



Western Riverside Council of Governments Planning Directors' Committee

AGENDA

**Thursday, October 13, 2016
9:00 a.m.**

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

Please Note Meeting Location

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the WRCOG Planning Directors' Committee meeting, please contact WRCOG at (951) 955-0186. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting. In compliance with Government Code Section 54957.5, agenda materials distributed within 72 hours prior to the meeting which are public records relating to an open session agenda item will be available for inspection by members of the public prior to the meeting at 4080 Lemon Street, 3rd Floor, Riverside, CA, 92501.

The WRCOG Planning Directors' Committee may take any action on any item listed on the agenda, regardless of the Requested Action.

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

At this time members of the public can address the WRCOG Planning Directors' Committee regarding any items with the subject matter jurisdiction of the Committee that are not separately listed on this agenda. Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion. No action may be taken on items not listed on the agenda unless authorized by law. Whenever possible, lengthy testimony should be presented to the Committee in writing and only pertinent points presented orally.

- 4. CONSENT CALENDAR**

All items listed under the Consent Calendar are considered to be routine and may be enacted by one motion. Prior to the motion to consider any action by the Committee, any public comments on any of the Consent Items will be heard. There will be no separate action unless members of the Committee request specific items be removed from the Consent Calendar.

- A. Summary Minutes from the September 8, 2016, WRCOG Planning Directors' Committee meeting are available for consideration. P. 1

Requested Action: 1. Approve Summary Minutes from the September 8, 2016, WRCOG Planning Directors' Committee meeting.

- B. HERO Program Activities Update Barbara Spoonhour P. 7

Requested Action: 1. Receive and file.

- C. Preliminary Examinations of Riverside County as a Metropolitan Planning Organization Christopher Gray P. 23

Requested Action: 1. Receive and file.

- D. Riverside County Traffic Analysis Model (RIVTAM) Update Christopher Gray P. 45

Requested Action: 1. Receive and file.

- E. Legislative Activities Update Jennifer Ward P. 107

Requested Action: 1. Receive and file.

5. REPORTS/DISCUSSION

- A. Riverside Transit Agency First-Mile / Last-Mile Study Update Joe Punsalan, KTU+A P. 131

Requested Action: 1. Receive and file.

- B. Southern California Association of Governments Activities Update Andrea Howard, WRCOG P. 143

Requested Action: 1. Receive and file.

- C. Proposed Grant Writing Assistance Program for Local Jurisdictions Christopher Gray, WRCOG P. 155

Requested Action: 1. Designate two (2) Planning Directors' Committee members to serve on Grant Writing Assistance Program focus group.

- D. Summary of the 7th Annual Inland Empire Economic Forecast Conference Christopher Gray, WRCOG P. 157

Requested Action: 1. Receive and file.

- E. WRCOG Committees Update Jennifer Ward, WRCOG P. 191

Requested Action: 1. Receive and file.

6. ITEMS FOR FUTURE AGENDAS Members

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

7. GENERAL ANNOUNCEMENTS Members

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

8. **NEXT MEETING:** The next WRCOG Planning Directors' Committee meeting is scheduled for Thursday, December 8, 2016, at 9:00 a.m. at the Temecula City Hall, 41000 Main Street, Great Oak Room, Temecula, CA 92590. The scheduled November 10, 2016, PDC meeting is cancelled.
9. **ADJOURNMENT**

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1. CALL TO ORDER

The meeting of the WRCOG Planning Directors' Committee (PDC) was called to order at 9:06 a.m. by Vice-Chair Brian Guillot in the City of Moreno Valley.

2. SELF INTRODUCTIONS

Members present:

Brian Guillot, City of Banning (Vice-Chair)
Keith Gardner, City of Calimesa
Terri Manuel, City of Corona
Cathy Perring, City of Eastvale
Rocio Lopez, City of Jurupa Valley
Richard MacHott, City of Lake Elsinore
Rick Sandzimier, City of Moreno Valley
Clara Miramontes, City of Perris
Jay Eastman, City of Riverside
Luke Watson, City of Temecula
Steven Weiss, County of Riverside Planning Department
Shane Helms, Morongo Band of Mission Indians

Staff present:

Jennifer Ward, Director of Government Relations
Christopher Gray, Director of Transportation
Christopher Tzeng, Program Manager
Tyler Masters, Program Manager
Alexa Washburn, Program Manager
Andrea Howard, Staff Analyst
Rebekah Manning, Staff Analyst

Guest Present:

Chris Ormsby, City of Moreno Valley

3. PUBLIC COMMENTS

None.

4. CONSENT CALENDAR - (MacHott/Manuel) 12 yes; 0 no; 0 abstentions. Items 4.A through 4.F were approved by a vote of those members present. The Cities of Canyon Lake, Hemet, Menifee, Murrieta, Norco, San Jacinto, and Wildomar, the Riverside County Department of Administration, the March Joint Powers Authority, and Riverside Transit Agency were not present.

