TOOL FEATURES:** Tutorials on navigating key functionalities, including the BUC Dashboard, Analytics Charts, Analytics Reports, and Opportunity Register

I-REN will also develop a Benchmarking Services One-Pager, which will summarize all available I-REN benchmarking support opportunities. This user-friendly guide will enable local governments, special districts, and tribal communities to understand, access, and leverage I-REN's benchmarking tools and services.

INTEGRATED DEMAND-SIDE MANAGEMENT (IDSM)

D.23-06-055 allows PAs to set aside up to 2.5% or \$4 million of their EE budgets to provide an operational complement for integrated demand-side management (IDSM) in program years 2024–2027. I-REN submitted a Tier 3 Advice Letter detailing its plans for expanding its public sector offerings to include IDSM technical assistance. Upon California Public Utilities Commission (CPUC) approval, I-REN will utilize these funds to provide a distributed energy resources (DER) component to audits to identify resilience opportunities for agencies, such as renewable energy, battery storage, and microgrids. I-REN will allocate resources to conduct DER audits, offering agencies technical assistance to achieve their resilience and climate goals. In 2025, I-REN anticipates that the CPUC will approve its IDSM Advice Letter, at which time I-REN will focus on program design elements to add DER components to its technical assistance offerings.

I-REN-PUBL-002: Public Buildings Normalized Metered Energy Consumption Program

PROGRAM DESCRIPTION

I-REN’s Public Buildings Normalized Metered Energy Consumption (NMEC) Program, publicly known as Cash for Kilowatts, provides technical support—such as eligibility screening, and measurement and verification (M&V)—and incentives for meter-based energy savings. The program uses an NMEC approach to measure energy savings at the meter, incentivizing savings that have historically been excluded from EE programs or from technologies that are considered industry standard practice. The program places a special focus on whole building improvements to community-serving buildings by offering enhanced incentives for deep energy savings at critical facilities, cooling centers, and resilience centers.

Cash for Kilowatts has the following objectives:

- **SUPPORT** comprehensive lighting and whole building projects to improve the comfort and safety of vulnerable populations. The program will focus on critical facilities and emergency or cooling centers.
- **DELIVER** deep energy savings to public agencies at high visibility locations, positioning local governments as EE leaders within their communities and helping to meet local and state EE and greenhouse gas reduction goals.
- **PROVIDE** technical expertise and training to facility personnel to maximize the persistence of energy and bill savings. The program will deliver savings reports to public agencies to monitor and communicate post-project energy usage.

Using an NMEC approach to calculate energy savings will protect agencies from a mismatch between forecasted and actual savings. Combined with technical assistance and reinforcement of operations and management best practices, Cash for Kilowatts will maximize public agencies’ savings for their communities.

ACCOMPLISHMENTS IN 2024

In 2024, Cash for Kilowatts focused on building a robust project pipeline. The program shifted its approach of offering a tiered incentive structure and introduced a \$2/kWh temporary enhanced incentive rate to encourage project application development in 2024. As a result, one project received full application approval and two more secured the enhanced rate. Additionally, over 20 internal and external program tools and templates were developed to support effective program delivery. Of the 37 initial measures lists developed in 2024 through the TA Program, 25 facilities were eligible for the Cash for Kilowatts program, 68% were at emergency operations, resilience, or cooling centers, and 100% were in underserved and/or HTR communities.

Forecasted Savings and Incentive Reservation Metrics*

173,656	14.7	-735	\$220,872
kWh savings 100% equity	kW savings 100% equity	Therms savings 100% equity	Funds reserved 100% equity

*Forecasted Savings are based on project application approval metrics for projects that completed construction in 2024.

NMEC Program Pipeline Developed for Future Years*

Metric	Potential Savings	% Equity
First Year Net kWh	2,720,019	100%
First Year Net kW	409	100%
First Year Net Therms	33,595	100%

*Savings are based on forecasted construction completion timelines. Pipeline includes total savings projected for 2025 and beyond.

NMEC Project Details

Metric	Number of Projects	% Equity
Projects Installed	1	100%
Projects Approved	1	100%
Projects in Pipeline: Application Submittal	2	100%
Projects in Pipeline: Pre-Application Submittal	27	100%

OPPORTUNITIES IN 2025 AND BEYOND

Building on the successes of 2024, Cash for Kilowatts will continue to expand its pipeline by extending the \$2/kWh incentive rate for project applications submitted in 2025, with a stronger emphasis on emergency, resilience, and cooling center projects, especially in equity communities. Additionally, the program will explore opportunities to support projects in recently submetered facilities, often found on campuses. These facilities are typically unable to participate in other NMEC programs due to the absence of full 12-month baseline energy use data. To address this, Cash for Kilowatts will assess the potential of using alternative 9-month periods throughout the year to see if this approach offers favorable results for the predictability analysis.

Following EE project implementation, I-REN will collaborate with contractors to provide operations and maintenance training for agency staff, if needed, to ensure the persistence of savings throughout the monitoring period. I-REN will also partner with local governments to obtain monthly utility data and will use the BUC tool to track realized energy savings from completed projects. Local governments will be able to view their building portfolio dashboard, identify projects not meeting energy savings projections, and make necessary adjustments to their EE upgrades. The I-REN public sector team will use BUC to generate reports and provide supporting data to the third-party evaluation, measurement, and verification (EM&V) contractor for Cash for Kilowatts. BUC will be the main resource for NMEC project and data tracking.



Codes & Standards

I-REN's service territory includes many Authorities Having Jurisdiction (AHJs) that face significant challenges in enforcing the Energy Code with their current resources and capacity.

These jurisdictions are small in population size, geographically dispersed, challenged by extreme climate conditions, and disadvantaged by pollution and other factors. I-REN has significant opportunity to support compliance and enforcement, and to ensure building department knowledge, awareness, and realization of energy-savings measures.

I-REN's C&S initiatives offer locally focused training, education, and tools to support C&S implementation, gap filling, Energy Code enforcement, and compliance activities. Training and educational resources are informed by and targeted specifically to address the needs of jurisdictions in the region. To ensure statewide consistency in compliance improvement support, I-REN coordinates and collaborates with the statewide C&S team and meets with the California Energy Commission (CEC) on a quarterly basis.

I-REN-CS-001: C&S Training and Education Program

PROGRAM DESCRIPTION

I-REN's C&S Training and Education Program tailors its offerings to support building professionals working with the California's Energy Code, Title 24 Part 6. Trainings, webinars, and forums are held year round with varying topics that are tailored to the region's climate zones and needs.

Outreach for this program consists of promoting training through I-REN governing agencies' existing communication channels, through local government partnerships, and through building industry communication networks. I-REN is collaborating with statewide industry leaders, codes experts, and local governments to design and deliver effective messaging during code updates and transitions.

ACCOMPLISHMENTS IN 2024

Growth in Participation

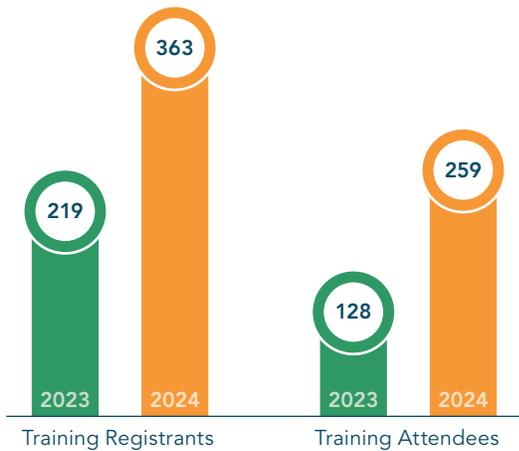
The program increased registration and attendance rates from 2023 while maintaining a high quality of delivery. In 2024, 363 people registered for thirteen unique C&S trainings, a 60% increase from 2023. Among registrants, there were 71 people who registered for more than one training in 2024, and one person who signed up for 10 trainings, illustrating the value that attendees found in the trainings and their interest in pursuing further training opportunities from I-REN. Additionally, 259 of the total registrants followed through with attending the trainings, a 61% increase in attendance compared to 2023. This represents a 67.3% registered versus attended ratio for 2024. Of the 259 training attendees in 2024, there were 157 attendees who received continuing education credit (CEU) certificates, indicating that they stayed for at least 60 minutes of the training. This is a 94% increase in CEUs issued compared to 2023.

363
People registered

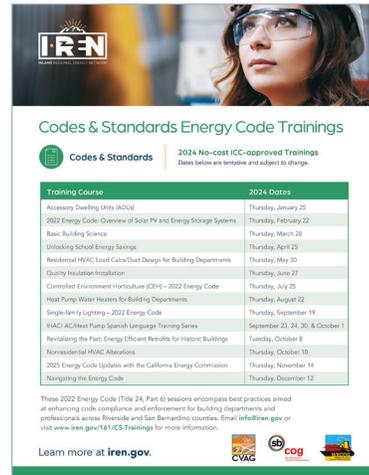
259
Attended trainings

157
Attendees received
CEU certificates

I-REN C&S Training Registration and Attendance, 2023 versus 2024



I-REN C&S 2024 Trainings Flyer



Increased Energy Code Knowledge

I-REN conducts surveys following C&S training to support CPUC metrics reporting and inform continuous improvement in program offerings. In 2024 there were 109 post-training evaluation surveys completed by attendees, and 99% of respondents indicated an increased knowledge of the Energy Code—a very significant indicator that I-REN C&S trainings are providing new and relevant content to enrich participants’ understanding of Energy Codes and standards. Based on survey results, 54% of participants “strongly agreed” that the trainings met metrics of satisfaction, including the knowledgeability of the trainer, relevancy and helpfulness of training materials and handouts, and high quality of instruction. One committed participant, who attended six trainings in 2024, noted at the end of the October 2024 Nonresidential HVAC Alterations training:

“Great class as always. Thank you. Great work.”

Improved Equity Data Collection Practices

I-REN updated its standard event registration form to enable improved tracking of equity participant types. I-REN evaluates participants for the following:

- Disadvantaged Worker, defined in D.18-10-008
- Disadvantaged Community (DAC), defined by Senate Bill (SB) 350, discussed in D.18-05-041, and measured using the California Environmental Protection Agency [CalEnviroScreen](#) analytical tool
- Hard-to-reach (HTR), as defined by the CPUC and most recently modified in D.23-06-055
- Underserved Community, defined by the CPUC in D.23-06-055

Equity participant data is required by the CPUC for energy efficiency program metrics and indicators. Moreover, it is a priority of I-REN to increase equity in its program offerings, and this data allows I-REN program teams to ensure they are serving those communities. However, this often necessitates requesting sensitive information like home address, phone number, household size, household income, and language most frequently spoken at home. For programs such as I-REN C&S Training and Education, gathering equity information on event registrations from individual members of the public has posed a barrier to participation in trainings and forums. In 2024 the C&S Training and Education Program received multiple complaints or opt-outs due to the length of registration forms and invasiveness of information requested to verify equity participation.

In early 2024 I-REN's C&S program team undertook an effort to streamline the registration form and provide context for equity-related questions. Launched in July 2024, the updated form includes simplified fields, plus an "Equity Tracking Disclaimer and Acknowledgment" that informs registrants of why they are being asked the following questions and assures that their data will not be shared other than as required for reporting by the CPUC. Doing so has reduced complaints, increased registration counts, and enabled I-REN to definitively measure equity participation.

From July through December 2024, 23% of training attendees qualified as equity participants under one or more of the above definitions. By enabling better data collection related to equity criteria, I-REN can be responsive to CPUC equity metrics and indicators and assess its performance over time in expanding participation by equity customers.

Launch of Multilingual Offerings

The 2020 census identified Hispanic Californians as the largest ethnic group, making up 39.4% of the state population. In the Inland Empire alone, the Hispanic population comprises a majority of the region at 51.5%, amounting to around 2.37 million people (University of California Riverside⁶). Available code and technical training offerings are largely conducted in English, but may not be accessible to contractors who primarily speak Spanish. Statewide, these contractors are crucial in meeting California's energy efficiency goals, especially its goal of installing 6 million heat pumps by 2030.

⁶ <https://socialinnovation.ucr.edu/aqui-estamos>

In fall 2024, I-REN partnered with the Institute of Heating and Air Conditioning, Inc. (IHACI) to offer a four-part training module on Air Conditioning and Heat Pumps in Spanish. This made I-REN the first REN in California to offer a no-cost, CEU-offering, multilingual technical training. One company, which directed several employees to take the training, said:

“The I-REN Spanish training is fulfilling an important role in reaching key workers who are often left out of training opportunities.”

Cross-promotion was carried out with IHACI, the TECH Clean California program, and Quality Residential HVAC Services program, resulting in 50 registrants. There were 21 unique attendees, with 11 full-course attendees who received CEUs.

Forums

After focusing on launching trainings in 2023, I-REN expanded the program to host two virtual forums in 2024. The first, held in spring 2024, was titled Demystifying the Energy Code: How and Why to Comply. This focused on a general introduction to the Energy Code and how various professions interact with it locally. The forum featured a diverse panel of speakers ranging from a facilities superintendent to a sustainability director to an architect. There were 28 attendees, representing 11 I-REN AHJs, along with several private sector organizations.

The second forum, held in fall 2024, focused on energy efficiency in historic buildings, due to the large number of buildings on the National Registry of Historic Places in I-REN territory. The keynote speaker detailed the role of energy efficiency and the Energy Code in his firm’s restoration project of Palm Springs’ historic Bank of America building. This building won the 2024 Commercial Restoration Award for retaining its original character while meeting current California energy efficiency standards, making it an ideal case study for the region.

I-REN C&S 2024 Fall Energy Code Forum Flyer



The C&S training program intends to host two forums again in 2025, one on the new 2025 Energy Code, and another on resiliency in a changing energy landscape.

OPPORTUNITIES IN 2025 AND BEYOND

In 2025, the C&S training program will diversify its training event topics and increase training accessibility, with a focus on reaching equity and private sector participants. As part of this effort, I-REN plans to partner with contractor organizations for two events and engage in general cross-promotion with regional contractor organizations. More trainings will be offered in Spanish, utilizing lessons learned to reach a larger audience and increase the participation rate in these trainings.

Of particular focus in 2025 will be preparing the I-REN region for the 2025 Energy Code, which comes into effect on January 1, 2026. One forum, as well as a series of trainings, will be focused on different aspects of the 2025 Energy Code, from a deep dive on the biggest changes to updates on CalGREEN. The C&S training program intends to equip the region with the information needed for a smooth transition to the new standards on January 1, 2026.

I-REN-CS-002: C&S Technical Support Program

PROGRAM DESCRIPTION

I-REN's C&S Technical Support Program is a non-resource program designed to develop technical assistance tools and resources to assist building departments and the building industry with understanding, evaluating, and permitting the Energy Code to support improved enforcement and compliance. A priority is customizing code support specific to I-REN jurisdictional needs.

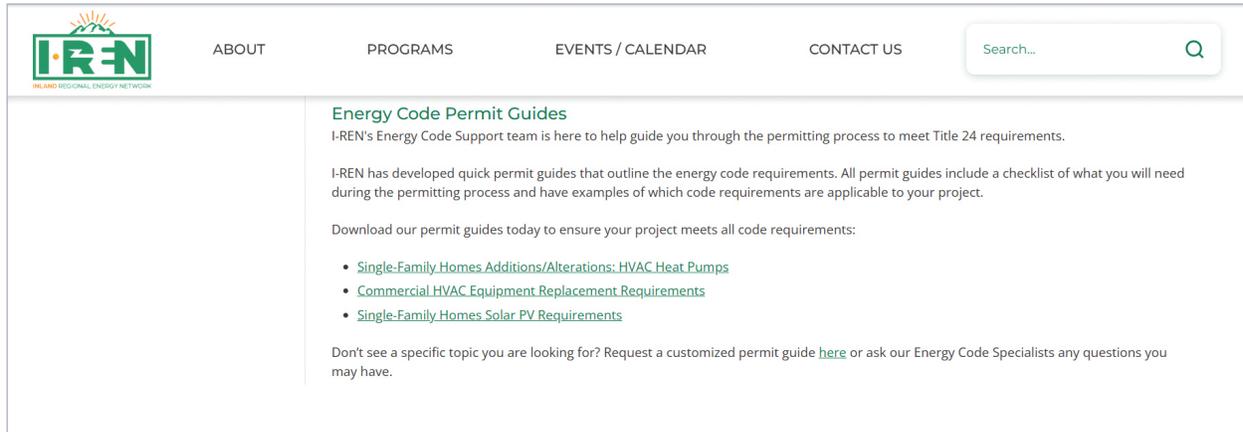
ACCOMPLISHMENTS IN 2024

Energy Code Support

In 2024, I-REN's "Ask an Energy Code Question" resource received its first request since the resource launch, for a total of three requests in 2024, with questions from San Bernardino County and Riverside County. This service allows individuals from the building industry to request code support specific to their project and receive personalized support from I-REN's Energy Code Specialists. Our Energy Code Specialists answered each question with tailored assistance and additional resources.

I-REN also launched online permit guides, which are quick reference sheets for particular code topics specific to I-REN's jurisdictions. These permit guides outline Energy Code requirements for I-REN's climate zones, broken down by project type. The two permit guides currently available are 1) Single-Family Homes Additions/Alterations: HVAC Heat Pumps and 2) Commercial HVAC Equipment Replacement Requirements.

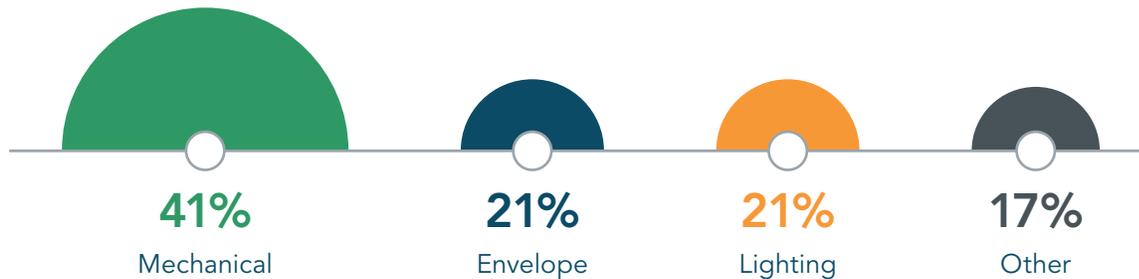
I-REN C&S Online Permit Guides



Outreach

I-REN’s technical support team leveraged results from the 2023 Market Assessment Survey to conduct outreach to jurisdictions that indicated they would like additional code assistance or were open to developing reach codes. I-REN offered tailored support and used this as an opportunity to better understand how I-REN can help improve their Energy Code experience.

Results from the 2023 Market Assessment Survey to inform Technical Assistance Resources



Reach Codes

I-REN continues to support the City of Palm Springs with its reach codes for two in-progress ordinances:

- Supporting the early adoption of 2025 Code Controlled Environment Horticulture lighting efficiency measures
- Supporting enhancing the existing home EE requirements, based on an updated 2023 cost effectiveness study for home EE

Palm Springs’ ordinances were approved by the Sustainability Commission in 2024 and are expected to be approved by the Agua Caliente Band of Cahuilla Indians Tribal Council in Q1 of 2025.

I-REN is also supporting Rancho Mirage implementation incentive programs that are influenced by I-REN’s reach code efforts. I-REN provides technical support with the Cost-Effectiveness Explorer for Rancho Mirage’s incentive programs, including its Residential Energy Efficiency Program.

The 2023 Market Assessment Survey revealed that the following jurisdictions are interested in reach code support:

- Canyon Lake
- Chino Hills
- Colton
- Grand Terrace
- Lake Elsinore
- Ontario
- Perris
- Rancho Cucamonga
- Redlands
- Riverside (County)
- San Bernardino (City)
- Temecula
- Twentynine Palms
- Upland
- Wildomar

OPPORTUNITIES IN 2025 AND BEYOND

In 2025, program activities will focus on:

- **FINALIZING** reach codes in progress for Palm Springs
- **OFFERING** one-on-one meetings with key jurisdiction contacts to 1) establish “code champions” and engage these champions in improving permit processing methods, 2) develop tailored resources, and 3) invite them to new biannual code support charettes
- **ENLISTING** an additional program partner to redesign, promote, and provide responses for the “Energy Code Specialist” service
- **INCREASING** the number of jurisdictions leveraging technical assistance or training resources
- **DEVELOPING** additional Energy Code Permit Guides to offer a library of guides online



Workforce Education & Training

Through its WE&T cross-cutting sector programs, I-REN will serve as a vital link between workforce skills and training providers (such as community colleges and employers) to build a more robust market and increase the number of skilled EE contractors in the Inland Empire.

These activities will promote job market recovery and progress toward statewide goals regarding EE, air quality, and support for HTR, underserved, rural, tribal, and disadvantaged communities. Both SB 350 and SB 535 prioritize these communities for initiatives to improve air quality, increase EE, and address economic conditions. SB 350 emphasizes workforce development and increased project penetration in underserved communities. I-REN has an opportunity to support these goals through its WE&T initiatives.

I-REN-WET-001: WE&T Training and Education Program

PROGRAM DESCRIPTION

Through its WE&T Training and Education Program, I-REN will assess the current training marketplace in the Inland Empire and work with local providers—including higher education providers, high schools, adult schools, and professional training companies—to tailor content to be relevant to the region's needs and ensure that DACs are a focus. I-REN will collaborate with training providers to improve access to a broad spectrum of training opportunities in person, online, and in the field.