A. Summary Minutes from the July 14, 2016, WRCOG Planning Directors' Committee meeting were available for consideration.

- | | |
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| <u>Action:</u> | 1. <i>Approved Summary Minutes from the July 14, 2016, WRCOG Planning Directors' Committee meeting.</i> |
|-----------------------|---|

B. HERO Program Activities Update

Action: 1. *Received and filed.*

C. Clean Cities Coalition Activities Update

Action: 1. *Received and filed.*

D. TUMF Program Update

Action: 1. *Received and filed.*

E. BEYOND Framework Fund Program Update

Action: 1. *Received and filed.*

F. CEQA Cases in the WRCOG Subregion

Action: 1. *Received and filed.*

5. REPORTS AND DISCUSSIONS

A. Regional Streetlight Program Activities Update

Tyler Masters provided an update on the Streetlight Program. Mr. Masters reminded attendees that the Program aims to assist jurisdictions with streetlight system purchase, LED retrofits, and establishment of a regional contract to manage operations and maintenance of the region's streetlights. Through this process, the Program will enhance public safety, reduce utility costs and energy consumption, and create smart city opportunities.

Following the feasibility assessment of acquiring lamps, the program will assist with streetlight retrofits, identification and facilitation of the financing process, and operating and maintaining lights through a regional contract.

The Streetlight Program is currently working to establish a Regional Streetlight Demonstration Area in the City of Hemet. The Demonstration Area will provide stakeholders the opportunity to view and offer feedback on the variety of streetlight fixtures available. As of September 7, 2016 the demonstration installation was approximately 87% complete; it is scheduled to be open to the public from mid-September through early 2017. The Demonstration Area includes five sites, residential and commercial, displaying over 100 lighting technologies from 11 different manufactures. Ideally, the Demonstration Area will result in a recommendation for ideal lighting for the entire County.

Outreach for the demonstration area will include a press release to be issued upon completion of the Demonstration Area; a Press Kit with model social media language, to be issued to all member jurisdictions; signage around the Demonstration Area sites; and educational tours, including tours for the City of Hemet the week of October 7, and a WRCOG bus tour, including members of the Executive Committee, City Managers, jurisdictional staff, public safety officials, and Mt. Palomar staff, tentatively scheduled for November 10, 2016.

Vice-Chair Guillot asked if the Streetlight Program has engaged the Dark Sky Associations.

Mr. Masters confirmed that two consultants from Dark Sky Associations are closely affiliated with the program. Mr. Masters added that the Program is in compliance with both dark sky requirements and American Medical Association white paper recommendations which are concerned with the health implications of light pollution.

Action: 1. *Received and filed.*

B. Update on Analysis of fees and Their Potential Impact on Economic Development in Western Riverside County.

Christopher Tzeng provided an update of the development Fee Analysis Study. The Fee Analysis Study will provide WRCOG jurisdictions a sense of how fees charged in neighboring jurisdictions might impact the WRCOG subregion in addition to providing an analysis on fees charged on new development within the subregion. The study was instigated in response to questions raised regarding the regional economic impact of TUMF fees.

WRCOG's consultants have completed the following steps to date: reviewed development prototypes, surveyed existing fees in the WRCOG subregion, and surveyed fees for select areas outside of the WRCOG subregion. Mr. Tzeng shared the following preliminary conclusions from the study:

- Total fees by development type are generally uniform throughout the region for that development type (i.e. single family residential is similar throughout region)
- Many fees on new development are outside of the direct control of the jurisdictions (TUMF, School, Water, MSHCP, etc.)
- WRCOG fees are comparable to fees charged in similar areas of San Bernardino County for all uses except retail
- Retail fees in WRCOG region are uniformly higher than any other region
- Retail fees are higher because of TUMF, Water, and City fees

Christopher Gray commented that the consultants were also asked to consider what a development would need to sell for to make the project feasible. The consultants found that in some parts of the county the fee is negligible because of considerable land costs, while in others, the fees made the project infeasible.

Vice-Chair Guillot asked if the City of Beaumont was considered for some elements of the study, but not others.

Mr. Gray clarified that WRCOG considered Beaumont as a non-WRCOG area and therefore only performed the calculations included for all other non-WRCOG areas.

Committee member Jay Eastman asked if staff anticipate any changes to report for the final version.

Mr. Gray responded that after sharing the preliminary study results with each of the member jurisdictions, no substantive changes have been requested.

Action: 1. *Received and filed.*

C. Alternative Compliance Framework Introduction

Christopher Tzeng provided an update on WRCOG's Alternative Compliance Framework (ACF) project, being conducted in partnership with the Riverside County Water Flood Control

and Water Conservation District. The primary mechanism to regulate stormwater Municipal Separate Stormwater Sewer System (MS4) permit and the permits in the WRCOG subregion are controlled by three Regional Water Quality Control Boards, the San Diego, Colorado River, and Santa Ana. New regulations are requiring additional stormwater treatment measures when new or re-development occurs, and these new regulations may significantly increase cost when compared to current requirements for certain types of development. One potential solution to this is the implementation of an Alternative Compliance Program (ACP), which utilizes in-lieu or credit system tied to a regional program. In other words, developers who find it impossible or cost-prohibitive to comply with stormwater management requirements on their development site can opt to “pay into” a regional stormwater management system.

The types of ACPs that are allowed through the MS4 Permits include regional best management practices (BMPs), retrofits to existing infrastructure, riparian rehabilitation, groundwater recharge, watery supply augmentation, and land purchases. ACPs can serve as an economic development tool by providing flexible land development, and they allow cost-effective, regional, market-driven solutions to complying with regulation.

Christopher Gray reported on initial study that has been completed in the southern portion of the WRCOG subregion which found that ACP would be beneficial. WRCOG is now working with staff from the Santa Ana Regional Board to address this issue for the remainder of the subregion.

Vice-Chair Guillot mentioned that in implementing the MSHCP, some wildlife agencies interpret it differently than the print, and asked if this should be a concern here.

Mr. Gray responded that San Diego developed a fairly complex, multifaceted ACP that was successfully received by the regulatory agencies, so there are some additional challenges with stormwater compared to habitat conservation, but also fundamental differences.

Committee member Steve Weiss indicated that we should take caution when pulling the federal agencies into the process too early until there is a design solution recommended. Some of the densities in Riverside County don't support detention basins, so we need alternative solutions.

Alexa Washburn indicated that if you have off-site, centralized compliance options, then the maintenance is easier; this has been a major topic of discussion.

Committee member Richard MacHott mentioned that one of the things we will probably be seeing in the next several years is the loss of master developers. Losing the ability to have a master developer build a facility that serves their entire master development – jurisdictions will need to find ways to front the money that other developers will pay into later on in the process.

Ms. Washburn agreed, and mentioned that the next meeting of the ACF working group will look to tackle that issue and how to incentivize developers.

Mr. Tzeng reported that the Technical Working Group includes various representatives and important stakeholders and has met three times so far. WRCOG staff will keep the PDC updated on future meeting dates.

Action: 1. *Received and filed.*

D. Upcoming Grant Opportunities for Local Jurisdictions

Christopher Tzeng provided an overview of upcoming grant opportunities as follows:

BEYOND Framework Fund: WRCOG's BEYOND Program was renewed by the WRCOG Executive Committee for a second round of funding, including \$1.8 million for non-competitive member agency funds, an additional set-aside of \$200,000 for collaboration incentives, and an additional \$100,000 set-aside for projects promoting healthy communities.

SCAG Sustainability Grants, formally known as the Compass Blueprint Grant Program, will be coming available soon; WRCOG has received over \$3 million since inception.

Committee member Sandzimier asked when these dollars will be available for use and if there is an expiration date on when the need to be used by.

Mr. Tzeng responded that most of the planning grants are based on the fiscal year cycle, and that the grants usually last about a year to 18 months.

Committee member Sandzimier asked when the SCAG money will be available for use and whether there is a specific period of time in which the money must to be used.

Mr. Tzeng responded that the grants should demonstrate readiness to begin by Spring 2017 and will have between 12 to 36 months to be completed depending on the project.

Committee member Steve Weiss asked how involved the application process is.

Mr. Tzeng responded that the applications typically involve 3-5 pages of short response and are fairly easy to complete. Mr. Tzeng also noted that to be eligible for funding, applications must demonstrate a project nexus to transportation.

Finally, Mr. Tzeng shared that WRCOG is exploring opportunities to provide grant writing assistance to its member jurisdictions. Specifics regarding the total WRCOG funding commitment and guidelines for receiving assistance have yet to be determined. WRCOG staff would like to convene a focus group, including members of the PDC, to consider such matters. After more program details are confirmed, WRCOG staff envisions issuing an RFP to consultants to serve on a "bench" for assistance as grant writers to member jurisdictions and/or agencies, which will likely be available on a first-come first-serve basis.

Action: 1. *Received and filed.*

E. WRCOG Committees Update

Jennifer Ward provided a summary of recent activities within WRCOG's committees. Ms. Ward referenced the August Executive Committee Recap attachment included in the Agenda, and highlighted that WRCOG's Additional PACE Provider Ad Hoc Committee met on August 3, 2016 to review and vet three potential additional Providers. Staff has already completed one Provider site visit to review the operations of a Program, and will visit the remaining two Provider offices on August 23 and 24.

Action: 1. *Received and filed.*

6. ITEMS FOR FUTURE AGENDAS

There were no items for future agendas.

7. GENERAL ANNOUNCEMENTS

There were no general announcements.

8. NEXT MEETING:

The next WRCOG Planning Directors' Committee meeting is scheduled for Thursday, October 13, 2016, at 9:00 a.m. at the Riverside Transit Agency, 1825 Third Street, Riverside.

9. ADJOURNMENT:

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



Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: HERO Program Activities Update

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

Date: October 13, 2016

Requested Action:

1. Receive and file.

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

Overall HERO Program Activities Update

Residential: As of this writing, more than 99,500 homeowners in both the WRCOG and California HERO Programs have been approved to fund more than \$5.8 billion in eligible renewable energy, energy efficiency and water efficiency projects.