The Training and Education Program creates a robust local network of training programs that increase capacity and knowledge related to EE in the building industry. I-REN focuses largely on entry-level offerings in Riverside and San Bernardino counties. I-REN and these offerings raise the value of EE training and career paths within high schools, community colleges, and universities, encouraging more people to enter an industry involving or relating to EE.

I-REN WE&T Training & Education Program Overview



COMMUNITY OUTREACH AND ENGAGEMENT

Help diverse job seekers find employment opportunities.



NO-COST TRAINING AND EDUCATION

Energy efficiency topics and trends.



WORKFORCE DEVELOPMENT ACTIVITIES

Create job pathways to local companies.



BENEFIT

Improve access to training opportunities in person, online, and in the field.

ACCOMPLISHMENTS IN 2024

Workforce Market Assessment

Between February and November 2024, I-REN conducted an energy workforce assessment, analyzing energy workforce gaps, employer needs, and existing training opportunities in Riverside and San Bernardino counties. Findings from the assessment highlight significant energy job growth (25% by the year 2030), high retirement rates and transfer rates (75%), and skill gaps among job seekers, emphasizing the need for training in clean energy technologies and equitable access to programs. Released in December 2024, the assessment recommends to:

- **CONNECT** job seekers to training
- **ENHANCE** support services
- **STRENGTHEN** the education-to-career pipeline
- **FOSTER** collaboration between employers and training providers to meet the region's growing energy workforce demands

Local Energy Employer Survey

I-REN surveyed local energy employers to collect local stakeholder feedback on energy employers' hiring/training needs and challenges. I-REN received input from 385 local energy employers. Key findings of the survey included:

- **HIRING AND RETENTION CHALLENGES:** Employers indicated difficulties with hiring and retention due to limited financial and career growth opportunities, skill gaps, competitive labor market, and retirements.

- **SKILLS AND EXPERIENCE GAPS:** Employers generally indicated that employees lack technical, workplace, and interpersonal skills equally, indicating need for a multifaceted approach to addressing skill gaps. Employers generally seek candidates with a balanced skillset of education, certifications, and hands-on experience.
- **BARRIERS TO ACCESSING TRAINING:** These challenges are mostly related to high training costs and limited access to or knowledge of programs.

I-REN 2024 Workforce Assessment



Q: What’s driving employee retention challenges in the energy industry?

- A:**
- Limited financial and career growth opportunities
 - Skill gaps
 - Competitive labor market
 - Retirements



Q: What’s keeping employees and job seekers from accessing certifications/trainings?

- A:**
- High training costs
 - Limited access to relevant programs
 - Insufficient opportunities to address skill gaps

Quarterly Workforce Roundtables

In September and December 2024, I-REN hosted a total of six working group roundtables at each of the unique subregions of the I-REN subregion (Eastern Riverside County—Coachella Valley, Western Riverside County, and San Bernardino).

In September, the roundtables provided valuable insight that led to the development of the Energy Workforce Gaps Assessment. In December, the roundtables helped prioritize the key recommendations identified in the report. This prioritization of recommendations was affirmed by the I-REN Executive Committee in January 2025 and will inform the development or expansion of I-REN WE&T programming within the I-REN territory. The prioritization includes plans to:

- **FOSTER** collaboration between employers and training providers to meet the region’s growing energy workforce demands
- **STRENGTHEN** the education-to-career pipeline
- **CONNECT** job seekers to training
- **ENHANCE** support services



Roundtable participation included 56 participants from 45 organizations. Organizations included cities, chambers of commerce, both I-REN counties’ workforce departments, both counties’ economic development departments, Southern California Edison, Southern California Gas Company, local educational institutions (both public and private), and various local workforce and training organizations.

I-REN Energy Science Fair Awards

In 2024, I-REN supported the San Bernardino County Superintendent of Schools by sponsoring the I-REN Energy Science Fair awards at the San Bernardino, Inyo, and Mono Counties Science and Engineering Fair, which is an annual competition of science projects from students who attend the schools in each county. I-REN evaluated projects in the energy category at the elementary, junior, and high school divisions. Evaluations included four projects in the elementary division, four projects in the junior division, and three projects in the senior division in the energy, sustainable materials, and design category.

- **ELEMENTARY DIVISION:** Which Energy Is Most Efficient for Cars?
- **JUNIOR DIVISION:** Can Electronics Use Plants as a Conduit?
- **SENIOR DIVISION:** Sand Battery

The aforementioned project teams received the I-REN Energy Science Fair Award and joined I-REN at the April 2024 I-REN Executive Committee where the students received recognition for the hard work and dedication on their projects in the field of energy. Furthermore, the senior division advanced to win a gold medal at the California Science and Engineering Fair, and was a finalist at the International Science and Engineering Fair.

I-REN Energy Science Fair Award Winners



I-REN WE&T Partnership Opportunities



EXPLORE resources and potential partnerships for K–12, community colleges, and universities for energy career pathways.



CREATE and provide job training, certifications, and innovations related to the energy field with industry stakeholders.



HOST an energy efficiency job fair.



DEVELOP a virtual training learning center for energy efficiency.

Inland Empire Desert Regional Consortium (IEDRC)/I-REN 2024 Energy Infrastructure and Section Showcase

In partnership and collaboration with the IEDRC, I-REN hosted an event with over 130 attendees. It was a one-stop shop within the energy workforce system that brought together Inland Empire community colleges, local agency staff, and workforce organizations. The participants focused on the issues, barriers, and resources to help connect, identify, and have conversations to further develop the local workforce training initiatives.

Science and Technology Education Partnership (STEP)



10.10.24

Student STEP CON

STEP was developed 25 years ago to “inspire students to pursue careers in STEM” across the Inland Empire. In 2024, I-REN began supporting STEP programs as it looks to expand its offerings within the energy sector and to schools and areas considered to be more HTR or underserved. On March 7, 2024, I-REN received the exemplary STEP participation award from the STEP organization. Each year, STEP hosts three STEPcon events: one for students, one for educators, and one for counselors. In 2024, STEPcon reached and provided resources and services to 6,921 students (1,279 in person and 5,642 virtually), 153 educators, and 134 counselors.

Local Government Sustainable Energy Coalition

The Local Government Sustainable Energy Coalition (LGSEC) is a statewide membership network representing local government interests related to EE, clean energy, and climate resilience to state regulatory agencies. Together, LGSEC members advance sustainable energy and climate solutions to meet California’s decarbonization goals through knowledge exchange, targeted learning opportunities, and statewide collaboration. I-REN offers its member agencies a sponsored, one-year membership with the LGSEC. As of February 2025, I-REN has signed up 12 agencies for LGSEC membership and encourages their participation in the energy policy landscape. Participants include the Cities of Canyon Lake, Colton, Corona, Jurupa Valley, Lake Elsinore, Palm Springs, Rancho Cucamonga, San Jacinto, Temecula, Twentynine Palms, the County of Riverside, and the Town of Apple Valley.

OPPORTUNITIES IN 2025 AND BEYOND

Workforce Market Assessment (Implementation)

Based on the I-REN Workforce Roundtable and I-REN Executive Committee’s prioritization of the recommendations identified in the I-REN Energy Workforce Gaps Assessment, staff will work to implement program development or enhancements that support in progressing education and training in energy pathways in the I-REN territory.

I-REN Implemented CPUC Supplier Diversity Workshop



In October 2024, I-REN participated in the CPUC’s Supplier Diversity Expo and En Banc. Here staff met with CPUC and utility supplier diversity teams and learned about opportunities to engage local Inland Empire small and diverse businesses with supplier diversity program information. After further research, staff identified that fewer than 700 local businesses are certified in the CPUC Supplier Clearinghouse. In 2025, I-REN will be developing a workshop that brings speakers from the CPUC and utilities to share supplier diversity information with many of the local chambers of commerce and diverse businesses in the I-REN region. The goal is to engage more than 100 local businesses.

Focused Collaborations with Riverside and San Bernardino County Workforce Development Departments

I-REN staff has the opportunity to work with both County Workforce Development Departments to shape the training, education, and workforce development pathways of energy and green sector careers. I-REN has a guiding priority of key recommendations, and both counties have four-year development plans, each with shared visions that can lead to the collaboration and joint development of energy workforce development opportunities that have the potential to be significantly impactful.

I-REN-WET-002: WE&T Workforce Development Program

PROGRAM DESCRIPTION

I-REN will convene and collaborate with state, regional, and local stakeholders—including workforce investment boards (WIBs) and economic development departments—to develop a unified mission around the region’s EE workforce, highlighting pathways for job seekers to enter the green jobs market and to increase access for DACs. I-REN will facilitate identifying opportunities for employers and local workforce partners to network and connect.

With its governing agencies’ existing networks of contractors and training providers, I-REN is well positioned to help bridge the gap between the energy industry and the workforce. I-REN is building partnerships with local community colleges, local universities, and local WIBs to establish a comprehensive network of WE&T offerings. I-REN also brings close connections with government planning and building departments across the region. I-REN’s WE&T initiatives offer important opportunities for collaboration across other sectors through its work in the Public Sector and C&S—both of which are important drivers of EE and advanced energy activity and employment in the region.

ACCOMPLISHMENTS IN 2024

I-REN Energy Fellowship

In 2024, the I-REN WE&T Program deployed 14 I-REN Energy Fellows with public sector agencies. Historically, public sector agencies in the I-REN region have lacked the capacity to track, monitor, implement, and comply with various energy and environmental statewide goals and requirements. The I-REN Fellows address this barrier by supporting and filling organizational capacity needs related to EE project identification; energy building identification and benchmarking; climate/energy action planning; outreach of workforce education & training into the communities; and other sustainability initiatives.

As of February 2025, there are 26 projects in I-REN’s Public Sector Cash for Kilowatts incentive program queue from 12 agencies where an I-REN Energy Fellow has direct involvement in the project and process for completion. Four agencies that have retained a Fellow for a second year are moving forward with energy efficiency projects that their I-REN Energy Fellow is actively coordinating. These 26 projects amount to a total estimated annual energy bill savings of \$272,867, and an overall energy savings of 1,070,513 kWh/yr, and 5,329 therms/yr. The most impressive result of having Fellows working within the agencies is the incentive dollars they have been able to secure for their respective site hosts.

26
Projects from
12 agencies

\$272,867
Estimated annual
energy bill savings

1,070,513
kWh/year overall
energy savings

Currently \$1,126,104 in savings has been allocated to agencies for energy efficiency projects utilizing a Fellow.

That figure is expected to rise as seven of the projects are still in the initial project identified phase and incentive dollars have not been fully factored in yet. Currently, nearly 40% of all the incentive dollars within the public sector pipeline are allocated to projects utilizing an I-REN Energy Fellow. In line with that figure, 35% of the annual energy savings within the total public sector pipeline is tied to projects utilizing an I-REN Energy Fellow.

The I-REN Energy Fellowship Program is not only providing valuable support for agencies within the region, but it is also providing an avenue to increase energy savings and participation in I-REN's public sector project pipeline. The host sites are receiving no-cost project management as well as potential energy savings through their involvement in the public sector arm of I-REN. The I-REN Energy Fellowship Program was designed to place highly engaged individuals in public sector positions to gain experience and practice energy related work, but the end result has impacted the site agencies and the energy efficiency landscape much more significantly. The collaboration among sectors allows the Workforce Education & Training sector to directly support the realization of energy savings. This underscores the opportunity and need for more Fellows to be placed within the region, which is part of I-REN's workforce development plans for 2025.

I-REN WE&T Energy Fellowship Overview



Paid Local Fellowship

Jumpstart your career in the clean energy economy. In partnership with CivicSpark, an AmeriCorps program, the I-REN Energy Fellowship offers a unique opportunity for individuals passionate about energy, environmental sustainability, and community resilience to gain professional experience in the public sector through national service at the local level.

By building capacity for local public agencies to address emerging resilience challenges, I-REN Fellows create a lasting impact in local communities while building a robust statewide network of peers and gaining technical and leadership skills.

Benefits

- Living allowance of \$35,000 (before taxes)* in CA
- Educational awards (Segal Education and California For All Award) up to \$7,395 upon completion*
- Health insurance and childcare assistance for qualifying Fellows, paid to an eligible provider of your choice
- SNAP (food stamps) for eligible participants
- Forbearance on existing qualifying student loans and payment of interest accrued during the service term
- Professional development training
- Network development with regional and statewide contacts in the community resilience industries
- Connection to the AmeriCorps network of alumni

Requirements

- Minimum of a 2-year AA degree from an accredited college or university
- Commitment to the full term of service (11 months)
- Ability to work in a professional virtual/office setting
- Strong communication (both verbal and written) and teamwork skills
- Additional preferred qualifications are listed on our website

To learn more, visit iren.gov/energy-fellowship or scan the code.



*Pending state approval/spread evenly over 11 months

FELLOWSHIP PROJECT EXAMPLES:

- Facility Audits
- Billing Rate Analysis
- Community Outreach
- Energy Efficiency Facility Identification

Job Fairs

I-REN attended approximately 16 job fairs in 2024. Through these job fairs, the I-REN team collected 203 interested job seeker slips from individuals interested in the I-REN Energy Fellowship or hearing about I-REN workforce resources. Some of these job fairs were conducted in partnership with Energy is Everything. I-REN has a system to collect interested job seeker forms from prospective candidates. The information is compiled into a listserv. I-REN notifies the candidates registered in the listserv when the Energy Fellowship application is open, which may result in an Energy Fellow placement with a member agency.

I-REN WE&T Job Fair Events



OPPORTUNITIES IN 2025 AND BEYOND

In 2025, the I-REN WE&T team plans to expand opportunities for I-REN Energy Fellowships at public agencies in the region, to support the growing pipeline of public sector NMEC projects in the I-REN Cash for Kilowatts program. I-REN will also expand educational offerings for Energy Fellows.

Experiential Learning for I-REN Energy Fellows

After surveying the first-year I-REN Energy Fellows, I-REN identified an opportunity to enhance and support their development through experiential learning that would help advance their technical and project management skills in the industry. The current schedule of professional development tours and resources developed for the 2024–2025 Fellowship program year includes:

- December 2024: Regional Energy and Climate Hub (REACH) Inland Empire
- January 2025: I-REN Community Resilience Center Workshop
- February 2025: I-REN Energy Fellow ESRI Tour
- March 2025: IEDRC/I-REN Energy Infrastructure and Sector Showcase

- March 2025: I-REN Energy Fellow California Air Resources Board Tour
- April 2025: I-REN Energy Fellow CR&R Anaerobic Digester Tour
- May 2025: I-REN Energy Fellow Grid Alternative Tour
- June 2025: I-REN Energy Fellow Watt EV Tour
- July 2025: California Climate Energy Forum Fellowship participation opportunity

March 2025 Energy and Infrastructure Showcase Planned in Partnership with IEDRC

The purpose of the event is to be a one-stop energy workforce ecosystem that brings together Inland Empire community colleges, local agency staff, and workforce organizations. The participants will focus on the issues, barriers, and resources to help connect, identify, and have conversations to determine training opportunities to help develop a green energy pathway for job seekers in the region.

Sector-wide Workforce Collaborations

In alignment with I-REN’s workforce objectives from its Business Plan, I-REN serves as a facilitator and convener, bringing together a wide variety of workforce development and educational providers in the region to address the region’s workforce needs related to energy efficiency, decarbonization, and resiliency. I-REN workforce collaborations over the past two years are shown below.

I-REN WE&T Sector-wide Collaborations

2023

- Associated Builders and Contractors
Inland Empire Branch
- Barstow Community College
- California Baptist University
- CSUSB
- Chino Valley Chamber of Commerce
- CivicWell California Adaptation Forum
- Construction Trades Workforce Initiative
- Energy Code Ace
- Goodwill Career Resources Inland Empire
- Inland Empire Community Colleges
Job Developers
- Inland Empire Desert Regional Consortium
- James Irvine Foundation
- LAUNCH Apprenticeship Network
- Local Employment Development Department
Veterans Division
- Mount San Jacinto College
- Riverside City College Guardian scholars
- Riverside County Office of Education
- San Bernardino City Unified School District
- San Bernardino County Superintendent of Schools
- San Gorgonio High School
(Jobs 4 California Graduates)
- Southern California Energy Innovation Network
- Time for Change Foundation
- Tomorrow’s Talent
- Youth Action Project

2024

- California Employment Development Departments – Veterans Division
- California State University, San Bernardino
- Center for Employment Training
- College of the Desert
- Desert Valley Builders Association
- Eastvale Chamber of Commerce
- Energy is Everything
- Greater Coachella Valley Chamber of Commerce
- GRID Alternatives
- Inland Economic Growth & Opportunity
- Inland Empire Economic Partnership
- Inland Empire Labor Institute
- Inland Southern California Climate Collaborative
- Institute of Heating and Air Conditioning Industries
- Local Government Sustainable Energy Coalition
- Norco College
- Public Health Institute/CivicSpark
- Redlands Chamber of Commerce
- Riverside County Office of Economic Development
- Riverside County Workforce Development
- San Bernardino County Economic Development
- San Bernardino Valley College
- San Bernardino Workforce Development Department
- Science and Technology Education Partnership
- Thrive Inland SoCal
- University of California, Riverside
- Uplift San Bernardino
- Victor Valley College CTE

03.

—
Total System
Benefit

04.

—
Savings by
End Use

05.

—
Environmental
Impacts

Total System Benefit

2024 Total System Benefit, Net First Year Savings & Goal Attainment

	Total System Benefit (TSB)	GWh	MW	MMTherms
	Portfolio - Non C&S	Codes & Standards (C&S)		
2024 TSB and Total Installed Portfolio Savings	\$101,864	n/a	n/a	n/a
Adopted 2024 Targets (D.23-08-005)	\$172,737	n/a	n/a	n/a
Percentage of goal attainment	59%	n/a	n/a	n/a
2024–2027 Cumulative TSB and Total Installed Portfolio Savings	\$101,864	n/a	n/a	n/a
Adopted 2024-2027 Goals (D.23-08-005)	\$2,442,661	n/a	n/a	n/a
Percentage of Progress Towards 4-year Goal	4%	n/a	n/a	n/a

Savings by End Use

2024 Annual Net Savings by End Use

End-use Category	kWh	Percentage of Total
Whole Building	156,290	100%
Total Portfolio Savings	156,290	100%

Environmental Impacts

Environmental Impact (Net Metric Tons of Avoided Emissions)

Annual CO ₂	Lifecycle CO ₂	Annual NO _x	Lifecycle NO _x	Annual PM10	Lifecycle PM10
49	711	0.004926261	0.024631306	0.004270159	0.021350796

06. Expenditures

I-REN's 2024 budget and expenditures are shown below.

I-REN 2024 Budget Forecast

Program ID	Program Name	2024 Budget
IREN-PUBL-001	Technical Assistance and Strategic Energy Planning Program	\$3,062,464.73
IREN-PUBL-002	Public Buildings NMEC Program	\$2,600,713.94
IREN-CS-001	C&S Training and Education Program	\$983,912.05
IREN-CS-002	Technical Support Program	\$652,782.63
IREN-WET-001	WE&T Training and Education Program	\$1,242,206.71
IREN-WET-002	Workforce Development Program	\$1,558,915.14
Program Subtotal		\$10,100,995.20
IDSM		\$243,000.00
Portfolio Support PA Costs		\$664,950.27
EM&V		\$458,706.06
Total I-REN 2024 Budget Forecast		\$11,467,651.53

I-REN 2024 Actuals

Program ID	Admin	Marketing & Outreach	Direct Implementation	Incentives	Total
IREN-PUBL-001	\$370,797.11	\$50,660.05	\$2,371,252.26	\$0.00	\$2,792,709.42
IREN-PUBL-002	\$275,684.89	\$31,727.83	\$1,378,221.93	\$0.00	\$1,685,634.65
IREN-CS-001	\$47,521.56	\$15,632.87	\$620,073.94	\$0.00	\$683,228.37
IREN-CS-002	\$40,903.10	\$11,449.61	\$199,321.72	\$0.00	\$251,674.43
IREN-WET-001	\$248,202.54	\$11,581.39	\$501,492.20	\$0.00	\$761,276.13
IREN-WET-002	\$98,917.59	\$11,581.39	\$384,616.34	\$0.00	\$495,115.32
IREN-EMV-001	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
IREN-MS-Portfolio Support	\$8,965.85	\$0.00	\$0.00	\$0.00	\$8,965.85
IREN-CS-Portfolio Support	\$8,965.85	\$0.00	\$0.00	\$0.00	\$8,965.85
IREN-IDSM-Equity-001	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
IREN-Equity-Portfolio Support	\$35,863.53	\$0.00	\$0.00	\$0.00	\$35,863.53
I-REN Total	\$1,135,822.02	\$132,633.14	\$5,454,978.39	\$0.00	\$6,723,433.55

07.

Cost- Effectiveness



California’s statewide EE portfolio, which includes I-REN’s programs, is cost-effective from an overall perspective as described recently by the CPUC’s report⁷ in response to Governor Newsom’s Executive Order N-5-24.⁸

Within the overall EE portfolio, the CPUC has authorized I-REN and other RENS to offer EE programs that are not held to a cost-effectiveness threshold, “because the RENS are inherently designed to take on filling gaps in the other larger portfolios or serving the needs of HTR customer segments/markets that will be naturally less cost-effective to serve.”⁹ Similarly, the IOU PAs and MCE are permitted to dedicate 30% of their budgets toward programs focused on advancing equitable access to EE and supporting the long-term growth of markets for EE—programs which are not subject to cost-effectiveness thresholds. RENS and the equity and market support segments of the portfolio were created in order to ensure that these policy priorities are advanced within the statewide EE portfolio, which is cost-effective on an overall basis.