WRCOG Subregion: Over 33,600 property owners located in Western Riverside County have been approved for funding through the WRCOG HERO Program, totaling over \$1.43 billion. Nearly 21,000 projects, totaling over \$402 million, have been completed (Attachments 1 & 2).

Statewide Program: As of this writing, 354 jurisdictions outside the WRCOG and San Bernardino Associated Governments' subregions have adopted Resolutions of Participation for the California HERO Program. Nearly 66,000 applications have been approved for the California HERO Program to fund over \$4.4 billion in eligible renewable energy, energy efficiency and water efficiency projects. Over 35,000 projects have been completed, totaling nearly \$748 million (Attachment 3).

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

Economic and Environmental Impacts Calculations	
KW Hours Saved – Annually	529 GWh
GHG Reductions – Annually	137,524 Tons
Gallons Saved – Annually	331 Million
\$ Saved – Annually	\$68.9 Million

Projected Annual Economic Impact	\$1.99 Billion
Projected Annual Job Creation/Retention	9,774 Jobs

Program Report Changes

Under the WRCOG Energy Efficiency and Water Conservation Administrative Guidelines and Program Report, and the California HERO Residential Handbook, the minimum amount that can be financed through the residential Program is \$5,000. Renovate America has requested this requirement be changed to \$2,500 because there may be instances where a property owner is adding additional projects that they may not want or need to reach the minimum threshold. While staff is in agreement that reducing the amount makes sense for certain projects, it does not make sense to have the financing of \$2,500 be stretched out over 10-, 15-, or 20-years. Staff is recommending that a fixed term of 5-years be implemented for these types of projects.

Operational Analysis / Audit

On June 30, 2016, WRCOG released a Request for Proposal (RFP) to have a comprehensive operational and capacity review of the HERO Program, as is currently being implemented by Renovate America. The review will cover the period from July 1, 2015, through June 30, 2016, and is to ensure that Renovate America is operating the HERO Program in accordance with the Program Report and Consumer Protections adopted by the WRCOG Executive Committee. The proposals were due on July 25, 2016, and four proposals were received. Three proposals were selected for the interview process: EcoMotion, Baker Tilly, and PricewaterhouseCoopers. The proposal costs ranged from \$34,000 to \$825,000.

On August 26, 2016, the Review Committee (consisting of WRCOG staff, Public Financial Management, Rogers, Anderson, Malody, & Scott, LLP, and Best Best & Krieger) interviewed the three firms. Baker Tilly was selected as the firm to complete the operational analysis / audit.

Prior WRCOG Actions:

October 3, 2016: The WRCOG Executive Committee 1) deferred the judicial foreclosure proceeding and to assign WRCOG's collection rights to Renovate America for 155 delinquent parcels totaling \$401,909.87; 2) changed the minimum amount required for financing from \$5,000 to \$2,500 for a maximum term of 5-years; 3) authorized the WRCOG Executive Director to execute a professional service contract with Baker Tilly for operational analysis / audit of Renovate America, in an amount not to exceed \$165,000; 4) accepted the Cities of Belmont, Newark, Pacifica, Point Arena, Fort Bragg, and Grass Valley as Associate Members of the Western Riverside Council of Governments; 5) adopted WRCOG Resolution Number 36-16; A Resolution of the Executive Committee of the Western Riverside Council of Governments Declaring its Intention to Modify the California HERO Program Report so as to Increase the Program Area within which Contractual Assessments may be offered and Setting a Public Hearing Thereon; and 6) continued the Public Hearing Regarding the Inclusion of Cities of Half Moon Bay, Paradise, Redding, Watsonville, and Weed until November 7, 2016.

September 15, 2016: The WRCOG Technical Advisory Committee recommend to the WRCOG Executive Committee to 1) defer the judicial foreclosure proceeding and to assign WRCOG's collection rights to Renovate America for 198 delinquent parcels totaling \$503,876.22; 2) change the minimum amount required for financing from \$5,000 to \$2,500 for a maximum term of 5-years; and 3) authorize the WRCOG Executive Director to execute a professional service contract with Baker Tilly for operational analysis / audit of Renovate America, in an amount not to exceed \$165,000.

September 14, 2016: The WRCOG Administration & Finance Committee recommend to the WRCOG Executive Committee to 1) defer the judicial foreclosure proceeding and to assign WRCOG's collection rights to Renovate America for 198 delinquent parcels totaling \$503,876.22; 2) change the minimum amount required for financing from \$5,000 to

\$2,500 for a maximum term of 5-years; and 3) authorize the WRCOG Executive Director to execute a professional service contract with Baker Tilly for operational analysis / audit of Renovate America, in an amount not to exceed \$165,000.

WRCOG Fiscal Impact:

The \$165,000 fee for Baker Tilly's services will be included in the Fiscal Year 2016/2017 2nd Quarter budget amendment in the HERO Program for the Consulting Services line item.