While not subject to a cost-effectiveness threshold, I-REN strives to manage its portfolio “with an eye toward long-term cost-effectiveness,” as encouraged by CPUC,¹⁰ as a good steward of ratepayer dollars. As noted in D.21-11-013, the CPUC decision approving I-REN’s Business Plan, CPUC welcomes I-REN’s focus on equity and serving disadvantaged and underserved communities, stating that:

“*Involving the types of customers and communities that I-REN’s Business Plan will serve is important to help California meet its energy and climate goals.*”¹¹

⁷ CPUC Response to Executive Order N-5-24. Table A-2. Program list.

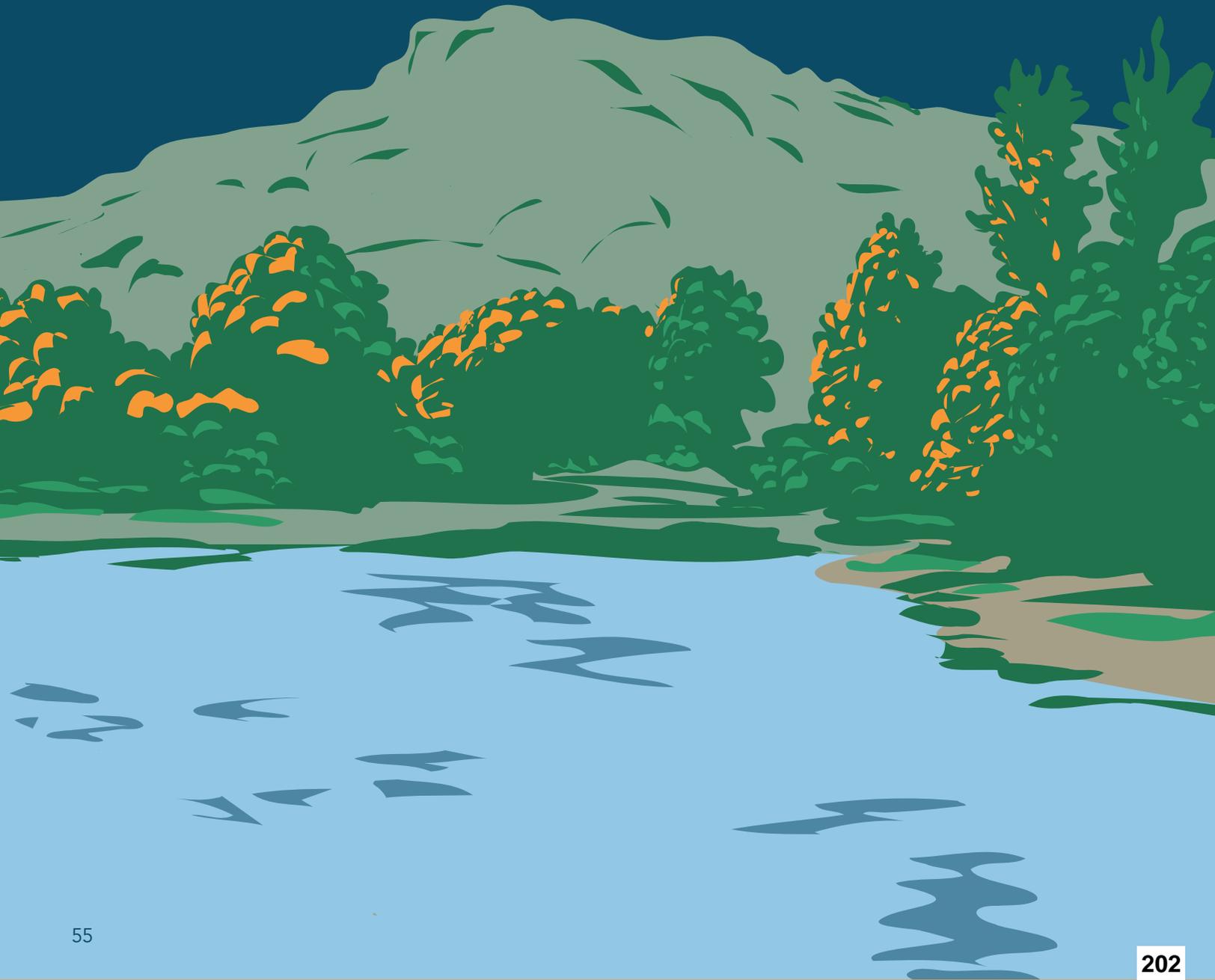
⁸ Executive Order N-5-24 (2024). <https://www.gov.ca.gov/wp-content/uploads/2024/10/energy-EO-10-30-24.pdf>

⁹ D.19-12-021 at 37

¹⁰ D.16-08-019 at 12.

¹¹ D.21-11-013 Conclusions of Law 7 and 8.

08. — Metrics



Unique Value Metrics

D.19-12-021 directed proponent RENs to “demonstrate new and unique value toward California’s energy, climate, and equity goals”¹² and then file their progress toward their proposed unique value metrics once they were approved and operating.

I-REN Unique Value Metrics

Percentage of partner jurisdictions that use I-REN guides and tools for code compliance

Codes & Standards

One of I-REN’s key unique strengths is its relationships with local governments through the founding agencies’ work as councils/associations of governments. This metric is intended to show I-REN’s progress on leveraging those relationships to engage with jurisdictions on C&S permitting and code compliance.

Number of BUC registrations in partner jurisdictions (total users)

Public Sector

BUC registration is the entry point to accessing I-REN technical assistance services. The BUC portal allows for exploring possible savings opportunities for projects that Public Sector Program participants could pursue via I-REN NMEC program and/or other PAs’ programs. BUC also offers the ability to establish and maintain ongoing relationships and associated data.

Number of Fellows placed within partner jurisdictions

Workforce Education & Training

I-REN Fellowships are a crucial quick-start activity for WE&T and also provide cross-cutting benefits for Public Sector and C&S. Fellows play a role as EE champions at local jurisdictions to help advance EE projects in coordination with I-REN Public Sector technical assistance, such as benchmarking or strategic energy planning. Fellows can supplement staff capacity to take on NMEC or other incentive projects and support permitting and code compliance with I-REN C&S support.

¹² D.19-12-021 Conclusion of Law 9.

Equity and Market Support Indicators and Goals

D.23-06-055 adopted objectives and indicators for the equity and market support segments and designated how often indicators should be reported (quarterly or annually) and at what level (segment or whole portfolio). I-REN was an active participant in the Equity and Market Support Working Group formed by CAEECC to clarify the indicators through a stakeholder process, and joined with other PAs and stakeholders to draft the resulting May 1, 2024 joint PA advice letter (I-REN Advice Letter 5-E/5-G) as ordered in D.23-06-055 Ordering Paragraph 11. The joint PA advice letter clarified the equity and market support indicators; proposed modifications to the common metrics adopted in D.18-05-041; recommended a methodology to determine indicator baselines; and laid out a suggested schedule for tracking and reporting of equity and market support indicators and updated common metrics and indicators.

The resolution addressing the joint PAs' advice letter has not yet been issued. However, I-REN worked proactively in 2024 to adopt a framework—including methodology and data collection processes—to begin tracking these indicators in anticipation of the forthcoming resolution from CPUC and reporting requirements to follow. I-REN is well situated to fulfill its obligations to track progress toward the equity and market support indicators.

Relatedly, I-REN has also been an active participant in the joint PA effort to develop equity and market support goal constructs, as directed by D.23-06-055 Ordering Paragraph 25. This effort began in 2024 and continues in 2025.

D.18–05–041 Common Metrics

In addition to clarifying the adopted equity and market support indicators, D.23-06-055 Ordering Paragraph 11 also ordered PAs to examine the metrics and indicators adopted in D.18-05-041. I-REN participated in the joint advice letter process as described above, and was an active participant in proposing modifications to these metrics and indicators. While awaiting resolution of the joint advice letter, I-REN continued to track all relevant common metrics in 2024.

09. — Commitments



I-REN has planned and budgeted for funds to be committed to numerous activities to support its portfolio in 2025 and beyond, including contracts with implementers, consultants, and vendors.

*A total of **\$220,872.48** in incentives have been reserved in 2024 for disbursement in program years 2025–2026 for projects under I-REN’s Cash for Kilowatts program.*



Attachment

Existing EE Programs
Offered in SCE Territory

Existing Energy Efficiency (EE) Programs Offered to Southern California Edison Customers							
Program Name	Description	Commercial	Multifamily	Residential	Industrial	Agriculture	Website
Agriculture Energy Efficiency (AgEE) Program	Helps growers and producers incorporate EE equipment and technology at their facilities. Making EE improvements helps conserve electricity and may lead to; reduced maintenance time, operating and overhead costs, and increase production and profits.					X	https://caagenergy.com/
California Energy Design Assistance Program	Provides a complimentary, comprehensive analysis of different EE options. It also identifies potential energy savings and incentives tailored to your specific new construction or major alteration project. CEDA serves Commercial, Multifamily (four stories and higher), Public, Industrial, and Agricultural customers.	X	X		X	X	https://californiaeda.com/
California Foodservice Instant Rebates	Statewide EE program that enables Commercial Foodservice (CFS) equipment dealers to offer rebates as point-of-sale discounts. The program applies to commercial utility customers who purchase qualifying high-efficiency natural gas and electric kitchen equipment.	X					https://fs.californiainstantrebates.com/
Home Performance Plus Program	The Home Performance Plus program is offered to Southern California Edison residential electric customers, within designated ZIP codes, who rent or own a single-family detached home or unit in a building with a maximum of four units. Through this program, customers can receive a no-cost energy assessment of their home, enhanced rebates for energy-saving upgrades and free, one-on-one guidance on improving their home's energy efficiency, health and comfort.			X			https://homeperformanceplusca.com/
Local Commercial Strategic Energy Management (SEM) Program	Provides customized energy-saving services to customers of Southern California Edison (SCE) market sectors, including commercial buildings, private and trade schools, hotels and hospitality, health care centers and hospitals. This program provides up to six years of technical assistance to identify energy-saving projects, rebate incentives and operational improvements. The program is a combination of traditional, energy-efficient strategies and holistic solutions to best manage and serve an organization's unique energy needs—all at no cost to the participants.	X					https://pep.cleareresult.com/pep/commercial/
Local Industrial and Agricultural Strategic Energy Management (SEM) Program	Provides customized services to identify energy-saving project planning and advice, at no cost to the participant, while offering rebate incentives and easily implemented operational improvements. The program also provides customers with access to CLEAResult engineers and support, and at no cost to the customers.				X	X	https://pep.cleareresult.com/pep/industrial-agriculture/
Commercial Energy Efficiency Program (CEEP)	Provides comprehensive EE to commercial SCE customers who have monthly maximum energy demands of greater than 20 kW across Southern California Edison's (SCE's) service territory. This program uses Deemed, Custom Calculated, and Normalized Meter Energy Consumption (NMEC) approaches to reach customers across Commercial North American Industry Classification (NAICS) codes, including Lodging, Restaurants, Grocery Stores, Warehouses, Refrigerated Warehouses, Retail and Technology, Offices, and others.	X			X		https://willdanefficiency.com/



Western Riverside Council of Governments Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Staff Report

Subject: Vehicle Miles Traveled Mitigation Program Implementation
Contact: Chris Gray, Deputy Executive Director, cgray@wrcog.us, (951) 405-6710
Date: May 5, 2025

Recommended Action(s):

1. Approve the Vehicle Miles Traveled Mitigation Program Manual.

Summary:

Senate Bill (SB) 743, implemented on July 1, 2020, requires development projects to utilize Vehicle Miles Traveled (VMT), rather than Level of Service (LOS), as the metric to determine its transportation impacts under the California Environmental Quality Act. WRCOG assisted its member agencies in the implementation of SB 743 with guidance on meeting the requirements of the Bill. The primary challenge many of members have in relation to SB 743 is the issue of VMT mitigation and WRCOG has been actively working with partner agencies to develop a proposed VMT Mitigation Program. Staff will review the proposed VMT Mitigation Program and request approval of the Program Manual.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to authorize staff to implement a VMT Mitigation Program which would be available to each member agency to opt-in to should they choose to do so. This effort aligns with WRCOG's 2022-2027 Strategic Plan Goal #5 (Develop projects and programs that improve infrastructure and sustainable development in our subregion).

Discussion:

Background

One objective of WRCOG's Local Transportation Funds (LTF) Program with the Riverside County Transportation Commission (RCTC) is to assist WRCOG with SB 743 implementation. As part of this, WRCOG conducted initial research on a possible VMT Mitigation Program or bank strategies for development projects as part of its SB 743 implementation activities. This initial research was presented to the Public Works Committee (PWC) in May 2021 and, as a result, WRCOG received inquiries from member agencies regarding the development of a potential regional VMT Mitigation Program for western Riverside County.

During WRCOG's work on SB 743 implementation, the issue of VMT mitigation was noted to be problematic. The main reason is that most land-use projects cannot implement transportation system improvements or directly influence the travel of its occupants. VMT is a function of the intensity of use, type of use, and location, so the main challenge is that VMT is ultimately a regional, not local, concern. In comparison, LOS-based impacts are relatively easy to mitigate since payment of fees for improvements or construction of improvements, or some combination thereof, are appropriate mitigation.

On October 4, 2021, WRCOG staff received direction from the Executive Committee to evaluate options to mitigate VMT impacts from new development. WRCOG commenced an effort to develop a potential program for western Riverside County, and has been discussing the different elements and options with RCTC and the Riverside Transit Agency (RTA). These two agencies were identified since they would be potential large credit generators and/or credit users if they choose to participate. Participation in any potential program will be on a voluntary basis, so member agencies will participate in a program only if it decides to opt-in.

Since this due diligence process has taken place, the project team has looked at potential benefits and challenges to the different types of mitigation programs and its framework, such as banks, exchanges, and impact fee programs. The project team has also considered the key elements of additionality and equity. In addition, the project team has been exploring potential governing structures and the different elements of operating a program. The project team includes WRCOG's legal counsel to ensure all elements of the program are analyzed from all aspects.

The mitigation measures included will influence the type of program, so the project team has been working with member and partner agencies to identify potential mitigation measures to be included. WRCOG reached out to interested PWC members in February 2023 to solicit potential projects and programs that could be included in a program to serve as an initial project list. This initial project list is strictly for information and additional projects and programs may be added. For the sake of due diligence and feasibility, the project team estimated the potential VMT reduction associated with the projects and programs. The project team also completed an equity analysis to consider demographic trends, including historically disadvantaged communities when identifying which projects and programs could be included in a regional VMT Mitigation Program.

Present Situation

All of the technical work and research on a potential VMT Mitigation Program has been completed. A draft Program Manual that was reviewed by various stakeholders including RCTC, RTA, and the Western Riverside County Regional Conservation Authority (RCA) has been finalized. The goal of the Program Manual is to serve as a guiding document of a potential program. It is anticipated that the Program Manual would be updated as the Program develops, similar to how the TUMF Program Administration Plan is updated.

Some key elements of the effort proposed by WRCOG are as follows:

- The Program would be a regional effort with WRCOG serving as the Program Administrator.
- The effort would be structured as an exchange instead of a bank or fee.
- The WRCOG Planning Directors Committee (PDC) would provide direct oversight of the Program

with the Executive Committee retaining final jurisdiction as with all WRCOG activities.

- Agencies would agree to join the Program by executing a Participation Agreement with WRCOG.
- Agencies which have formally joined the Program can then submit VMT-reducing projects, also known as Credit-Generating Items, to be included in the Program.
- Only public agencies can submit Credit-Generating Items to be included in the Program.
- WRCOG would compile a list of Credit-Generating Items.
- Credit-Generating Items would then be available to be purchased to generate VMT credits.
- Any public or private entity can purchase VMT credits by selecting one or more projects from those available on the list WRCOG maintains.
- WRCOG would collect a nominal administrative fee (4%) based on the Program costs for this transaction.
- WRCOG would refresh the Program list as appropriate.
- Agencies can choose to participate in WRCOG's Program, participate in other regional programs, develop their own program, or any combination of those three. The only limitation is that an agency is not allowed to submit the same Credit Generating Item to multiple programs.

Graphics depicting the operation of a program are provided in the final draft Program Manual that is attached as Attachment 1 to this Staff Report. The flowcharts describe the following Program elements:

- Overall Program Process
- Process for Credit Generators
- Process for Submitting Credit-Generating Items
- Process for Private Sector Requests for Credit
- Process for Public Sector Requests for Credit
- Appeals Process

This item was presented to the Administration & Finance Committee, the Planning Directors Committee, the Public Works Committee, and the Technical Advisory Committee. Each Committee unanimously recommended that the Executive Committee approve the Program Manual which will authorize staff to move forward with Program implementation.

During the program development process, staff evaluated the proposed VMT Mitigation Program using the previously developed New Program Framework. This tool identifies potential positive and negative elements of any new WRCOG initiative. The evaluation noted a number of positive elements:

- This issue is regularly discussed by Agency Staff and Elected officials
- Directly linked to the Specific Plan (Goal 5)
- No other agencies are addressing this issue in the region
- Sufficient funding to initiate this effort
- Program will be self-sustaining
- Multiple negative consequences to WRCOG agencies if you fail to act
- High level of support from external stakeholders

The complete evaluation is provided as Attachment 2.

Next Steps

If approved by the Executive Committee, then staff will move forward with Program implementation. Key efforts during this implementation will include but not be limited to:

- Meetings with WRCOG partner and member agencies to discuss Program implementation and operations in greater detail
- Soliciting WRCOG partner and member agencies to sign participation agreements should they choose to do so
- Holding meetings with member agencies and stakeholders to discuss how parties might request credits from the Program
- Developing information materials (videos, fact sheets, etc.) that provide additional information about the Program
- Preparing appropriate forms, calculation tools, and other items needed for Program operation

Prior Action(s):

April 17, 2025: The Technical Advisory Committee recommended that the Executive Committee approve the Vehicle Miles Traveled Program Manual.

April 10, 2025: The Public Works Committee recommended that the Executive Committee approve the Vehicle Miles Traveled Program Manual.

April 10, 2025: The Planning Directors Committee recommended that the Executive Committee approve the Vehicle Miles Traveled Program Manual.

April 9, 2025: The Administration & Finance Committee recommended that the Executive Committee approve the Vehicle Miles Traveled Program Manual.

January 16, 2025: The Technical Advisory Committee received and filed.

December 12, 2024: The Public Works Committee received and filed.

December 12, 2024: The Planning Directors Committee received and filed.

November 6, 2023: The Executive Committee received and filed.

October 12, 2023: The Public Works Committee received and filed.

October 12, 2023: The Planning Directors Committee received and filed.

February 10, 2022: The Planning Directors Committee received and filed.

May 13, 2021: The Public Works Committee received and filed.

Financial Summary:

Costs for initial program evaluation and development are funded by LTF (Fund 210) and included in the Fiscal Year 2024/2025 Agency budget. Should WRCOG elect to implement a program, on-going funding would be provided by an Administrative Fee which would be assessed on credits purchased by public

sector and private sector entities.

Attachment(s):

[Attachment 1 - Draft VMT Program Manual](#)

[Attachment 2 - New Program Evaluation Framework for VMT Program](#)

Attachment 1

Final Draft VMT Program Manual



Western Riverside Council of Governments

Regional VMT Mitigation Program Implementation Manual



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**WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
VOLUNTARY VMT MITIGATION EXCHANGE
PROGRAM MANUAL**



I. INTRODUCTION

The Western Riverside Council of Governments (WRCOG), in partnership with its member agencies and key regional stakeholders, has developed a voluntary exchange program (Program) to provide a method to mitigate vehicle miles traveled (VMT) impacts under the California Environmental Quality Act (CEQA). WRCOG will serve as the Program Administrator and main point of coordination for Program Participants, which could include regional agencies, WRCOG member agencies, and other stakeholders, as appropriate.

The requirement to analyze and mitigate VMT impacts as part of a CEQA document is an emerging field. While there is substantial empirical data regarding the effectiveness of various VMT mitigation measures, there is less certainty regarding how VMT mitigation programs might be utilized, particularly by parties needing to find ways to offset their VMT impacts.

Through the Program, Program Participants in need of a way to offset significant VMT impacts will be able to purchase VMT credits generated by participants with VMT credit-generating projects. As a result, credit-using projects will not be delayed due to an inability to offset VMT impacts, and credit-generating projects may be expedited due to access to funding. The Program is voluntary and applicants who are unable to secure credits or unwilling to comply with the various requirements can pursue other opportunities for VMT mitigation through alternative means.

This Program Manual establishes rules and procedures intended to cover most anticipated situations and provides some level of flexibility to adjust to changing circumstances. If there is a case in which the Program Manual does not fully anticipate a circumstance or discretion is required, WRCOG commits that it will exercise its discretion in an impartial, transparent, and collaborative fashion. WRCOG is well suited to serve as an impartial administrator, able to act in the best interests of the overall program rather than themselves, because WRCOG does not generate or use credits.

WRCOG reserves the right to take action in the best interest of the Program to best serve all participants. These actions could include, but are not limited to, the following:

- Limiting the number of credits available to one applicant.
- Choosing not to provide credits to an applicant if such a restriction is determined to be in the best interest of the program.
- Deferring the provision of credits until a later date for various reasons.
- Withholding credits from applicants who are unwilling to sign the appropriate agreements.

Applicants who are requesting credits from the Program have the right to appeal any decision made by the Program Administrator and will be allowed to utilize the formal appeal process, provided they have standing to appeal, as described in Section III.D.9.c.i.

This Program Manual is intended to be a living document. As State regulatory guidance changes and the program evolves, WRCOG will regularly update the Program Manual to reflect these changing conditions. Any updates will be prepared and implemented in conjunction with our regional partners, WRCOG member agencies, and other stakeholders, as appropriate.

II. BACKGROUND AND PURPOSE

A. Senate Bill 743 and Vehicle Miles Traveled

Before a California public agency issues a discretionary approval that authorizes an action with potential environmental impacts, the agency must first comply with CEQA and disclose potential impacts to the environment. For example, before a city or a county approves a site-development project, and before a transportation agency approves the construction of new infrastructure, those agencies must ensure that CEQA compliance has been completed.

Unless an action is exempt from substantive environmental review, an agency is most often faced with the choice of preparing either a CEQA Negative Declaration or, Mitigated Negative Declaration (MND), or an Environmental Impact Report (EIR). Either an MND or EIR may involve the imposition of “mitigation measures” which help to address or reduce a project’s potentially significant impacts.

The manner in which transportation effects are analyzed under CEQA changed dramatically when Senate Bill 743 (SB 743) was adopted in 2013 and codified in Public Resources Code section 21099. This law and its implementing regulations require that

transportation impacts throughout the state no longer be measured in terms of vehicle delay, but instead in terms of how many VMT a project generates. The purposes of SB 743 are to place greater focus on implementing the State’s goals of reducing greenhouse gas (GHG) emissions, promoting transit, and increasing infill development.

For many agencies, the threshold of how much VMT triggers the requirement for an EIR varies. But, in some instances, that threshold may be reached- even for projects that align with the State’s goals of reducing GHG emissions, promoting transit, increasing infill development, and building more housing.- When significant impacts are identified, CEQA requires that feasible mitigation measures be proposed. If all feasible mitigation is exhausted and there is still a significant impact, a statement of overriding considerations must be issued which would trigger an EIR. This adds further cost and time to project implementation.

SB 743 has a disproportionately heavy impact on less-developed counties (like Riverside County) because those areas have not yet fully built-out their roadway networks, have less robust non-automotive travel options (like transit), and lack institutional support facilities. Thus, developments in Riverside County are far more likely to constitute “new” development, rather than “infill” projects, and are far more likely to generate VMT effects that require a full EIR, rather than a streamlined Negative Declaration/Mitigated Negative Declaration (or potential exemption). Thus, there is a demand for a dependable means of reliably mitigating or offsetting VMT impacts that would arise from development and transportation projects.

B. Need for a Regional VMT Mitigation Program

Transportation demand management strategies have traditionally been utilized to change travel behavior as a way of reducing VMT. These strategies are generally most effective in urban areas where a project site is accessible through multiple travel modes (i.e., walking, bicycling, transit, and personal micro-mobility vehicles), offering similar travel times and convenience. These strategies are less effective in low-density suburban and rural areas where travel modes are more reliant upon personal automobiles. Much of Western Riverside County falls into this latter category and needs a coordinated regional approach.

C. Different Types of Regional VMT Mitigation Programs

In more suburban and rural areas, a program-based approach to VMT mitigation is typically more effective than applying strategies to a project site only. Following is a review of three common program-based approaches that may be established to enable mitigation options for projects required to implement VMT mitigation:

- VMT Impact Fee Program – is a traditional impact fee program in compliance with the Mitigation Fee Act. The nexus for the fee program is a VMT reduction goal consistent with the CEQA threshold established by a lead agency for SB 743 purposes. The main difference from a fee program based on a metric such as vehicle level of service (LOS) is that the VMT reduction nexus results in a capital improvement program consisting largely of transit, bicycle, and pedestrian projects. These types of fee programs are time-consuming to develop, monitor, and maintain but are recognized as an acceptable form of CEQA mitigation.
- VMT Mitigation Exchange – relies on a Credit User agreeing to fund, implement, or acquire a predetermined VMT reducing project or propose a new one. The project may be located in the vicinity of the project needing VMT mitigation or elsewhere in the community, and possibly outside the community. The VMT Mitigation Exchange needs to have a facilitating entity that can match the VMT producer (the development/ infrastructure project) with a VMT reducing project or action. The facilitating entity could be the lead agency or another entity that can provide the match and document the VMT reduction with substantial evidence. This option provides the most flexibility for mitigation project selection and is also the least complex to set up. Implementation is completed on a project-by-project basis, similar to typical mitigation measures.
- VMT Mitigation Bank – attempts to create a monetary value for VMT reduction such that a Credit User could purchase VMT reduction credits. The money exchanged for credits could be applied to local, regional, or state-level VMT reduction projects or programs. Like all VMT mitigation, substantial evidence is necessary to demonstrate that the projects covered by the VMT Mitigation Bank would achieve expected VMT reductions and some form of monitoring may be required. This is more complicated than a simple exchange and requires more time and effort to set up and implement. However, the VMT Mitigation Bank can include other VMT reducing efforts (like rideshare or telecommute programs) that cannot be implemented in a VMT Impact Fee Program and would be more difficult to implement in a VMT Mitigation Exchange program. The verification of how much VMT reduction is associated with each dollar or credit and tracking mitigation completion are more difficult parts of the VMT Mitigation Bank. Perhaps the most

restrictive component of a VMT Mitigation Bank is that VMT reduction credits need to be generated prior to their ability to be purchased; which necessitates some level of seed funding to implement projects or programs to begin generating the VMT credits prior to them being sold.

The option that best fits the needs of Western Riverside County currently is an exchange program given some of the constraints noted above. WRCOG will serve as the facilitating entity (VMT Program Administrator) and will be responsible for administering the program.

D. Definitions

- **Applicant:** A developer or similar entity applying to purchase *credit(s)* as a *credit user*.
- **Credit:** VMT reduction credit.
- **Credit Generator:** A public agency that implements a project or program that produces a VMT reduction credit. Credit generators will enter into a Participation Agreement with the *Program Administrator*. This agreement enables public agencies to submit *credit-generating items* to the Program that are eligible to receive funding through the Program.
- **Credit-generating Item:** A specific project or program that has produced or may produce a *credit*.
- **Credit User:** Land development or transportation project administrator that needs VMT reduction credits for CEQA mitigation.
- **Implementing Agency:** A public agency responsible for implementing a public sector project for those cases in which another agency is designated as a lead agency for purposes of CEQA.
- **Lead Agency:** The public agency that has primary responsibility for carrying out or approving a project that is subject to CEQA.
- **Program Administrator:** The entity responsible for managing the Program and facilitating VMT mitigation exchange. WRCOG serves as the Program Administrator.
- **VMT Impact:** The generation of VMT above the applicable threshold of significance by a project, which may require a *Credit User* to seek a mitigating *credit(s)*.

III. THE VOLUNTARY VMT EXCHANGE PROGRAM

A. General Description and How it Works

Following is a brief description of the major steps to facilitating a VMT mitigation exchange:

1. The Program Administrator requests credit-generating items from Credit Generators to be included on a list of potential credit-generating items that have produced or may produce a credit(s) and the Program Administrator maintains the list of items.
2. Credit Generators submit credit-generating items on a processing form that details the project/program cost and description and certifies the project/program is ready for implementation, as defined by the qualification criteria in this Program Manual (see Section IV). For the purposes of the Program, active steps taken to implement the project/program being submitted as a credit-generating item is implementation. Additional clarification is provided in the Participation Agreement (Appendix A).
3. Credit Users generate a significant VMT impact and need to purchase credits to mitigate those impacts. The cost of credits is project/program specific.
4. Credit Users submit a form indicating that the Credit User generates a significant VMT impact and is applying to purchase credits to mitigate impacts. If the Credit User is not a public agency, the application must be reviewed by the CEQA lead agency to verify application details before credits are issued.

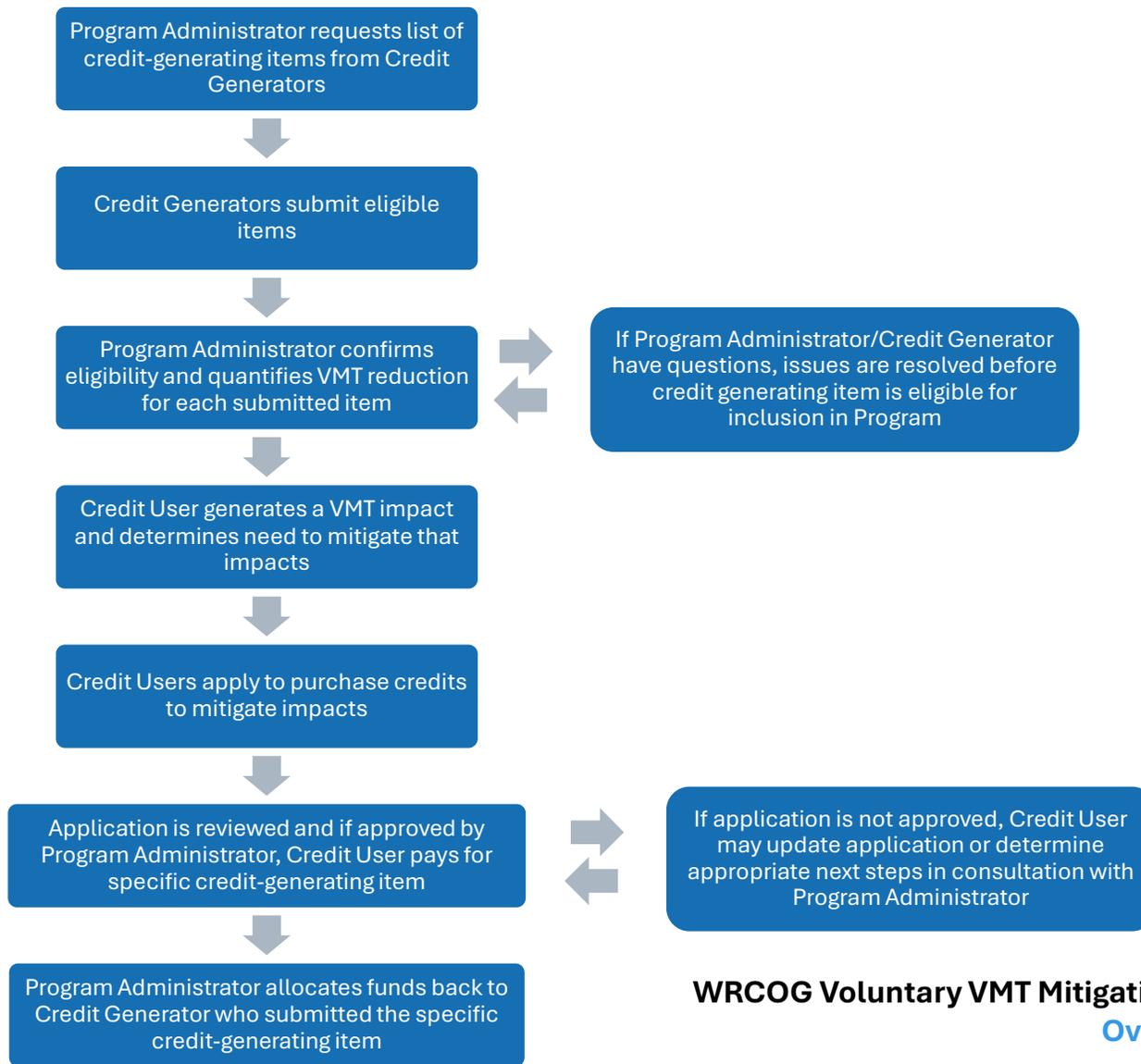
Note: Mitigation measures must equal or exceed the amount of the VMT impact to fully mitigate the project impact under CEQA.

5. Funds are collected by the Program Administrator and allocated to the specific Credit Generator whose credit-generating item was selected by the Credit User.

A description of the overall process is provided as Exhibit 1.

B. Potential Types of VMT Mitigation Projects (Credit-Generating Items)

The following potential credit-generating items do not represent an exhaustive list of potential VMT-reducing projects or programs. Currently, the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA, December 2024) is the best source for the latest data and research for quantification of credit-generating items. As new data, studies, and information become available, additional projects/programs may be incorporated as credit-generating items, beyond what is currently identified by CAPCOA.



WRCOG Voluntary VMT Mitigation Exchange Program
Overall Program Process

Figure 1

Any credit-generating item that is incorporated into the Program must provide sufficient information that would allow the Program Administrator's technical experts to quantify the credits that would be available during the Program. The Program Administrator has the flexibility to revisit the projects or programs included in the Program on an annual basis to ensure the projects or programs are achieving the intended mitigation amount as costs, information, and other variables change.

As noted above, the Program Administrator will be responsible for working with its technical experts to calculate VMT credits using information supplied by the Credit Generator. Credit users, such as CEQA lead agencies, may then choose which credit generating project(s) best align with their mitigation needs. As such, the Credit Users would have the opportunity to rely upon and accept the VMT-reduction analysis completed by the Program Administrator's technical expert. WRCOG will also provide the VMT reduction calculations to the Credit User at their request.

Potential Credit-Generating Items include but are not limited to the following:

1. Operations/Maintenance Projects

- Transit Network Coverage or Hours Extension: Adding or modifying transit operations to include more hours of existing routes/lines or fund the operations of a new transit route/line.
- Transit Service Frequency Increase: Modifying and funding transit operations to include more frequent service on an existing transit line.

2. Ongoing Programs

- Transit Passes: Providing discounted or free transit fare to a specific geographic area, population group, or the general public.
- Vanpool Program: Providing financial support for a vehicle to groups of 5 to 15 people for the purpose of carpooling between their workplaces and residences.
- Rideshare Program: Providing access to and encouraging the use of a ridesharing alternative, platform, or service. This could be an app, website, or other service that provides ride-matching coordination services.

3. Capital Improvements

- Pedestrian Network Improvement: Constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network.
- Bike Facility Construction or Improvement: Constructing new or enhancing an existing Class I, II, or IV bike facility.
- Transit-Supportive Roadway Treatments: Funding infrastructure improvements, such as traffic signal modifications and roadway signage and striping, that are dedicated to improving transit travel times and reliability.
- Transit Access, Safety, and Comfort Improvements: Funding infrastructure improvements that reduce the barriers to using transit, including new or enhanced features, such as, but not limited to, bus shelters, lighting, bike racks, crosswalks, transit security guards, and/or ambassadors and bus turnouts or bus pads.

4. Property Acquisition for Conservation Purposes

Property acquisition for conservation purposes is not included in CAPCOA's Handbook and would require technical documentation and substantial evidence to support Program eligibility. This strategy would involve properties to be categorized as VMT efficient (VMT generation is lower than a defined threshold) or VMT inefficient areas (VMT is higher than a defined threshold). If land can be conserved for conservation in VMT inefficient areas, then the Program Administrator can consider designating the land acquisition as a credit-generating item.

5. Gap Financing for Affordable Infill Housing Development

Gap financing for affordable infill housing development is included in CAPCOA's 2024 Handbook and is a new strategy in mitigating VMT that is supported by Executive Order N-2-24. The order directed the California Department of Transportation (Caltrans) to identify and implement opportunities to leverage transportation funds and projects to support the use of infill housing as an environmental mitigation approach by publishing guidance on the use of affordable infill housing as a mitigation strategy as part of its *Transportation Analysis Under CEQA* guidance and shall track and report progress at the project level.

C. Governance

As set forth in Section I, WRCOG is designated as the Program Administrator and shall administer the Program as described in this Program Manual. Following is a description of the duties, roles, and responsibilities for the WRCOG Executive Committee, Executive Director, and Planning Director's Committee, as they pertain to Program administration.

1. The **WRCOG Executive Committee**. The WRCOG Executive Committee shall be responsible for reviewing and acting on the following:
 - a. Approval of the Program Manual and any subsequent amendments;
 - b. Recommendation of changes to the template agreements regarding participation in the Program; and
 - c. Otherwise having full final decision-making authority over all aspects of the Program.

2. The **WRCOG Executive Director**. Reporting to the WRCOG Executive Committee, the Executive Director (or their designee) shall be responsible for the following Program activities:
 - a. Administration of the Program and processing of disputes;
 - b. Conducting ongoing monitoring of credit-generating items;
 - c. Providing consultant support to quantify credit-generating items;
 - d. Providing staff and consultant support to verify credit-generating items and credit users, as necessary.
 - e. Other related activities as directed by the WRCOG Executive Committee;
 - f. Executing Participation Agreements, Credit Purchase Agreements, and any amendments thereto;
 - g. Preparation of an Annual Report for consideration by the WRCOG Executive Committee detailing the status of the Program; and
 - h. Periodic preparation of a comprehensive Program review that includes an assessment of the credit quantification methods and preparation of recommendations on potential Program revisions for consideration by the WRCOG Executive Committee.

3. The **WRCOG Planning Directors Committee (PDC)**. The PDC shall be responsible for the following:
 - a. Providing Program updates and reviews and input on all supporting technical documentation;
 - b. Recommending revisions to the Program Manual; and
 - c. Providing additional assistance to the Program, as requested by the WRCOG Executive Committee.

D. Administration

This section lists the key administrative processes involved in the Program.

1. Payment Processing, Credit Disbursement to Credit Users, and Payment to Credit Generators

The Program Administrator shall receive all payments generated by the exchange of credits from Credit Users to Credit Generators for credit-generating items. The Program Administrator shall account for credits and disburse credits and payments for credit-generating items, in accordance with this Program Manual.

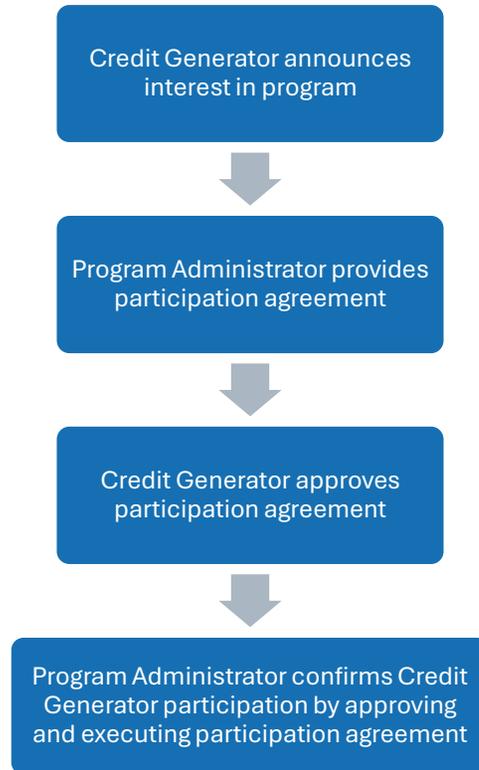
2. Credit Generator Opt In

A credit generator must opt in to the Program through execution of a Program Participation Agreement.

3. Credit Generator Opt Out

A credit generator would opt out of the Program by providing written notice to the Program Administrator. The credit generator will be removed from the program within 90 days of providing this notice. Credit generators may not opt out of the program if there are credit generating items for which a credit purchase agreement has been executed but have not been completed.

Exhibit 2 provides an overview of the process through which a credit generator could opt-into the program.



WRCOG Voluntary VMT Mitigation Exchange Program
Process for Credit Generators

Figure 2

A Credit Generator who has opted in can submit credit-generating items to the exchange through a Credit-Generating Item Form, provided that the credit-generating item meets the qualification criteria outlined in this Program Manual (see Section IV). The Credit-Generating Item Form will request the following:

- a. Credit-generating item description.
- b. Credit-generating item cost. Updates to costs of a credit-generating item already on the credit-generating item list may occur when the Program Administrator updates the list. A credit-generating item that is an operations item may include an annual escalator.
- c. Information to demonstrate that the proposed credit-generating item is ready to be utilized or constructed when funding is provided).
- d. Sufficient information to allow the Program Administrator technical expert to quantify the VMT reduction.

Exhibit 3 outlines the process by which a Credit Generator provides credit-generating items to the Program.

4. Applications for Credits by Credit Users

- a. An application must be submitted by credit users, as noted below, based on the type of credits, with VMT or environmental impact quantified to confirm the need to purchase credits to mitigate an impact. Any application must be submitted by the lead agency or lead jurisdiction where the VMT or environmental impact takes place to verify that credits are needed.

For Transportation Projects: The application must be submitted by the Implementing Agency (the Riverside County Transportation Commission, or any jurisdiction within the Western Riverside County subregion).

For Development Projects: The application must be submitted by the CEQA lead agency.

Credit users are not required to enter into a participation agreement but will enter into contractual agreements for each application.

- b. The Program Administrator will provide the list of available credit-generating items that can be purchased by the Credit User.

Exhibits 4 and 5 document the process by which a Credit User can request credits.