Attachments:

1. HERO Program Summary Update.
2. WRCOG HERO Snapshot.
3. California HERO Snapshot.

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Item 4.B

HERO Program Activities Update

Attachment 1

HERO Program Summary Update

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HERO Program Summary Update

(Launch through 09/19/16)

City	Approved Apps	Approved Amount
Banning	455	\$11,974,022
Calimesa	149	\$5,676,929
Canyon Lake	502	\$26,036,184
Corona	2,815	\$151,220,075
County	5,444	\$265,689,380
Eastvale	776	\$48,372,793
Hemet	992	\$24,509,411
Jurupa Valley	1,833	\$73,030,182
Lake Elsinore	1,222	\$45,658,937
Menifee	2,245	\$78,154,547
Moreno Valley	4,156	\$137,174,457
Murrieta	2,443	\$112,633,453
Norco	653	\$36,880,842
Perris	823	\$25,487,784
Riverside	5,443	\$226,330,784
San Jacinto	644	\$18,088,142
Temecula	2,293	\$117,424,250
Wildomar	801	\$30,752,234
	33,689	\$4,452,165,443

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Item 4.B

HERO Program Activities Update

Attachment 2

WRCOG HERO Snapshot

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WRCOG - Western Riverside Council of Governments

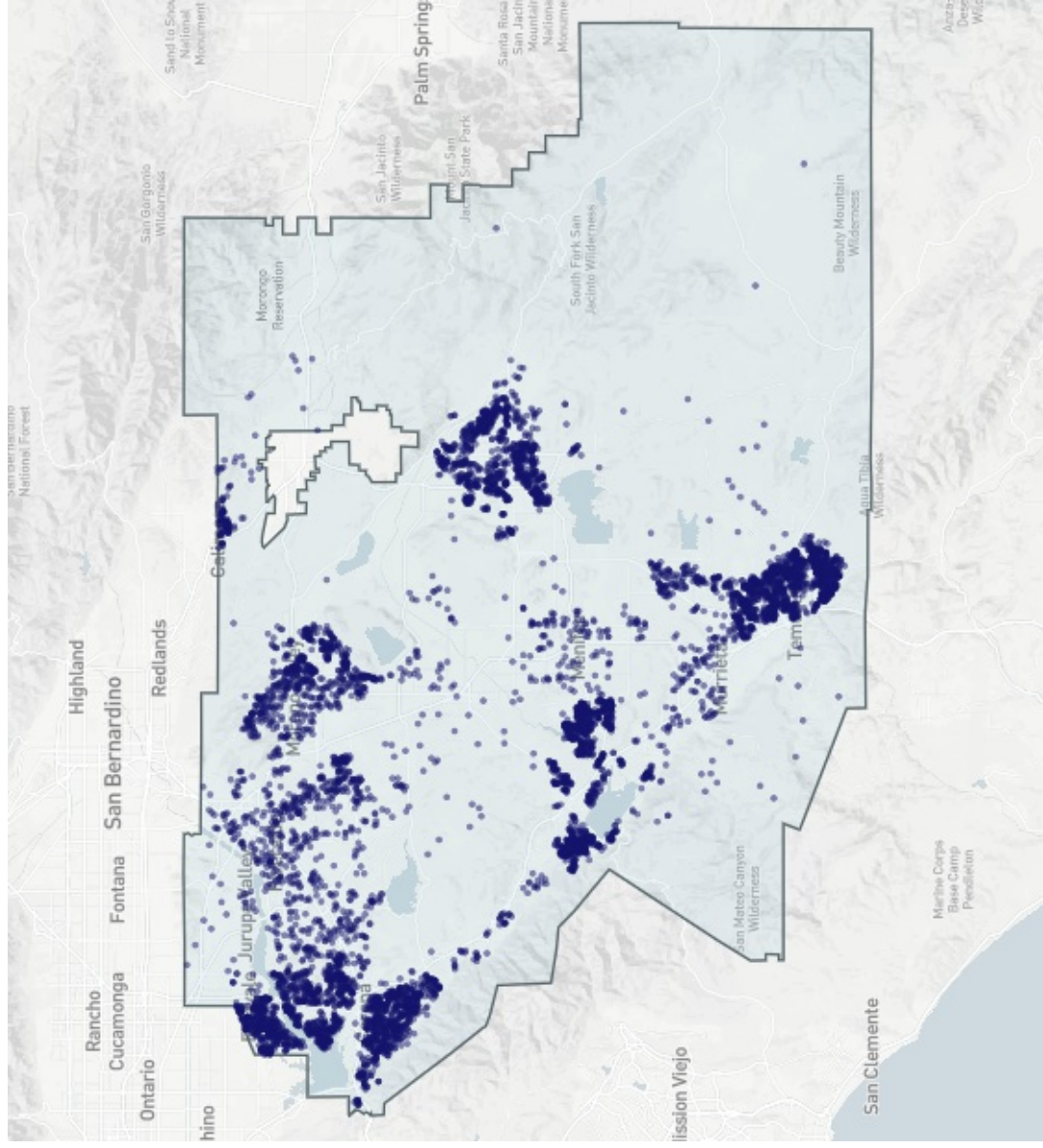
18,079
Homes
Improved

12/14/2011

460,572

HERO Launch Date

Housing Count



Improvements

Type	Total Installed	Bill Savings
Energy	23.9K	\$278M
Solar	11.8K	\$494M
Water	1,423	\$9.50M

Lifetime Impact

Applications Submitted	49.7K
Applications Approved	33.7K
Funded Amount	\$402M
Economic Stimulus	\$697M
Jobs Created	3,418
Energy Saved	3.00B kWh
Emissions Reduced	811K tons
Water Saved	1.05B gal

Learn how these numbers are calculated at <https://www.herogov.com/faq>

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Item 4.B

HERO Program Activities Update

Attachment 3

California HERO Snapshot

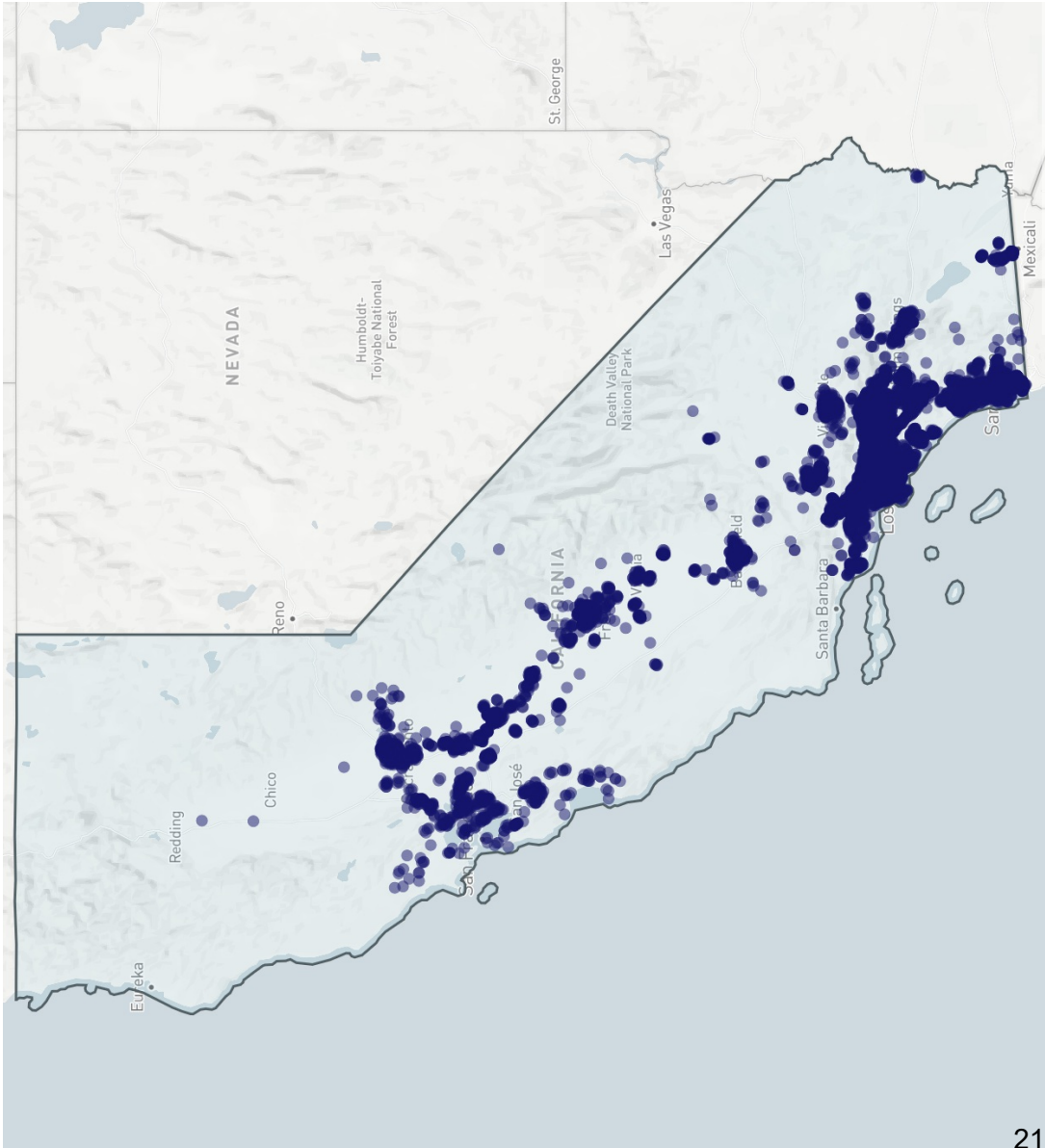
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31,390
Homes
Improved

02/10/2014
HERO Launch Date

5,644,833
Housing Count

02/10/2014 - 09/19/2016
Report Range



Improvements

Type	Total Installed	Bill Savings
Energy	43.2K	\$519M
Solar	18.1K	\$841M
Water	3,112	\$24.2M

Lifetime Impact

Applications Submitted	89.3K
Applications Approved	65.9K
Funded Amount	749M
Economic Stimulus	\$1.30B
Jobs Created	6,356
Energy Saved	4.80B kWh
Emissions Reduced	1.27M tons
Water Saved	2.64B gal

Learn how these numbers are calculated at <https://www.herogov.com/faq>

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Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: Preliminary Examination of Riverside County as a Metropolitan Planning Organization

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

Date: October 13, 2016

Requested Action:

1. Receive and file.
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Members of the WRCOG Executive Committee have requested WRCOG staff to examine the possibility / feasibility of Riverside County forming its own Metropolitan Planning Organization (MPO). In response, this report summarizes the roles and responsibilities of an MPO, SCAG's duties and responsibilities to the region in its capacity as the current MPO, SCAG's grants and assistance impact on Riverside County. This is not intended to be a comprehensive report (e.g. it does not thoroughly discuss pros and cons or examine formation costs or other structural matters). Instead, the report focuses on examining the feasibility of the first and most important formative question: Is it feasible that Riverside county could achieve its own MPO?