5. Procedure for Disbursement of Mitigation Projects

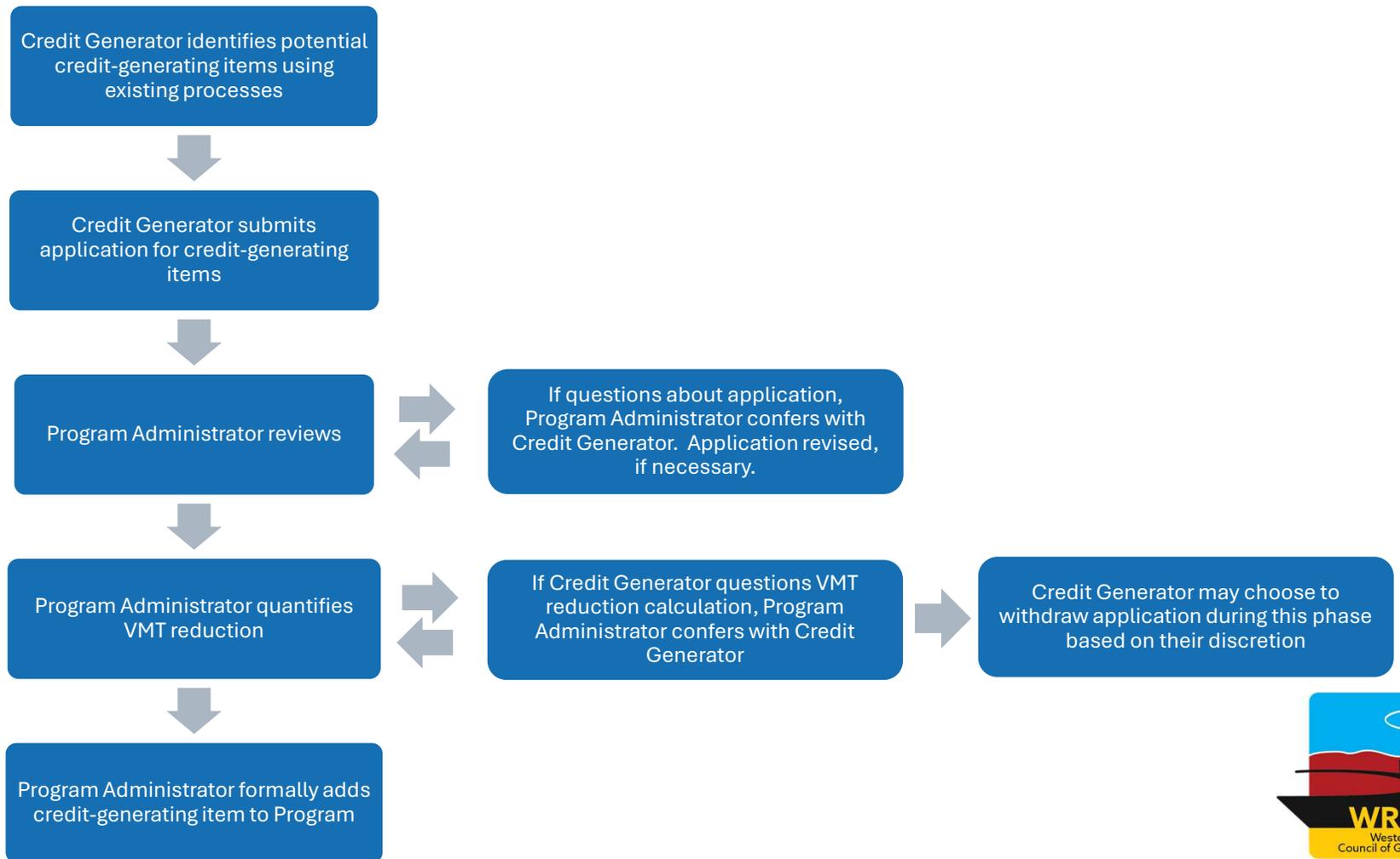
- a.** Credits will be distributed on a first-come, first-served basis upon application completion, approval by the Program Administrator, and submittal of payment to the Program Administrator for the selected credit-generating item.

6. Transfer of Credits and Refund Policy

- a.** A Credit User is allowed to transfer credits to another project that needs to mitigate VMT or another Credit User. The Credit User that is holding the credits must notify the Program Administrator of the transfer for purposes of maintaining an account for the credits.
- b.** Credit purchases are nonrefundable.

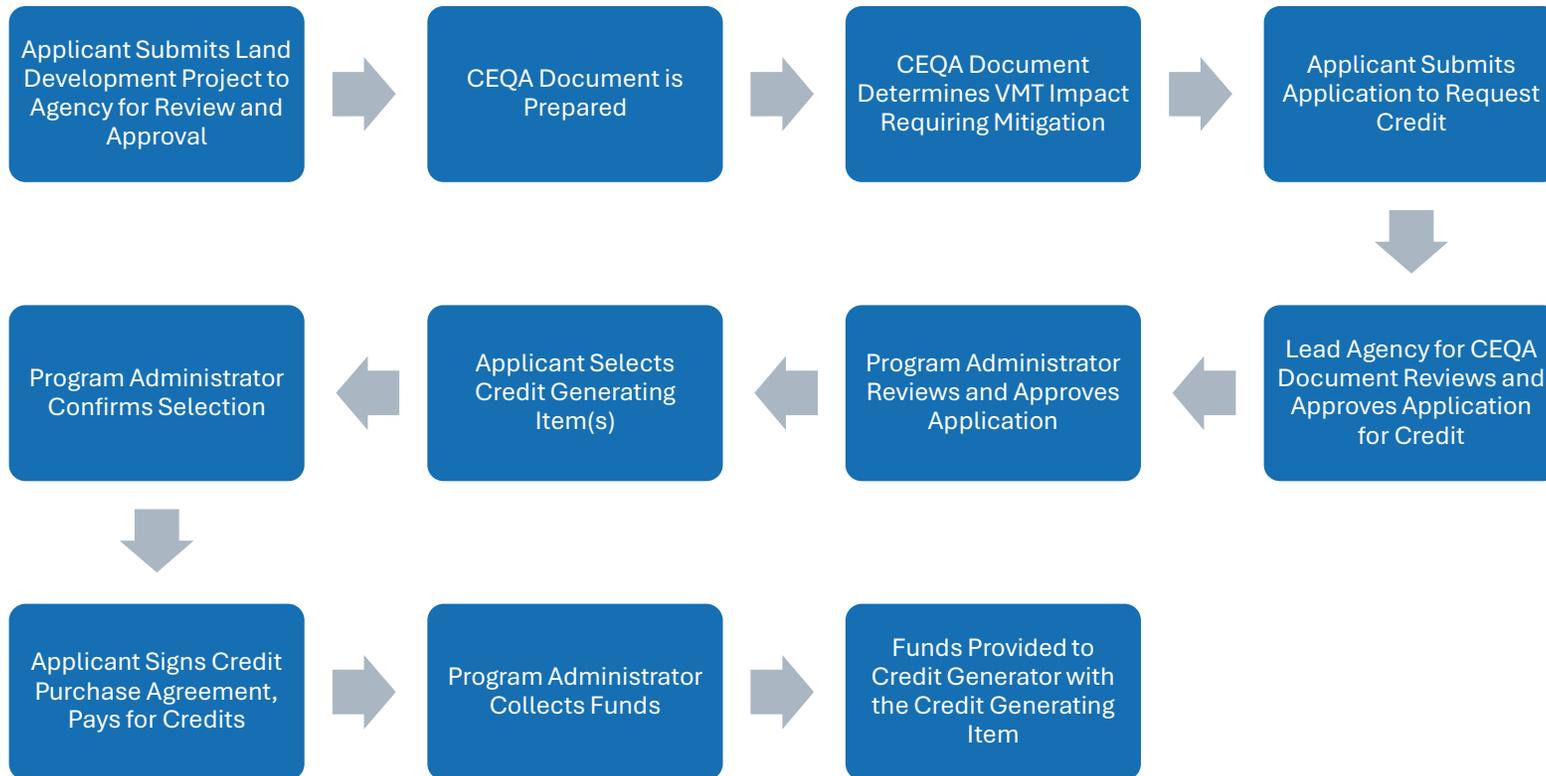
7. Reporting

The Program Administrator will prepare an Annual Report on the Program.



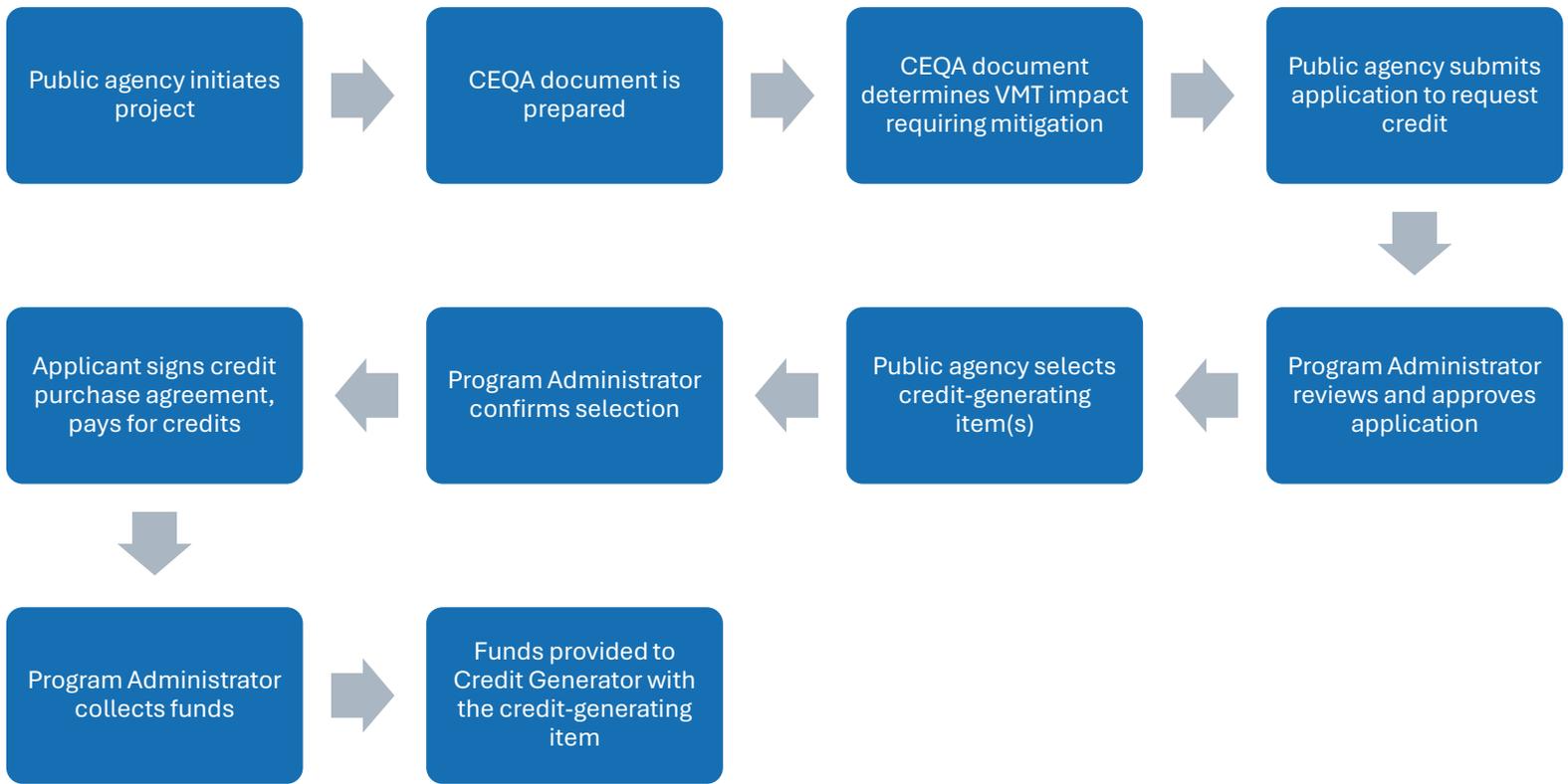
WRCOG Voluntary VMT Mitigation Exchange Program
Process for Submitting Credit-Generating Items

Figure 3



WRCOG Voluntary VMT Mitigation Exchange Program
Process for Private Sector Requests for Credits

Figure 4



WRCOG Voluntary VMT Mitigation Exchange Program
Process for Public Sector Request for Credits

Figure 5

8. *Dispute Resolution Process and Appeals*

This section details the types of Program disputes that may arise, the procedures for resolving disputes, and the process for submitting an appeal when a dispute cannot be resolved.

a. **Types of Disputes**

(i) Credit Generation Disputes

- (1) **Quantification of Credits:** This type of issue arises when there is a dispute regarding the amount of credits assigned to a credit-generating item.
- (2) **Denial of Potential Credit-Generating Items:** This type of dispute arises when a Credit Generator has submitted a credit-generating item that the Program Administrator has determined does not meet the requirements as outlined by this Program Manual.
- (3) **Noncompletion of Credit-Generating Item:** This type of dispute arises when a proposed credit-generating item remains uncompleted.
- (4) **Cost Issues:** This type of dispute arises when there is either an alleged overstatement or understatement of the cost to complete a credit-generating item.

(ii) Governance Disputes

- (1) **Credit Allocation:** This type of dispute arises when there is a dispute regarding the availability and assignment of credits in the Program. For instance, available credits are available on a first-come, first-served basis, which may create disputes if two Credit Users desire to utilize the same credit-generating item.

b. **Procedures**

If a qualified person or entity has a Program dispute, they shall first attempt to resolve the dispute informally with Program staff. The staff of that public agency involved in the Program dispute may also participate in such discussions. If the Program dispute remains unresolved after a reasonable attempt to address it at the staff level, the qualified person or entity may submit a written appeal to the WRCOG Executive Director.

c. Appeals

(i) Standing to Appeal

No entity shall have standing to avail themselves of this section, except those entities who have opted into the Program as a Credit Generator, Implementing Agency, or a CEQA lead agency and have an unresolved, appealable issue or matter.

(ii) Appealable Issues and Matters

No issue or matter shall be heard or reviewed under this section unless the issue or matter is appealable and brought forth by an entity with standing to appeal. An issue or matter is appealable, if a qualified person or entity (Appellant) has a good-faith dispute directly related to the Program regarding the following disputes:

- Denial of potential credit-generating items (as defined above)
- Quantification of credits (as defined above)
- Credit allocation (as defined above)
- General governance disputes (as defined above)
- Administrative fee for credit-generating items purchased for Transportation Projects by the Implementing Agency (Riverside County Transportation Commission or any jurisdiction within the Western Riverside County subregion).

(iii) Appeal Process

(1) Exhaustion of Dispute Resolution Process

Before filing an appeal pursuant to this section, the Appellant must engage in the informal dispute resolution process, as outlined in Section III.D.9.b. of this Program Manual. If the Appellant does not engage in the dispute resolution process, the matter may not be presented for appeal.

(2) Executive Director Review

- (a) The Appellant shall state the basis of their appeal. Only matters raised in the appeal shall be subject to review. Any matter not raised in the appeal shall not be subject to consideration. The purpose of this limitation is to provide

adequate notice to all parties with respect to the issues on appeal and eliminate the necessity of rehearing matters not subject to challenge.

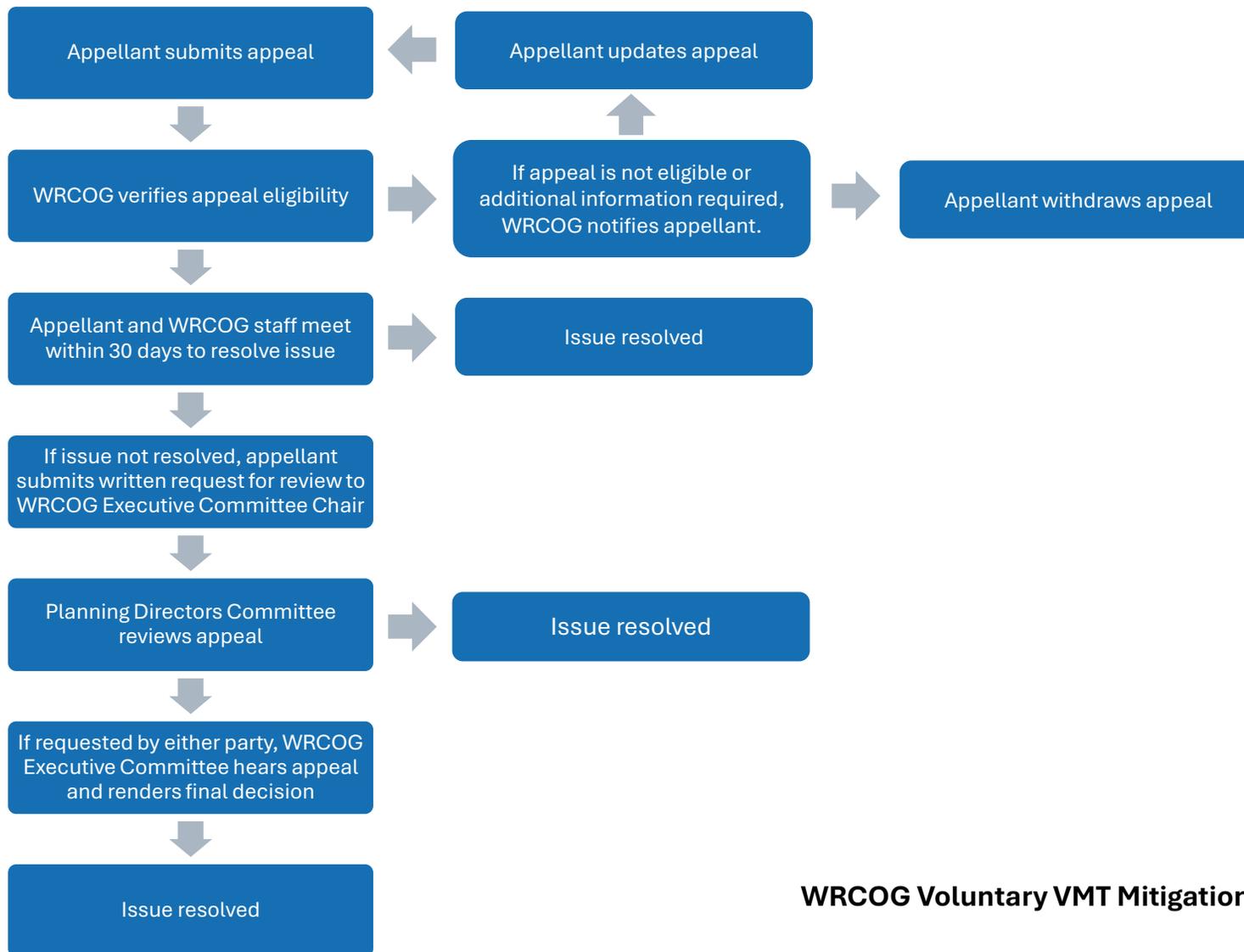
(b) The Appellant and the WRCOG Executive Director, or designee, will attempt to hold a meeting within 30 days of the WRCOG Executive Director's receipt of the appeal. The WRCOG Executive Director shall then attempt to render a written decision within 15 days of the meeting, unless otherwise notified.

(c) If the Appellant desires further review from the Program Administrator, the Appellant may submit a written request for review to the WRCOG Executive Committee chair within 90 days.

(3) Committee Review

After the written appeal is received by the WRCOG Executive Committee chair, the item shall be presented to the WRCOG Planning Directors Committee for review. At the request of either Program Administrator staff or the Appellant, the recommendation of the PDC shall be forwarded to the WRCOG Executive Committee for review and action. The Appellant shall receive written notice of the time and place of the hearing. The WRCOG Executive Committee shall review the report of the PDC regarding the appeal. At the time set for the hearing, the Appellant may request an opportunity to be heard and to present any relevant evidence supporting the appeal. After considering the evidence presented, the WRCOG Executive Committee shall render a decision that shall be final.

The appeals process is described in Exhibit 6.



WRCOG Voluntary VMT Mitigation Exchange Program
Appeals Process

Figure 6

9. *Liability Considerations*

a. **Contractual Enforcement between Program Administrator and Credit Generator**

To participate in the Voluntary VMT Exchange Program, Credit Generators will be required to enter into a Participation Agreement with the Program Administrator. A template of the Participation Agreement template is included as Appendix A to this Program Manual. The Participation Agreement will address, among other items, the following:

- The rights and responsibilities of Credit Generators who submit credit-generating items.
- That credit-generating items meet the criteria outlined in this Program Manual.
- Notification to remove credit-generating items if other funding sources are attained.
- The requirement that credit-generating items can only be removed with approval of the Program Administrator.
- The exclusion of credit-generating items from being used in multiple mitigation programs or mitigation for another project requiring VMT mitigation
- A means of enforcement if issues arise with credit-generating items.

b. **Contractual Enforcement between Program Administrator and Credit User**

- c. To participate in the Program, Credit Users will be required to enter into a Purchase Agreement, separately, with only the Program Administrator when purchasing credits for a specific credit-generating item. A copy of the Purchase Agreement template is included in this Program Manual as Appendix B.

10. Best Practices by Program Administrator for Pending VMT Credit-Generating Items if Development Project/Transportation Project is subject to CEQA Litigation for Extended Period of Time

The Credit User for this Program assumes all risk. As is the case for any development or transportation project, there is always the possibility that protracted litigation could introduce a substantial delay in the timing between when a CEQA lead agency approves a development/transportation project and the time when the project is actually built.¹

In the event of protracted litigation delays, collaboration between the Program Administrator and the CEQA lead agency for the project approvals should occur to confirm the status of litigation resolution. Until and unless the litigation is resolved, any mitigation imposed as part of the project approval would remain binding for the lead agency. Thus, absent a supplemental process by the CEQA lead agency to amend, delete, or replace the VMT credit-generating item that was imposed as binding mitigation, the VMT credit-generating item would be treated as “belonging” to the CEQA lead agency and would be unavailable for use by another agency.

In the event that litigation results in a rescission of the development/transportation project approvals, or in the event that the CEQA lead agency rescinds the project approvals for other reasons, the credits attained by the development/transportation project in question may be transferred to another Credit User per the provisions in III.D.7.a.