Metropolitan Planning Organization (MPO) Background

The Federal-Aid Highway Act of 1962 created the requirement for urban transportation planning, largely in response to the construction of the Interstate Highway System and the planning of routes through and around urban areas. The Act required, as a condition attached to federal transportation financial assistance, that transportation projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive urban transportation planning process, undertaken cooperatively by the state and local governments — the birth of the so-called 3C, “continuing, comprehensive and cooperative” planning process between state highway departments and local communities in an urbanized area.

At the same time, other federal policy encouraged coordinative efforts among local governments on a host of other pressing concerns, such as housing and economic development. The Housing and Urban Development Act of 1965 amended the Section 701 urban planning assistance program established under the Housing Act of 1954 by authorizing grants to be made to “...organizations composed of public officials whom the Secretary of HUD finds to be representative of the political jurisdictions within a metropolitan or urban region...” for the purposes of comprehensive planning. This provision encouraged the formation of regional planning organizations controlled by elected rather than appointed officials. It planted the seeds for Councils or Associations of Governments, like SCAG, and encouraged local governments to cooperatively address a wide range of other regional challenges.

In the early 1970s, when Congress required states and local urban communities to formally designate specific entities as “MPOs” to administer the 3C transportation planning process, existing councils of government were a logical choice to serve as the MPO in many regions. Without formally designated MPOs, states would forfeit federal transportation dollars for investment in their urban areas, and so state and local governments moved quickly to designate them. Many were initially housed within existing regional Councils of Government. Since the 1980s, a number of MPOs have been formed, which are either “free-standing” or housed within existing city

or county organizations. Currently, about one quarter of MPOs are housed within regional councils, while county governments host approximately 20% of MPOs; municipalities also host about 20% of MPOs (Bond & Kramer, 2011).

MPOs are led by a policy board comprised of elected officials from its member cities, counties, and towns, and are federally required for the designated region's transportation planning and air quality conformity, i.e., the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Some states may have additional laws that ask MPOs to consider other functions, such as Senate Bill 375 in California, which overlays new responsibilities on MPOs for land use planning and greenhouse gas emissions analysis and reductions. Additionally, MPOs may also be involved in programs that go beyond transportation planning as the region's Council of Governments, such as growth management and data collection, and performing studies to solve problems and promote change as directed by the organization's Board.

Riverside County's MPO – Southern California Association of Governments (SCAG): Riverside County, and each of the cities in the County, are members of the SCAG MPO. Under California state law, SCAG also acts as the Regional Transportation Planning Agency and Council of Governments. SCAG acts as those same agencies for jurisdictions in the Counties of Imperial, Los Angeles, Orange, San Bernardino, and Ventura. SCAG is a multi-county designated Transportation Planning Agency [GC Sec 14527 & 65082; PUC Sec 130301], and comprises of over 190 jurisdictions. SCAG covers an area of 38,000 square miles and over 18 million people, making it the largest MPO in the United States.

SCAG Duties / Responsibilities: SCAG plans for southern California's future transportation, housing, air quality management, energy, and sustainable communities in order to improve resident's quality of life. SCAG gains its funding from federal and state resources as well as from SCAG county and city members paying annual dues.

One of the most important functions that SCAG performs for the region is to serve as its MPO and administer the federally required planning process – the RTP/SCS. The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. What is at the heart of the most recent (2016) RTP/SCS are over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans, developed by the six County Transportation Commissions (CTC), which include the Riverside CTC, seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone.

The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. The RTP/SCS takes into account operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. Additionally, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state greenhouse gas emissions reduction goals set by the California Air Resources Board (CARB) and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and utilize resources more efficiently. SCAG is also responsible for ensuring the RTP/SCS is consistent with all applicable state and federal provisions. Among the provisions are the MAP-21 (Moving Ahead for Progress in the 21st Century), the FAST Act (Fixing America's Surface Transportation Act), consults with transportation and air quality planning agencies [40 CFR 93.105], and the United States Department of Transportation's Final Environmental Justice Strategy (60 FR 33896).

In conjunction with the RTP/SCS, a multiyear "Federal Transportation Improvement Program" (F-TIP) must be developed to be consistent with the transportation plan. The F-TIP must include all highway and transit projects to be implemented within the coming five years. It acts as a linkage between the planning and programming of urban transportation projects and brings together all highway and transit projects into a single document that can be reviewed and approved by decision makers. The F-TIP needs to contain an "annual element" that is the basis for federal funding decisions on projects for the coming year.