¹ To be clear, the mere filing of CEQA litigation does not preclude a public agency or developer from proceeding with a project. Once the approvals are issued, those approvals are valid and can be exercised even in the face of litigation. However, proceeding in the face of litigation is done at the agency or applicant’s own risk. Thus, CEQA petitioners may choose to pursue court injunctions to affirmatively stop development from proceeding at any point during the litigation’s pendency. Similarly, an adverse ruling from a court on the merits of the case could result in the rescission of approvals or other relief that would cause any project activity to cease. Because of these risks and costs, sometimes proponent agencies and/or applicants choose not to proceed with construction of approved projects, until and unless the litigation is resolved in their favor.

11. Administrative Costs.

The Program Administrator is allowed to expend a maximum of 4 percent of funds generated for the exchange of credits from the Credit User to the Credit Generator for the credit-generating item. The maximum 4 percent of funds will be used solely to carry out the responsibilities to implement and administer the Program. Eligible expenses will include staff salaries, consultant expenses, legal fees, and agency overhead expenses needed to support the Program. Through the development of its Annual Budget, WRCOG will provide a regular update regarding program revenues and expenses.

12. Relationship to Other VMT Mitigation Programs

Agencies who elect to participate in the Voluntary VMT Mitigation Program can also elect to participate in other State, regional, and local VMT Mitigation Programs at their discretion. Additionally, participation in the Voluntary VMT Mitigation Program does not preclude a Credit Generator from operating their own program.

The only limitation related to the participation in multiple programs is that a Credit Generator may not submit the same Credit-generating item to multiple programs. Credit Generators will be asked to certify that any Credit-generating item submitted to the Voluntary VMT Mitigation Program has not been submitted to any other program.

E. Exchange Menu

Credit-generating items will be presented in a menu that will include the VMT-reducing project(s) and/or program(s), the total cost to implement, and the quantified VMT reduction potential of each. The Program Administrator will compile the menu from submitted and accepted Credit-Generating Item Forms from the agencies that opt into the program. This menu will be provided to Credit Users.

13. Non-Exhaustive List of Sample Non-Exclusive Mitigation Projects

This table illustrates how credit-generating items might be listed in the Program for purchase by Credit Users.

Sample Project	VMT Credit	Cost
Purchase of transit passes	XX VMT reduced per day per transit pass purchased	XX per transit pass
Implement bicycle lane	XX VMT reduced per day once constructed	XX (capital cost)
Implement sidewalk	XX VMT reduced per day once constructed	XX (capital cost)

14. Outreach Process to Solicit Mitigation Projects

On a regular basis, the Program Administrator will solicit projects from Credit Generators to serve as credit-generating items. The Program Administrator will determine which category in Section III.B the item will fall into. Once approved, the Credit-Generating Item will be added to the Exchange Menu.

15. Ongoing Review of Mitigation Projects

To ensure credit-generating items are still active and eligible for generating credit, the VMT Program Administrator will periodically review the projects included in the Exchange Menu and may request updates from Credit Generators.

As part of this review, the Program Administrator shall request updated cost estimates for any credit-generating item from the Credit Generators on at least an annual basis. Credit generators may also provide updated cost information to the Program Administrator for the specific credit-generating item more frequently at their discretion.

F. Participants

The following agencies make up an initial list of Credit Generators eligible to opt in to the Program. Once a Credit Generator has opted in, they are eligible to opt out at any time, provided they follow the protocol set forth in this Program Manual.

- Riverside Transit Agency (RTA)
- Riverside County Transportation Commission (RCTC)
- Western Riverside County Regional Conservation Authority (RCA)
- County of Riverside
- City of Banning
- City of Beaumont
- City of Calimesa
- City of Canyon Lake
- City of Corona

-
- City of Eastvale
 - City of Hemet
 - City of Jurupa Valley
 - City of Lake Elsinore
 - City of Menifee
 - City of Moreno Valley
 - City of Murrieta
 - City of Norco
 - City of Perris
 - City of Riverside
 - City of San Jacinto
 - City of Temecula
 - City of Wildomar

IV. QUALIFICATION CRITERIA FOR CREDIT-GENERATING ITEMS

Following are the criteria for approval of credit-generating items:

1. The Credit Generator has a Participation Agreement on file with the Program Administrator;
2. The proposed credit-generating item has provided a cost estimate to construct or implement the credit-generating item and enough clear, consistent, and transparent information to quantify VMT reduction potential. Information needed to quantify VMT reduction potential will vary by credit-generating item. The quantification of VMT credits generated on the proposed credit-generating item will be calculated by a technical expert provided by the Program Administrator. Refer to Appendix C for details on what information is required.

V. QUANTIFICATION OF CREDIT-GENERATING ITEMS

A. General Principles for Credit Quantification

Quantification of potential VMT reduction of credit-generating items should be based on the best available data and resources. Quantification should be clearly and consistently documented with all sources cited.

Credit-generating items with quantified VMT reduction in the latest version of the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (GHG Handbook) (CAPCOA 2024) would be utilized as the basis for the quantification of many of the anticipated credit-generating items. This would include mitigation projects, such as constructing a bike lane or introducing a new transit line. In the future, if a more robust or up-to-date technical resource is available and accepted as the industry standard for VMT reduction quantification, this should be referenced for credit quantification.

More innovative or programmatic strategies that are not quantified in the GHG Handbook would require a customized approach based on the credit-generating item. Customized calculations using alternative data sources, like the Riverside County Transportation Model (RIVCOM), or tracking/surveying participants would be used to

determine how much VMT would be reduced. Innovative or programmatic strategies subject to customized calculations would include mitigation projects or programs, such as The Nature Conservancy partnerships or a land exchange.

All quantification will be prepared and reviewed by a qualified technical expert with relevant experience through the Program Administrator.

B. Standardized Calculation Methods

Each credit-generating item may utilize a different methodology depending on whether the GHG Handbook is the appropriate resource or if a customized approach is required. A quantification form(s) to quantify the number of credits an item generated will be provided with the intent for calculations to be standardized.

VI. APPENDICES

APPENDIX A.

Template agreement to participate in the Program, for Credit Generators to provide credit-generating items to the Program, and for the Program Administrator to administer the Program.).

APPENDIX B.

Template agreement between a Credit User and the Program Administrator to purchase credits for a specific project/program.

APPENDIX C.

Calculation worksheets for submission of a credit-generating item.

Appendix A

Template Credit Generator Participation Agreement

VOLUNTARY VMT EXCHANGE PROGRAM
PARTICIPATION AGREEMENT

This Participation Agreement (“Agreement”) is made as of _____, 2025 (“Effective Date”), by and between the Western Riverside Council of Governments, a California public agency (“WRCOG”) and *****INSERT NAME*****, *****INSERT TYPE OF ENTITY***** (“Participant”). WRCOG and Participant are sometimes individually referred to as “Party” and collectively as “Parties”.

RECITALS

A. Before a California public agency issues a discretionary approval that authorizes an action with potential environmental impacts, the agency must first comply with the California Environmental Quality Act (“CEQA”) and disclose potential impacts to the environment.

B. The CEQA process may involve the imposition of “mitigation measures” which help to reduce a project’s potentially significant impacts.

C. The manner in which transportation effects are analyzed under CEQA changed dramatically when Senate Bill 743 (“SB 743”) was adopted in 2013. SB 743 and its implementing regulations require that transportation impacts throughout the state no longer be measured in terms of vehicle delay, but instead in terms of how many Vehicle Miles Traveled (“VMT”) a project generates.

D. Transportation demand management strategies have traditionally been utilized to change travel behavior as a way of reducing VMT. These strategies are generally most effective in urban areas where a project site is accessible through multiple travel modes offering similar travel times and convenience.

E. However, these strategies are less effective in low-density suburban and rural areas, such as Western Riverside County. As a result, Western Riverside County needs a coordinated regional approach.

F. To address these needs, WRCOG has established a Voluntary VMT Exchange Program (the “Program”) that allows Credit Users to agree to fund a predetermined VMT-reducing project submitted by a Credit Generator.

G. Participant desires to participate in the Program as a Credit Generator.

H. The purpose of this Agreement is to outline the terms and conditions of the Participant’s voluntary participation in the Program.

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

AGREEMENT

1. Incorporation of Recitals. The recitals above are true and correct and are hereby incorporated herein by this reference.

2. Definitions.

(a) “Credit” shall mean a VMT reduction credit.

(b) “Credit Generator” shall mean an entity that implements some action which produces a Credit. For the purposes of this Agreement, Participant is a Credit Generator.

(c) “Credit Generating Item” shall mean a specific project or action which has produced or may produce a Credit.

(d) “Credit User” shall mean a land development or transportation project administrator that needs a Credit for the purpose of CEQA mitigation.

(e) “Program Manual” shall mean the Western Riverside Council of Governments Voluntary VMT Exchange Program Implementation Manual as may be amended from time to time.

3. Term and Termination

(a) Term. The term of this Agreement shall commence on the Effective Date and shall remain in effect until terminated in accordance with Section 3(b) of this Agreement.

(b) Termination.

(i) Termination for Convenience. Either Party may terminate this Agreement upon three (3) months written notice, except that this Agreement shall remain in effect as to any Credit-Generating Item for which Credit Purchase Agreement has been executed but not completed. However, in the event that there are any Credit-Generating Items submitted by Participant that remain which are subject to a Credit Purchase Agreement, Participant may only terminate this Agreement upon the completion of such Credit-Generating Items.

(ii) Termination for Breach. WRCOG reserves the right to terminate this Agreement in the event of Participant’s violation of this Agreement and non-compliance with the Program Manual. Upon receipt of written notice from WRCOG regarding the violation, Participant shall have thirty (30) days to correct the violation. Failure to cure the violation within the thirty (30) day period shall result in the termination of this Agreement.

4. Participant Responsibilities.

(a) Submission of Credit-Generating Items. Upon execution of this Agreement, Participant can then submit Credit-Generating Items for use in the Program by utilizing a Credit-Generating Item Form as further described in the Program Manual. Credit-Generating Items are subject to approval by WRCOG as the Program Administrator pursuant to the process as outlined in the Program Manual. .

(i) Qualification and Accuracy of Information. Participant agrees that any Credit-Generating Items that are submitted to the Program shall provide the necessary information as provided in the Program Manual Section III.D.4. In addition, Participant is solely

responsible for providing accurate information regarding their Credit-Generating Items submitted. Inaccurate information may result in removal of the Credit-Generating Item from the Program.

(ii) Credit User Agreement. Upon the selection of a Credit-Generating Item submitted by Participant by a Credit User, the WRCOG shall enter into a Credit Purchase Agreement with the Credit User. The Credit Purchase Agreement shall substantially be in the form as presented in the Program Manual.

(iii) Avoidance of Duplicate Mitigation. Participant agrees to that any submitted Credit-Generating Items submitted to WRCOG shall not be used to satisfy multiple instances of mitigation. This includes, but is not limited to, placing Credit-Generating-Items on multiple exchanges at once.

(iv) Disputes. In the event of any disputes regarding a Credit-Generating Item occur under this Agreement, Participant agrees to follow the dispute procedures as outlined in Program Manual.

(v) Removal of Credit-Generating Items. Participant understands and agrees that Credit-Generating Items placed into the Program shall remain in the Program unless otherwise approved in writing by WRCOG.

(vi) Credit Generating Item Completion. To the extent practicable, Participant shall ensure that the Credit-Generating Item is carried out or completed once it has been assigned to a Credit User and Participant has received payment for the Credits. Participant shall take all steps reasonably necessary to ensure that the Credit-Generating Item is carried out or completed. Upon completion of the Credit-Generating Item, Participant shall provide WRCOG with a completion form.

(b) Laws and Regulations. Participant shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of its obligations under this Agreement. In addition, Participant comply with the Program Manual, as may be amended from time to time.

5. WRCOG Responsibilities.

(a) Program Administration. WRCOG agrees to administer the Program in accordance with the Program Manual, as may be amended from time to time.

(b) Allocation of Funds. WRCOG shall collect and allocate funds from Credit Users when Participant's Credit Generating Item is selected.

(c) Credit Transfer. Following the execution of the Credit Purchase Agreement by WRCOG and the Credit User, WRCOG will transfer the credits from the program to the Credit User for their use.

(d) Technical Assistance. WRCOG agrees to provide technical assistance to quantify the potential amount of credits a Credit Generating Item produces, ensure compliance

with Program Manual, and take appropriate measures to address any discrepancies or concerns with the submission of Credit Generating Items.

(e) Transparency. WRCOG agrees to maintain transparency in all Program-related matters, including calculation methodologies, maintenance of the exchange list, and distribution of credit-generating items, ensuring fair and equitable treatment of all participants.

6. Indemnity.

(a) To the fullest extent permitted by law, Participant shall defend, at Participant's sole cost and expense, indemnify, protect, and hold harmless WRCOG, its officers, directors, employees, and agents (collectively the "Indemnified Parties"), from and against any and all liabilities, actions, suits, claims, demands, losses, costs, judgments, arbitration awards, settlements, damages, demands, orders, penalties, and expenses including legal costs and attorney fees (collectively "Claims"), including but not limited to Claims arising from injuries to or death of persons (Participant's employees included), for damage to property, including property owned by WRCOG, or from any violation of any federal, state, or local law or ordinance, alleged to be caused by the acts, omissions or willful misconduct of Participant, its officers, directors, employees or agents in connection with or arising out of the construction and/or operation of any Credit-Generating Items submitted to the Program by Participant as well as performance of Participant's obligations under this Agreement. Such indemnity shall include any actions brought under the California Environmental Quality Act, the National Environmental Policy Act or other related action related to a Credit-Generating Item.

(b) To the fullest extent permitted by law, WRCOG shall defend, at WRCOG's sole cost and expense, indemnify, protect, and hold harmless Participant, its officers, directors, employees, and agents (collectively the "Indemnified Parties"), from and against any and all liabilities, actions, suits, claims, demands, losses, costs, judgments, arbitration awards, settlements, damages, demands, orders, penalties, and expenses including legal costs and attorney fees (collectively "Claims"), including but not limited to Claims arising from injuries to or death of persons (WRCOG's employees included), for damage to property, including property owned by Participant, or from any violation of any federal, state, or local law or ordinance, alleged to be caused by the negligent acts, omissions or willful misconduct of WRCOG, its officers, directors, employees or agents in connection with or arising out of the administration of the Program and the performance of its obligations under this Agreement.

(c) The indemnification and defense obligations of this Agreement shall survive its expiration or termination.

7. Insurance. During the term of this Agreement and for one (1) year thereafter, Participant shall maintain Commercial General Liability. The Commercial General Liability insurance policy limits shall be not less than One Million Dollars (\$1,000,000) combined single limit per occurrence for bodily injury, death and property damage liability, and Two Million Dollars (\$2,000,000) in aggregate. Such insurance shall cover Participant's obligations under this Agreement and the actions of its employees, agents and subcontractors. All policies shall be written by reputable insurance companies with a Best's policyholder rating of not less than A-VII.

Upon execution of this Agreement, Participant shall provide a Certificate of Insurance evidencing the insurance required herein. In no event shall the limits of any policy be considered as limiting the liability of Participant under this Agreement.

8. Miscellaneous Terms.

(a) Third Party Rights. Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than the Participant and WRCOG.

(b) Notice. Any notice or instrument required to be given or delivered by this Agreement may be given or delivered by depositing the same in any United States Post Office, certified mail, return receipt requested, postage prepaid, addressed to the following addresses and shall be effective upon receipt thereof:

WRCOG:

Western Riverside Council of Governments
3390 University Avenue, Suite #200
Riverside, CA 92501
Attn: Executive Director

PARTICIPANT:

***INSERT NAME, ADDRESS &
CONTACT PERSON***

(c) Entire Agreement. This Agreement represents the entire understanding of WRCOG and Participant as to those matters contained herein, and supersedes and cancels any prior or contemporaneous oral or written understanding, promises or representations with respect to those matters covered hereunder. Each Party acknowledges that no representations, inducements, promises, or agreements have been made by any person which are not incorporated herein, and that any other agreements shall be void. This is an integrated Agreement.

(d) Severability. If any provision of this Agreement is determined by a court of competent jurisdiction to be invalid, illegal, or unenforceable for any reason, such determination shall not affect the validity or enforceability of the remaining terms and provisions hereof or of the offending provision in any other circumstance, and the remaining provisions of this Agreement shall remain in full force and effect.

(e) Successors and Assigns. This Agreement shall be binding upon and shall inure to the benefit of the successors in interest, executors, administrators and assigns of each Party to this Agreement. However, Participant shall not assign or transfer by operation of law or otherwise any or all of its rights, burdens, duties or obligations without the prior written consent of WRCOG. Any attempted assignment without such consent shall be invalid and void.

(f) Non-Waiver. The delay or failure of either Party at any time to require performance or compliance by the other Party of any of its obligations or agreements shall in no way be deemed a waiver of those rights to require such performance or compliance. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the Party against whom enforcement of a waiver is sought. The

waiver of any right or remedy with respect to any occurrence or event shall not be deemed a waiver of any right or remedy with respect to any other occurrence or event, nor shall any waiver constitute a continuing waiver.

(g) Time of Essence. Time is of the essence for each and every provision of this Agreement.

(h) Governing Law and Venue. This Agreement shall be governed by and construed in accordance with the laws of the State of California. Venue shall be in the County of Riverside.

(i) Headings. Paragraphs and subparagraph headings contained in this Agreement are included solely for convenience and are not intended to modify, explain, or to be a full or accurate description of the content thereof and shall not in any way affect the meaning or interpretation of this Agreement.

(j) Amendments. Only a writing executed by all of the Parties hereto or their respective successors and assigns may amend this Agreement.

(k) Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original. All counterparts shall be construed together and shall constitute one single Agreement.

(l) Authority. The persons executing this Agreement on behalf of the Parties hereto warrant that they are duly authorized to execute this Agreement on behalf of said Parties and that by doing so, the Parties hereto are formally bound to the provisions of this Agreement.

(m) Electronic Signature. Each Party acknowledges and agrees that this Agreement may be executed by electronic or digital signature, which shall be considered as an original signature for all purposes and shall have the same force and effect as an original signature.

[SIGNATURES ON FOLLOWING PAGE]

**SIGNATURE PAGE FOR VOLUNTARY VMT EXCHANGE PROGRAM
PARTICIPATION AGREEMENT**

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first written above.

WRCOG

PARTICIPANT

WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS *****INSERT NAME*****

APPROVED BY:

APPROVED BY:

Dr. Kurt Wilson
Executive Director

*****INSERT NAME*****
*****INSERT POSITION*****

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Best Best & Krieger LLP
General Counsel

[INSERT NAME HERE]
General Counsel

Appendix B

Template Credit User Agreement

**CREDIT PURCHASE AGREEMENT FROM THE
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
VOLUNTARY VMT EXCHANGE PROGRAM**

This Credit Purchase Agreement (“Agreement”) is entered into this _____ day of _____, 2025 (“Effective Date”) by and between the Western Riverside Council of Governments, a California public agency (“WRCOG” or the “Program Administrator”) and [***INSERT NAME***], [***INSERT TYPE OF ENTITY***] (“Credit User”). WRCOG and Credit User are sometimes individually referred to as “Party” and collectively as “Parties”.

RECITALS

A. WRCOG established a Voluntary VMT Exchange Program (the “Program”) that allows Credit Users to agree to fund, implement, or acquire a predetermined VMT reducing projects submitted by a Credit Generator (“Credits”).

B. Credit User is a land development/transportation project administrator that is currently overseeing a project in need of mitigation measures under the California Environmental Quality Act (“CEQA”).

C. Credit User is seeking to purchase Credits from the Program for CEQA mitigation purposes.

D. The purpose of this Agreement is to outline the terms and conditions of Credit User’s purchase of Credits from the Program.

AGREEMENT

1. Incorporation of Recitals. The recitals above are true and correct and are hereby incorporated herein by this reference.

2. Definitions.

(a) “Credit” shall mean a VMT reduction credit.

(b) “Credit Generator” shall mean an entity that implements some action which produces a Credit.

(c) “Credit Generating Item” shall mean a specific project or action which has produced or may produce a Credit.

(d) “Credit User” shall mean a land development or transportation project administrator that needs a Credit for the purpose of CEQA mitigation.

(e) “Program Manual” shall mean the Western Riverside Council of Governments Voluntary VMT Exchange Program Implementation Manual as may be amended from time to time.

3. Term. This Agreement shall commence on the Effective Date and continue until all obligations have been fulfilled, unless terminated earlier as provided herein.

(a) Termination for Breach. Either Party may terminate this Agreement in the event of the other Party's violation of this Agreement. Upon receipt of written notice regarding the violation, the non-breaching Party shall have thirty (30) days to correct the violation. Failure to cure the violation within the thirty (30) day period shall result in the termination of this Agreement. Upon termination, all remaining obligations of the Parties under this Agreement will cease, except that any outstanding payment obligations by Credit User will remain in effect.

4. Purchase and Sale of Credits.

(a) Purchase Amount. Credit User agrees to purchase [***INSERT NUMBER OF CREDITS***] Credits from the Program at a rate of [***INSERT PRICE***] per Credit, totaling [***INSERT OVERALL AMOUNT***].

(b) Payment Terms. Credit User shall remit the full payment amount as outlined in Section 4(a) to WRCOG within [***INSERT NUMBER***] of days following the execution of this Agreement. Credit User understands and agrees that the full payment amount is nonrefundable upon WRCOG's receipt of the full payment amount.

(c) Transfer of Credits. Upon receipt of full payment from Credit User, WRCOG shall allocate the payment to the Credit Generator responsible for the Credit-Generating Item. In addition, WRCOG shall allocate and record the Credits in the Credit User's account in the Program. Credit User shall receive a certificate of credit allocation or other verification acceptable under the Program Manual.

5. Use of Credits.

(a) Compliance Purpose. Credit User agrees that the purchased Credits will be used solely for the purpose of satisfying the VMT impact mitigation requirements associated with Credit User's project.

(b) Non-Transferability. The purchased Credits are non-transferable to any other project or party without the prior written approval of WRCOG, unless such transferability is explicitly allowed under the Program Manual.

6. Indemnification and Warranties.

(a) Indemnification. To the fullest extent permitted by law, Credit User shall defend, at Credit User's sole cost and expense, indemnify, protect, and hold harmless WRCOG, its officers, directors, employees, and agents (collectively the "Indemnified Parties"), from and against any and all liabilities, actions, suits, claims, demands, losses, costs, judgments, arbitration awards, settlements, damages, demands, orders, penalties, and expenses including legal costs and attorney fees (collectively "Claims"), including but not limited to Claims arising from injuries to or death of persons (Credit User's employees included), for damage to property, including property owned by WRCOG, or from any violation of any federal, state, or local law or ordinance, alleged to be caused by the acts, omissions or willful misconduct of Credit User, its

officers, directors, employees or agents in connection with or arising out of the use of Credits by Credit User as well as performance of Credit User's obligations under this Agreement. Such indemnity shall include any actions brought under the California Environmental Quality Act, the National Environmental Policy Act or other related action related to a Credit-Generating Item.

(b) WRCOG Warranties. WRCOG represents and warrants the following: (1) WRCOG has full legal authority, power, and right to establish, manage, and operate the Program, including the issuance, allocation, and sale of Credits, in accordance with applicable laws, regulations, and guidelines; (2) WRCOG has complied, and will continue to comply, with all applicable laws, regulations, and standards in administering the Program and issuing Credits; (3) WRCOG has provided and will provide accurate, complete, and current information regarding the Credits, including their calculation and availability; (4) WRCOG will cooperate with the Credit User in providing documentation, certifications, or other records necessary to demonstrate compliance with applicable laws concerning VMT mitigation; and (5) the Credits issued to the Credit User will be free of any liens, encumbrances, or claims by third parties and will not be subject to any prior or conflicting allocation or sale. Except as expressly stated herein, WRCOG makes no other warranties, express or implied, including any implied warranties of merchantability or fitness for a particular purpose, except as required by law.

7. Miscellaneous Terms.

(a) Entire Agreement. This Agreement represents the entire understanding of WRCOG and Credit User as to those matters contained herein, and supersedes and cancels any prior or contemporaneous oral or written understanding, promises or representations with respect to those matters covered hereunder. Each Party acknowledges that no representations, inducements, promises, or agreements have been made by any person which are not incorporated herein, and that any other agreements shall be void. This is an integrated Agreement.

(b) Notice. Any notice or instrument required to be given or delivered by this Agreement may be given or delivered by depositing the same in any United States Post Office, certified mail, return receipt requested, postage prepaid, addressed to the following addresses and shall be effective upon receipt thereof:

WRCOG:

Western Riverside Council of Governments
3390 University Avenue, Suite #200
Riverside, CA 92501
Attn: Executive Director

CREDIT USER:

*****INSERT NAME, ADDRESS &
CONTACT PERSON***]**

(c) Severability. If any provision of this Agreement is determined by a court of competent jurisdiction to be invalid, illegal, or unenforceable for any reason, such determination shall not affect the validity or enforceability of the remaining terms and provisions

hereof or of the offending provision in any other circumstance, and the remaining provisions of this Agreement shall remain in full force and effect.

(d) Successors and Assigns. This Agreement shall be binding upon and shall inure to the benefit of the successors in interest, executors, administrators and assigns of each Party to this Agreement. However, Credit User shall not assign or transfer by operation of law or otherwise any or all of its rights, burdens, duties or obligations without the prior written consent of WRCOG. Any attempted assignment without such consent shall be invalid and void.

(e) Non-Waiver. The delay or failure of either Party at any time to require performance or compliance by the other Party of any of its obligations or agreements shall in no way be deemed a waiver of those rights to require such performance or compliance. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the Party against whom enforcement of a waiver is sought. The waiver of any right or remedy with respect to any occurrence or event shall not be deemed a waiver of any right or remedy with respect to any other occurrence or event, nor shall any waiver constitute a continuing waiver.

(f) Time of Essence. Time is of the essence for each and every provision of this Agreement.

(g) Governing Law and Venue. This Agreement shall be governed by and construed in accordance with the laws of the State of California. Venue shall be in the County of Riverside.

(h) Headings. Paragraphs and subparagraph headings contained in this Agreement are included solely for convenience and are not intended to modify, explain, or to be a full or accurate description of the content thereof and shall not in any way affect the meaning or interpretation of this Agreement.

(i) Amendments. Only a writing executed by all of the Parties hereto or their respective successors and assigns may amend this Agreement.

(j) Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original. All counterparts shall be construed together and shall constitute one single Agreement.

(k) Authority. The persons executing this Agreement on behalf of the Parties hereto warrant that they are duly authorized to execute this Agreement on behalf of said Parties and that by doing so, the Parties hereto are formally bound to the provisions of this Agreement.

(l) Electronic Signature. Each Party acknowledges and agrees that this Agreement may be executed by electronic or digital signature, which shall be considered as an original signature for all purposes and shall have the same force and effect as an original signature.

[SIGNATURES ON FOLLOWING PAGE]

**SIGNATURE PAGE TO
CREDIT PURCHASE AGREEMENT FROM THE
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
VOLUNTARY VMT EXCHANGE PROGRAM**

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first written above.

WRCOG

CREDIT USER

**WESTERN RIVERSIDE COUNCIL OF
GOVERNMENTS**

*****INSERT NAME*****

APPROVED BY:

APPROVED BY:

Dr. Kurt Wilson
Executive Director

*****INSERT NAME*****
*****INSERT POSITION*****

APPROVED AS TO FORM:

Best Best & Krieger LLP
General Counsel

Appendix C

VMT Calculation Worksheet

Request for Inclusion in the Regional Program: Credit-Generating Items Input

Measure 1: Install a New Bike Lane

Instructions:

Participants interested in submitting an application for a Credit-Generating item for inclusion in the regional mitigation program must provide all "inputs" on this form. Credit-Generating items must also meet all requirements for inclusion in the program as outlined in the Program Manual, and the user is responsible for verifying that all requirements apply.

Requirements:

- Connects to larger existing bikeway network
- Not currently under construction or funded through other sources¹
- Meets one of these facility classifications:

	Facility Class	Description	For WRCOG Calculation Use Only
<input type="checkbox"/>	Class I	Physically separated from motor vehicle traffic	E
<input type="checkbox"/>	Class II	Striped bicycle lanes that provide exclusive use to bicycles on a roadway	E
<input type="checkbox"/>	Class IV	Protected on street bikeways or cycle tracks	E
<input type="checkbox"/>	Conversion from Class II to IV		E

Inputs:

Input	Units	Description	For WRCOG Calculation Use Only
		Brief description of project location and features.	
		Daily vehicle trip count on roadway where bike facility is to be installed	C.1
	Miles	One-way facility length, do NOT include the length of crosswalks	C.1
		Total population of city where bike facility is to be installed	C.1
	Y/N	Is there a university in the area where facility is to be installed AND population is < 250,000	C.2
		Within a ½ mile radius from the proposed facility, how many key destinations are there. Reference figure X Key destinations include banks, post offices, grocery stores, medical centers, pharmacies, office parks, places of	D

Request for Inclusion in the Regional Program: Credit-Generating Items Input

		<p>worship, public libraries, schools, universities, colleges, and light rail stations (park &ride)</p>  <p>The diagram shows a circle representing a 1/2 mile radius around a central point labeled 'New Bike Facility'. A bicycle icon is positioned at the center of the circle. A line segment extends from the center to the edge of the circle, with the text '1/2 mile radius' written along it.</p>	
	\$	Estimated cost to construct	

Notes

1. Credit-Generating Items that would be classified as off-street paths or trails must submit a form for Measure 1 Install a new bike lane and Measure 2 Provide Pedestrian Network Improvement.
2. Credit-Generating items that are partially funded through other sources must disclose this and provide the source and amount of funding in the brief description of the item on the inputs section of this form.
3. Please provide as much detail as available, if needed or applicable provide attachments that support the inputs on this form such as maps, initial cost estimates, etc.

Install a New Bike Lane

Assumptions:

- 337 annual days of use of new facility
- 2.2 mile of existing regional average one-way bicycle trip length
- 11.7 mile of existing regional average one-way vehicle trip length
- 365 days per year

Table 1 – Growth Factor Adjustment

Facility Class	Description	Growth Factor Adjustment
Class I	Physically separated from motor vehicle traffic	1.54
Class II	Striped bicycle lanes that provide exclusive use to bicycles on a roadway	1.0
Class IV	Protected on street bikeways or cycle tracks	1.54
Conversion from Class II to IV		0.54

Table 2 -Active Transportation Adjustment Factor

ADT	Facility Length	Adjustment Factor
1 – 12,000	<= 1	0.0019
	1.02 to 2	0.0029
	>2	0.0038
12,001 to 24,000	<= 1	0.0014
	1.02 to 2	0.0020
	>2	0.0027
24,001 to 30,000	<= 1	0.0010
	1.02 to 2	0.0014
	>2	0.0019

Table 3 – Adjustment Factor for a University Town with Population <250,000

ADT	Facility Length	Adjustment Factor
1 – 12,000	<= 1	0.0104
	1.02 to 2	0.0155
	>2	0.0207

Source:

1. California Air Resources Board (CARB). 2020. *Quantification methodology for the Strategic Growth council's Affordable Housing and Sustainable Communities Program*. September.
2. Federal Highway Administration (FHWA). 2017. *National household Travel Survey-2017 Table Designer*
3. National Oceanic and Atmospheric Administration (NOAA). 2021. *Global Historical Climatology Network-Daily (GHCN-Daily), Version 3*. 2015-2019 Average of Days Per Year with Precipitation >0.1 inches.

Calculation Sheet

12,001 to 24,000	<= 1	0.0073
	1.02 to 2	0.0109
	>2	0.0145
24,001 to 30,000	<= 1	0.0052
	1.02 to 2	0.0078
	>2	0.0104

Table 4

Number of Key Destinations	Credit within ½ mile of Facility
0 - 2	0.0000
3	0.0005
4 - 6	0.0010
>=7	0.0015

Percent of Plan/Community VMT

This input should be calculated using the methodology below

Daily vehicle trip count on roadway where bike facility is to be installed X One-way facility length

Boundary VMT from the most recent version of RIVCOM for the appropriate jurisdictional boundary (i.e. if the bike lane will be installed in City X, the boundary VMT for City X should be extracted from RIVCOM)

Source:

1. California Air Resources Board (CARB). 2020. *Quantification methodology for the Strategic Growth council's Affordable Housing and Sustainable Communities Program*. September.
2. Federal Highway Administration (FHWA). 2017. *National household Travel Survey-2017 Table Designer*
3. National Oceanic and Atmospheric Administration (NOAA). 2021. *Global Historical Climatology Network-Daily (GHCN-Daily), Version 3*. 2015-2019 Average of Days Per Year with Precipitation >0.1 inches.

CALCULATION

Input B:
 ____ % Percent of Plan/Community VMT (a negative %, refer to calculation

Input C:
 ____ Active Transportation Adjustment Factor (refer to table 2 or table 3)

Input D:
 ____ Credits for key destinations near project (refer to table 4)

Input E:
 ____ Growth Adjustment Factor (refer to table 1)

1)

$$\frac{\boxed{337 \text{ annual days of use of new facility}}}{\boxed{365 \text{ days per year}}} \times \left(\boxed{\text{Input C}} + \boxed{\text{Input D}} \right) \times \boxed{\text{Input E}} \times \boxed{2.2 \text{ miles per trip of existing regional average one-way bike}} = \boxed{\text{Output A}}$$

2) $\boxed{\text{Output A}} / \boxed{11.7 \text{ miles per trip of existing average one-way vehicle trip}} = \boxed{\text{Output B}}$

3) $\boxed{\text{Output B}} \times \boxed{\text{Input E}} = \boxed{\% \text{ Reduction}}$

Source:

1. California Air Resources Board (CARB). 2020. *Quantification methodology for the Strategic Growth council's Affordable Housing and Sustainable Communities Program*. September.
2. Federal Highway Administration (FHWA). 2017. *National household Travel Survey-2017 Table Designer*
3. National Oceanic and Atmospheric Administration (NOAA). 2021. *Global Historical Climatology Network-Daily (GHCN-Daily), Version 3. 2015-2019 Average of Days Per Year with Precipitation >0.1 inches*.

Request for Inclusion in the Regional Program: Credit-Generating Items Input

Measure 2: Provide Pedestrian Network Improvement

Instructions:

Participants interested in submitting an application for a Credit-Generating item for inclusion in the regional mitigation program must provide all "inputs" on this form. Credit-Generating items must also meet all requirements for inclusion in the program as outlined in the Program Manual, and the user is responsible for verifying that all requirements apply.

Requirements:

Sidewalk coverage expansion, including building new sidewalks or improving degraded or substandard sidewalk¹

Not currently under construction or funded through other sources²

Inputs

Input	Units	Description	For WRCOG Calculation Use Only
	N/A	Brief description of project location and features. Example: Installing new sidewalk on both sides of Example Road between Sample Ave and Template St with new crosswalks and curb ramps at both intersections.	
	Miles	Total length (miles) of sidewalks already built within the project site area. Length is measured on both sides of the street.	B
	Miles	Proposed sidewalk length (miles) in project site area. Length is measured on both sides of the street	C
	\$	Estimated cost to construct improvements	

Notes

1. Credit-Generating Items that would be classified as off-street paths or trails must submit a form for Measure 1 Install a new bike lane and Measure 2 Provide Pedestrian Network Improvement.
2. Credit-Generating items that are partially funded through other sources must disclose this and provide the source and amount of funding in the brief description of the item on the inputs section of this form.
3. Please provide as much detail as available, if needed or applicable provide attachments that support the inputs on this form such as maps, initial cost estimates, etc.

Provide Pedestrian Network Improvement

Assumptions:

- -0.05 elasticity of VMT with respect to the ratio of sidewalks-to-streets (source: Frank et al. 2011, Handy et al. 2014)

CALCULATION

Input B:

___ Miles of existing sidewalk length in study area. Study area a

Input C:

___ Miles of sidewalk length in study area with measure

$$\left(\frac{\text{Input C}}{\text{Input B}} - 1 \right) \times \left[-0.05 \text{ Elasticity of VMT with respect to the ratio of sidewalks-to-streets} \right] = \text{\% Reduction}$$

Source:

1. Frank, L. M. Greenwald, S. Kavage, and A. Devlin. 2011. *An Assessment of Urban Form and Pedestrian and Transit Improvements as an Integrated GHG Reduction Strategy*. WSDOT Research Report WA-RD 765.1, Washington State Department of Transportation. April.

Request for Inclusion in the Regional Program: Credit-Generating Items Input

Measure 3: Increase Transit Service Frequency

Instructions:

Participants interested in submitting an application for a Credit-Generating item for inclusion in the regional mitigation program must provide all "inputs" on this form. Credit-Generating items must also meet all requirements for inclusion in the program as outlined in the Program Manual, and the user is responsible for verifying that all requirements apply.

Requirements:

- Proposed plan will increase transit frequency on one or more transit lines
- Not currently under construction or funded through other sources¹

Inputs

Input	Units	Description	For WRCOG Calculation Use Only
	N/A	Brief description of project location and features. Example: Increase example transit service frequency on Route XX from 60 minute headways to 45 minute headways.	
	%	Change in transit frequency. Frequency is measured as the number of arrivals over a given time (e.g., buses per hour). Frequency is the inverse of transit headway, defined as the time between transit vehicle arrivals on a given route. This can be calculated as transit frequency with measure minus existing transit frequency divided by existing transit frequency.	B
	%	Number of transit routes receiving the frequency improvement as a fraction of the total transit routes in the plan/community	C
	\$	Estimated annual cost to implement	

Notes

1. Credit-Generating items that are partially funded through other sources must disclose this and provide the source and amount of funding in the brief description of the item on the inputs section of this form.
2. Please provide as much detail as available, if needed or applicable provide attachments that support the inputs on this form such as maps, initial cost estimates, etc.

Increase Transit Service Frequency

Assumptions:

- 0.5 Elasticity of transit ridership with respect to frequency of service
- 1.37% average transit mode share of all trips in Riverside-San Bernardino-Ontario area
- 96.88% average transit mode share of all trips in Riverside-San Bernardino-Ontario area
- 57.8 statewide mode shift factor adjustment to reflect the reduction in vehicle trips associated with a reduction in person trips

CALCULATION

Input B:
 ____ % Percent of increase in transit frequency

Input C:
 ____ % Level of implementation

1)
$$\boxed{\text{Input B}} \times \boxed{\begin{array}{c} 1.37\% \\ \text{average} \\ \text{transit mode} \\ \text{share for} \\ \text{Riverside-} \\ \text{San} \\ \text{Bernardino-} \\ \text{Ontario area} \end{array}} \times \boxed{\begin{array}{c} 0.5 \text{ elasticity} \\ \text{of transit} \\ \text{ridership with} \\ \text{respect to} \\ \text{frequency of} \\ \text{service} \end{array}} \times \boxed{\begin{array}{c} 96.88\% \\ \text{vehicle} \\ \text{mode share} \\ \text{in plan/} \\ \text{Community} \end{array}} = \boxed{\text{Output A}}$$

2)
$$\frac{\boxed{\text{Output A}}}{\boxed{\begin{array}{c} 96.88\% \text{ vehicle} \\ \text{mode share in} \\ \text{plan/community} \end{array}}} = \boxed{\text{Output B}}$$

3)
$$(-) \boxed{\text{Input C}} \times \boxed{\text{Output B}} = \boxed{\% \text{ Reduction}}$$

Source:

1. Federal highway Administration (FHWA). 2017a. *National household Travel Survey-2017 Table Designer*. Travel Day PMT by TRPTRANS by HH_CBSA.
2. Federal highway Administration (FHWA). 2017b. *National Household Travel Survey-2017 Table Designer*. Average Vehicle occupancy by HHSTFIPS.
3. Handy, S. K. Lovejoy, M. Boarnet, S. Spears. 2013. *Impacts of Transit service Strategies on Passenger Vehicle use and Greenhouse gas Emissions*. October.

Request for Inclusion in the Regional Program: Credit-Generating Items Input

Measure 4: Extend Transit Network Coverage or Hours

Instructions:

Participants interested in submitting an application for a Credit-Generating item for inclusion in the regional mitigation program must provide all "inputs" on this form. Credit-Generating items must also meet all requirements for inclusion in the program as outlined in the Program Manual, and the user is responsible for verifying that all requirements apply.

Requirements:

Frequency of existing bus line increases OR extending existing bus line to cover new areas and times.

Not currently under construction or funded through other sources¹

Inputs

Input	Units	Description	For WRCOG Calculation Use Only
	N/A	Brief description of project location and features. Example: Expand example local transit network by adding existing transit services near example project site to better serve example community.	
	Miles or Hours	Miles or service hours present in the community without the expansion of service	B
	Miles or Hours	Miles or service hours present in the community with the expansion of service	C
	\$	Estimated annual cost to implement	

Notes

1. Credit-Generating items that are partially funded through other sources must disclose this and provide the source and amount of funding in the brief description of the item on the inputs section of this form.
2. Please provide as much detail as available, if needed or applicable provide attachments that support the inputs on this form such as maps, initial cost estimates, etc.

Extend Transit network Coverage or Hours

Assumptions:

- 0.7 Elasticity of transit demand with respect to service miles or service hours
- 57.8% statewide mode shift factor adjustment to reflect the reduction in vehicle trips associated with a reduction in persons trips, since some vehicles carry more than one person
- 1.37% average transit mode share of all trips by California, Riverside-San Bernardino-Ontario area (source: San Diego Association of Governments (SANDAG), 2019, mobility management VMT reduction calculator tool)

CALCULATION

Input B:
 ____ Miles of total transit service or service hours in plan/community **before**

Input C:
 ____ Miles of total transit service or service hours in plan/community **after**

$$1) \frac{\text{Input C} - \text{Input B}}{\text{Input B}} = \text{Output A}$$

$$2) \begin{matrix} \boxed{1.37\% \text{ average transit mode share for Riverside-San Bernardino-Ontario area}} \\ \times \\ \boxed{0.7 \text{ elasticity of transit demand with respect to service miles/hours}} \\ \times \\ \boxed{57.8\% \text{ statewide mode shift factor}} \\ \times \\ \boxed{1 \text{ ratio of vehicle trip reduction to VMT}} \end{matrix} = \text{Output B}$$

$$3) -1 \times \text{Output A} \times \text{Output B} = \% \text{ Reduction}$$

Source:

1. Handy, S., K. Lovejoy, M. Boarnet, and S. Spears. 2013. *Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions*. October.
2. Federal Highway Administration (FHWA). 2017. *National household Travel Survey-2017 Table Designer*. Average Vehicle Occupancy by HHSTFIPS.

Request for Inclusion in the Regional Program: Credit-Generating Items Input

Measure 5: Provide Subsidized Vanpool

Instructions:

Participants interested in submitting an application for a Credit-Generating item for inclusion in the regional mitigation program must provide all "inputs" on this form. Credit-Generating items must also meet all requirements for inclusion in the program as outlined in the Program Manual, and the user is responsible for verifying that all requirements apply.

Requirements:

Not currently under construction or funded through other sources¹

Inputs

Input	Units	Description	For WRCOG Calculation Use Only
	N/A	Brief description of program location and features. Provide any details that are available on the anticipated users of the vanpool	
	#	Number of vanpools to be funded	
	\$	Estimated Annual cost to implement	

Notes

1. Credit-Generating items that are partially funded through other sources must disclose this and provide the source and amount of funding in the brief description of the item on the inputs section of this form.
2. Please provide as much detail as available, if needed or applicable provide attachments that support the inputs on this form such as maps, initial cost estimates, etc.

Implement Subsidized or Discounted Transit Program

Assumptions:

- Average length of a one-way vehicle commute trip in the region is 18.62
- Average emission factor of average employee vehicle is 307.5 g CO₂e per mile
- Average vanpool occupancy (including driver) is 6.25 occupants
- Average length of one-way vanpool commute trip is 42.0 miles per trip
- Vanpool emission factor is 763.4 g CO₂e per mile

CALCULATION

Input B:
 ____% of employees participate in vanpool

$$1) \left(1 - \text{Input B} \right) \times \left[18.62 \text{ average miles per trip of a one-way vehicle commute trip in the region} \right] \times \left[307.5 \text{ gCO}_2\text{e per mile average emission factor of average employee vehicle} \right] = \text{Output A}$$

$$2) \text{Input B} \times \frac{\left[42.0 \text{ miles per trip average length of one-way vanpool commute trip} \right]}{\left[6.25 \text{ average vanpool occupants} \right]} \times \left[763.4 \text{ gCO}_2\text{e per mile van pool emission factor} \right] = \text{Output B}$$

$$3) \text{Input B} \times \left[42.0 \text{ miles per trip average length of one-way vanpool commute trip} \right] \times \left[307.5 \text{ gCO}_2\text{e per mile average emission factor of average employee vehicle} \right] = \text{Output C}$$

$$4) \frac{\left[\text{Output A} \right] + \left[\text{Output B} \right]}{\left[\text{Output A} \right] + \left[\text{Output C} \right]} \times \left[-1 \right] = \text{\% Reduction}$$

Sources:

1. San Diego Association of Governments (SANDAG). 2019. *Mobility management VMT Reduction Calculator Tool-Design Document*. June.
2. Federal Highway Administration (FHWA). 2017. *National Household Travel Survey-2017 Table Designer*.
3. California Air Resources Board (CARB). 2020. *EMFAC2017 v1.0.3*. August.

Request for Inclusion in the Regional Program: Credit-Generating Items Input

Measure 6: Installing New Bus Shelters

Instructions:

Participants interested in submitting an application for a Credit-Generating item for inclusion in the regional mitigation program must provide all "inputs" on this form. Credit-Generating items must also meet all requirements for inclusion in the program as outlined in the Program Manual, and the user is responsible for verifying that all requirements apply.

Requirements:

Not currently under construction or funded through other source¹

Inputs

Input	Units	Description	For WRCOG Calculation Use Only
	N/A	Brief description of project location and features. Example: Installing new sidewalk on both sides of Example Road between Sample Ave and Template St with new crosswalks and curb ramps at both intersections.	
	#	Number of stops with new shelters	
	Boardings/day	Average number of boardings per day at each stop with new shelters	
	Boardings/day	Average number of boardings per day across the transit agency	
	\$	Estimated cost to construct	

Notes

1. Credit-Generating items that are partially funded through other sources must disclose this and provide the source and amount of funding in the brief description of the item on the inputs section of this form.
2. Please provide as much detail as available, if needed or applicable provide attachments that support the inputs on this form such as maps, initial cost estimates, etc.

Request for Inclusion in the Regional Program: Credit-Generating Items Input

Measure 7: Implement Subsidized or Discounted Transit Program

Instructions:

Participants interested in submitting an application for a Credit-Generating item for inclusion in the regional mitigation program must provide all "inputs" on this form. Credit-Generating items must also meet all requirements for inclusion in the program as outlined in the Program Manual, and the user is responsible for verifying that all requirements apply.

Requirements:

Transit passes are made available to a portion of the population of Western Riverside County that do not currently have access or will lose access to discounted or free transit fare¹

Not currently under construction or funded through other sources²

Inputs

Input	Units	Description	For WRCOG Calculation Use Only
	N/A	Brief description of program location and features. Example: Installing new sidewalk on both sides of Example Road between Sample Ave and Template St with new crosswalks and curb ramps at both intersections.	
	\$	Fare per ride or the cost of a monthly pass for typical transit service.	B
	\$	Proposed difference between full fare price and discounted or subsidized fare	C
		Population eligible for subsidized fare (i.e. all veterans in Western Riverside County) and estimated number of people this population represents (i.e. 6,000 residents)	D
	\$	Annual cost to implement	

Notes

1. Please provide details as to the population(s) that will gain access to discounted or free transit passes. If populations lose access to free or discounted passes at a certain time unless additional funding is identified, please provide details on this. Please note, to be eligible as CEQA mitigation and be part of the regional mitigation program, transit passes must be provided for individuals that don't currently have a pass, or would provide additional discount/subsidy to an individual who has a pass. More details on eligibility are listed below. Please provide as much information as possible to ensure that the credit-generating item's eligibility can be confirmed.
 - a. Eligible

Request for Inclusion in the Regional Program: Credit-Generating Items Input

- i. Providing discounted or free passes to a group that does not currently have access to discounted or free passes
 - ii. Extending an existing program that is not fully funded for the foreseeable future
 - iii. Providing passes to a group which already has access but they are providing additional passes
 - iv. Increasing the subsidy level for an existing group (discounted goes to free)
 - b. Not eligible
 - i. Providing passes to members of a group who are currently included in a program, such as university students traveling to school who have passes funded by their university.
 - ii. Providing free or discounted passes to any person who already has a free rides (disabled persons, etc)
2. Credit-Generating items that are partially funded through other sources must disclose this and provide the source and amount of funding in the brief description of the item on the inputs section of this form.
3. Please provide as much detail as available, if needed or applicable provide attachments that support the inputs on this form such as maps, initial cost estimates, etc.

Implement Subsidized or Discounted Transit Program

Assumptions:

- Transit mode share of all trips or work trips
 - If blank, fill with the appropriate constant assumptions provided by the Federal highway Administration, 2017, National Household Travel Survey

Table 1 – Average Mode Share of All Trips by CA Core-Based Statistical Area

Transit mode share	1.37%
Vehicle mode share	96.88%
Transit mode share of work trips	1.12%

- -0.43 elasticity of transit boardings with respect to transit fare price
- 50% of transit trips that would otherwise be made in a vehicle
- 1.0 conversion factor of vehicle trips to VMT

CALCULATION

Input B:
 ____ \$ Average transit fare without subsidy

Input C:
 ____ \$ Subsidy Amount

Input D:
 ____ % of employees/residents eligible for subsidy

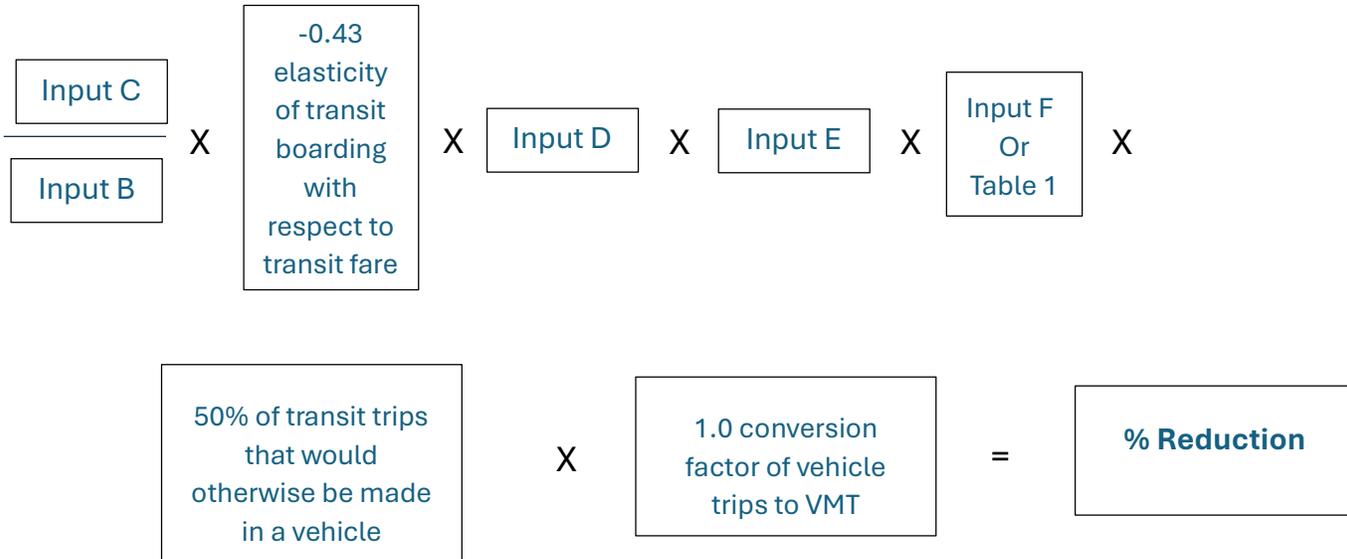
Input E:
 ____ % of project generated VMT from employees/residents

Input F:
 ____ % Transit mode share of all trips or work trips

Sources:

1. Federal highway Administration (FHWA). 2017. *National Household Travel Survey -2017 Table Designer*. Travel Day PMT by TRPTRANS by HH_CBSA, Workers by WRKTRANS by HH_CBSA.
2. Handy, L. and S. Boarnet. 2013. *Impacts of Transit Service Strategies on Passenger vehicle use and Greenhouse Gas Emissions*.
3. Taylor, B., D. miller, H. Iseki, and C. Fink. 2008. *Nature and/or Nurture? Analyzing the Determinants of Transit Ridership Across US Urbanized Areas*. Transportation Research Part A: Policy and pRactice, 43 (1), 60-77.

Calculation Sheet



Sources:

1. Federal highway Administration (FHWA). 2017. *National Household Travel Survey -2017 Table Designer*. Travel Day PMT by TRPTRANS by HH_CBSA, Workers by WRKTRANS by HH_CBSA.
2. Handy, L. and S. Boarnet. 2013. *Impacts of Transit Service Strategies on Passenger vehicle use and Greenhouse Gas Emissions*.
3. Taylor, B., D. miller, H. Iseki, and C. Fink. 2008. *Nature and/or Nurture? Analyzing the Determinants of Transit Ridership Across US Urbanized Areas*. Transportation Research Part A: Policy and pRactice, 43 (1), 60-77.

Attachment 2

New Program Evaluation Framework
VMT Mitigation Program

**New Program Evaluation Framework
Regional VMT Mitigation Program**

	Criteria	Con (Negative)	Neutral	Pro (Positive)	Analysis
1	What is the level of regional concern regarding this issue?	Issue is discussed rarely within the WRCOG subregion. Low awareness among Agency Staff and Elected Officials.	Some discussion but not seen as a regional priority. Moderate level of awareness among Agency Staff and Elected Officials.	Regular discussion of the issue and high level of awareness among Agency Staff and Elected Officials. Seen as a regional priority.	VMT mitigation has already impacted land development and transportation projects in our region
2	How consistent is this issue with the WRCOG Strategic Plan?	Not directly addressed	Indirectly addressed	Specifically listed in Strategic Plan	VMT mitigation not specifically listed in Strategic Plan but related to any initiative involving transportation infrastructure
3	Has WRCOG received requests to address this issue?	WRCOG has not received direct requests related to this item	WRCOG has received a limited number of requests related to this item	WRCOG has received a significant number of requests related to this item	Received requests from stakeholders, member agencies, and developers
4	Is this issue being addressed by other agencies in the WRCOG region?	High number of agencies currently addressing this issue.	Limited number of agencies addressing this issue.	No other agencies are currently addressing this issue in the region.	No one else is addressing the issue on a regional basis
5	What is the track record of other agencies implementing similar efforts?	Recent efforts by others have not been successful or no comparable examples.	Moderate level of success by others.	Similar efforts have a demonstrated track record of success.	VMT mitigation programs are relatively new but mitigation programs in other areas are not. WRCOG has extensive experience with implementing regional transportation mitigation programs (TUMF).
6	What is the level of Staff expertise in this area?	Low level of staff expertise.	Some staff in WRCOG have moderate level of experience.	Multiple staff members have high level of expertise in this issue area.	WRCOG staff have experience with VMT, modeling, land use planning, and program management
7	What is the level of available funding to start this initiative?	Limited funding available for start-up/initiation costs.	Some funding available but would require reallocation of resources.	Sufficient funding available to initiate this effort.	Funding for project initiation programmed in FY 2025/2026 budget
8	What is the level of available funding to maintain this initiative?	Additional funds will have to be secured to implement this effort.	On-going funding is available but some effort require to secure the funding.	Initiative has secured sufficient funding to be self-sustaining for the foreseeable future.	Program would be self funding through administrative fee on all transactions
9	Do the fund associated with this effort carry significant restrictions on their use by WRCOG?	Fund carry high levels of reporting requirements or other similar restrictions.	Additional requirements for funds associated with this effort but can be addressed through existing processes.	No additional restrictions beyond those imposed on government agencies related to fiscal matters.	The only limitation on use of any funds generated by this effort is that they should be used to support the program. There are no legal requirements beyond those self-imposed.
10	How much control does WRCOG have over any implementation activities?	Implementation activities will be conducted by other parties with limited oversight/control by WRCOG. Implementation will be done by 3rd parties not associated with WRCOG.	WRCOG has some level of control over implementation through reporting or other oversight mechanisms.	WRCOG has direct control over the implementation activities related to this program.	WRCOG will not be implementing the various VMT reduction measures but will have oversight to ensure compliance. The Program Manual and the Participation Agreement provide a means to ensure that agencies implement the projects they have committed to.
11	What is the level of regulatory complexity?	Heavily regulated topic by Federal/State/Regional agencies. Will require significant legal and consultant assistance to address regulatory requirements.	Some regulation by Federal/State/Regional agencies. Some level of complexity that requires assistance by legal and consultants for regulatory issues.	Nominal level of complexity. Limited support needed from legal and consultants to address regulatory issues.	Since the effort relates to CEQA, there is some level of complexity. There will be need for some legal and consultant support throughout the program. But it should be noted that WRCOG will not be preparing any CEQA documents or be the lead agency for any efforts, which will reduce our exposure in this area.
12	How challenging are the administrative requirements associated with this initiative?	Will require dedicated staff to meet administrative requirements.	Administrative requirements can be met through reallocation of existing staff.	Administrative requirements can be met through existing staff with little disruption to existing work.	There are no specific administrative requirements related to this effort. It is not a fee program or grant which have specific administrative requirements. The Program Manual spells out WRCOG's responsibilities as Program Administrator.
13	How consistent is this initiative with existing WRCOG programs?	No relationship with existing WRCOG programs.	Indirect relationship with existing WRCOG programs/efforts.	Directly related to existing WRCOG programs/efforts.	Will directly support the implementation of TUMF projects. Also consistent with our various planning studies.
14	Is there documentation which describes WRCOG's roles and responsibilities?	Limited documentation regarding WRCOG's roles and responsibilities.	Some documentation with funding or regulatory agency but no documentation with other parties.	Agreements with funding/regulatory agencies and member agencies which clearly delineate roles and responsibilities.	WRCOG has developed a comprehensive program manual and documents which lay out the various rights and responsibilities of the various parties.
15	What is the level of negative outcomes if WRCOG chooses not to act?	No negative outcomes for WRCOG members if WRCOG does not act.	Limited number of negative outcomes for WRCOG members associated with not acting.	Multiple negative consequences for WRCOG Member agencies and others if WRCOG fails to act	No other agency is developing a regional program for use by WRCOG member agencies. Each agency will therefore be forced to develop and implement their own approach.
16	What are the financial impacts to WRCOG to discontinue the effort if WRCOG initiates this work?	High level of financial impacts to WRCOG if the initiative/effort is discontinued such as long-term financial obligations or revenue loss to WRCOG. Limited ability to mitigate those impacts.	Financial impact to WRCOG but impact can be mitigated through various strategies.	Limited financial impacts to WRCOG to discontinue this effort.	Program will be operated on a "pay as you go basis" as the program will be self funded. If the program is discontinued, then there would be no on-going financial impacts to WRCOG.
17	What are the legal impacts for WRCOG to discontinue the effort if WRCOG initiates this work?	Long-term legal implications for WRCOG to discontinue the program. Limited ability to mitigate those impacts.	Legal impacts to WRCOG can be mitigated through various strategies.	Limited legal impacts to WRCOG if we discontinue this effort.	Program is optional for both credit users and credit generators so if WRCOG were to discontinue the program, then there are not likely to be any significant legal impacts.
18	Does WRCOG have clearly stated and understood goals for this initiative?	Goals are not well defined or there is not significant agreement on goals for the effort.	Some clarity on effort goals but there is some level of ambiguity.	Clearly defined goals for this effort.	WRCOG's goal is to provide the option for public agencies and private parties to secure VMT mitigation credits.
19	Does the initiative provide deliverables or services which directly benefit WRCOG member agencies?	Effort produces few tangible products which benefit WRCOG member agencies.	Products/services provide some value to limited number of WRCOG agencies.	Products/services would be widely used by WRCOG members.	Every WRCOG agency is required to address VMT impacts related to land development or transportation projects.
20	What is the level of external stakeholder support for this effort?	External stakeholders are directly opposed to this effort.	Indifference by external stakeholders for this effort.	High level of support for this effort by external stakeholders.	RTA, RCTC, and RCA have been active participants in this effort since 2022.



Western Riverside Council of Governments Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Staff Report

Subject: Clean Mobility Options Community Car Share Deployment Kickoff
Contact: Taylor York, Program Manager, tyork@wrcog.us, (951) 405-6751
Date: May 5, 2025

Recommended Action(s):

1. Receive and file.

Summary:

Funded by a \$1.8M grant from the California Clean Mobility Options (CMO) Voucher Pilot Program, this project aims to address critical mobility challenges and reduce harmful emissions in focused areas of the subregion. Mobility partner Electric Vehicle Get In Drive Everywhere (EVGIDE) will deploy and operate 15 plug-in electric vehicles in census tracts in the cities of Corona and Moreno Valley, and in the San Jacinto Valley, and vehicles will be available for community members to rent on an hourly basis. Test vehicles are expected to be deployed in May 2025, with full operation expected in late 2025.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to announce the official kick-off of WRCOG's CMO program, subsequent to announcement from the California Air Resources Board (CARB) (<https://cleanmobilityoptions.org/w2-mp-awardees/>). Following this meeting, WRCOG will distribute its own press release to publicly announce the Program. This item is aligned with WRCOG's 2022-2027 Strategic Plan Goal #5 (Develop projects and programs that improve infrastructure and sustainable development in our subregion).

Discussion:

Background

The CMO Program is part of a statewide initiative funded by California Climate Investments and the California Energy Commission's Clean Transportation Program and administered by CARB. The Program's focus is to expand zero-emission mobility solutions in underserved areas while improving air quality and reducing transportation emissions. WRCOG's participation builds on its Clean Cities Coalition work and a 2021 Community Transportation Needs Assessment (CTNA) conducted with EVGIDE. This assessment revealed key mobility gaps in the cities of Corona, Moreno Valley, and the San Jacinto Valley. Using these findings, WRCOG applied for and secured \$1.5M in Mobility Project

Voucher (MPV) funding in 2023 to launch a clean car-share initiative in those areas. The award amount was subsequently increased by CMO to \$1.8M to cover costs related to insurance.

WRCOG's role as the lead applicant and project coordinator ensures that the program is executed in alignment with regional priorities. The program also includes a robust community engagement strategy designed to involve residents and stakeholders in the planning and implementation phases. This approach ensures that the mobility solutions are tailored to the specific needs of the target communities. Engagement activities include surveys, workshops, and partnerships with local organizations to maximize participation and program impact.

Additionally, the Program supports the development of a mobility-as-a-service platform, which will integrate various regional transit and mobility options into a unified system. This integration is expected to enhance accessibility and convenience for residents, further advancing WRCOG's strategic goal of improving infrastructure and sustainable development. The Program's anticipated environmental benefits include an estimated annual reduction of 40,592.6 kilograms of carbon dioxide equivalent emissions, demonstrating its potential for significant positive environmental impact.

Present Situation

The CMO Program is currently in a 15-month planning and engagement phase. During this period, WRCOG, in collaboration with EVGIDE, is conducting community engagement activities to ensure the program addresses the specific needs of the target communities. The Program also involves the development of a mobility-as-a-service platform, which will integrate various regional transit and mobility options into a unified system for users.

EVGIDE is expecting to begin the testing phase with a limited number of vehicles in May 2025, focusing on deployments in the cities of Corona and Moreno Valley. All vehicles are expected to be deployed and in operation before November 2025. A total of 15 car-share vehicles will be strategically deployed in public spaces and community housing developments to maximize accessibility and usage, with a focus on disadvantaged communities disproportionately affected by transportation emissions. The EVGIDE team is also working with cities on a complimentary effort to deploy solar power and electric vehicle charging facilities at no upfront cost to the agencies. These deployments are expected to bring significant cost savings and support expansion of local charging infrastructure for both the Program and the community.

Prior Action(s):

March 4, 2024: The Executive Committee adopted Resolution Number 02-24; a Resolution of the Executive Committee of the Western Riverside Council of Governments approving participation in the Clean Mobility Options Voucher Pilot Program.

Financial Summary:

Activities related to the CMO grant are included in the Fiscal Year 2024/2025 Agency Budget under the Clean Cities Program (Fund 120).

Attachment(s):

None.