In order to develop the RTP/SCS, SCAG needs to undertake forecasting socio-economic data (SED) for the entire SCAG region and develop and execute the transportation demand model. The SED forecasts, which

are based on input from the local jurisdictions, project future employment and housing for the region. The SED is then utilized in the transportation demand model that analyzes the future demand on the transportation system and the need for improvements at a regional level.

Another important program SCAG performs for the region is the development of a Regional Housing Need Assessment Plan (RHNA-Plan). SCAG performs this program as the region's Council of Governments. The California Department of Housing and Community Development (HCD) is required to allocate the region's share of the statewide housing need to SCAG based on the California Department of Finance's (DOF) population projections and regional population forecasts used in preparing the RTP/SCS. SCAG then allocates the region's share of the statewide need to cities and counties within the region – this allocation is based on a formula developed by SCAG. The RHNA-Plan is intended to promote an increase in the region's housing supply and mix of housing types, tenure, and affordability in all cities and counties in an equitable manner. The RHNA-Plan also promotes urban infill development, socio-economic equity, protects environmental and agricultural resources, encourages efficient development patterns, and improves intraregional relationships between jobs and housing. According to Senate Bill 375, a RHNA-Plan shall be developed in conjunction with the RTP/SCS. This is important to note because for some MPOs that are not housed within a Council of Governments, such as in the Bay Area with the Metropolitan Transportation Commission (MTC), that region's MPO, and the Association of Bay Area Governments (ABAG), that region's Council of Governments, ABAG is responsible for a RHNA-Plan, but MTC must coordinate and the RHNA-Plan must be reflected in MTC's RTP.

SCAG Grants and Assistance Specific to the WRCOG Subregion: SCAG has developed and implemented numerous programs within the WRCOG subregion. More specifically, the SCAG Sustainability Planning Grant Program, formerly known as the Compass Blueprint Grant Program. The Program was established as an innovative vehicle to promote local jurisdictional efforts to test local planning tools and is funded by a variety of federal planning and research funds received by the MPO. The Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Grants are available in three categories:

1. Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Developed, and Land Use and Transportation Integration
2. Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans
3. Green Region – Natural Resource Plans, Climate Action Plans, and Greenhouse Gas Emissions (GHG) Reduction programs

Since the Program commenced in 2009, WRCOG and its member jurisdictions have been awarded 23 projects and over \$3,000,000 to advance planning efforts within the respective jurisdictions and in the Western Riverside County subregion.

SCAG also administers the Active Transportation Program (ATP) – funded by a mixture of federal and state transportation funds. The California Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statute 2013) and Assembly Bill 101 (Chapter 354, Statute 2013), to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation, authorization MAP-21. The goals of the ATP are to increase the proportion of trips accomplished by biking and walking, increase the safety and mobility of non-motorized users, advance the active transportation efforts of regional agencies to achieve GHG emissions reduction goals, enhance public health, and more. Funding for this Program is divided into three components – statewide receives 50%, small urban and rural regions (populations of 200,000 or less) receive 10%, and Metropolitan Planning Organizations in urban areas (populations greater than 200,000), like SCAG, receive 40%.

The ATP has set aside approximately \$960 million in funding for three phases. Phase I (2014), out of \$360 million total, SCAG distributed \$78.2 million as part of the MPO component, Phase II (2015), out of \$360 million, SCAG distributed \$76 million as part of the MPO component. For Phase III (2017), it is anticipated the State will fund \$240 million, with SCAG distributing \$50 million as part of the MPO component. WRCOG and its member jurisdictions have received over \$25 million in funding from Phases I and II.

One more SCAG effort that some WRCOG member jurisdictions have actively participated in is the Geographic Information Systems (GIS) Services Program. The Program began in 2010 and is a free service to SCAG member agencies. Through this Program, SCAG staff assists member agencies with professional services and free trainings and software. The goal of the Program is to assist local jurisdictions in delivering additional services to its residents and developers. SCAG has also provided customized services, including creating desktop / web applications with local jurisdiction data, converting non-spatial data into GIS format, day-to-day GIS problem-solving, and GIS training. To date, WRCOG member jurisdictions have received an estimated \$84,000 in services and materials from SCAG as part of its GIS Services Program.

Local jurisdictions also receive federal funding for transportation projects through the RTP/SCS. As described above, transportation projects wishing to receive federal funding must be contained in the RTP/SCS. For the 2016 RTP/SCS, transportation projects specific to the WRCOG subregion total approximately \$14 billion. This amount does not include shares of county-wide or SCAG region-wide transportation projects, such as the system preservation expenditures in the RTP, as well as a number of goods movement initiatives – approximately \$150 billion in the RTP is not associated with any specific county and accounts for county-wide or SCAG region-wide projects.

MPOs, the Census Bureau and Urbanized Areas: Prior to the discussion of forming a Riverside County MPO outside of SCAG, one major barrier must be addressed – MPO boundaries. An important technical component to an MPO's boundaries is the Census Bureau's designation of Urbanized Areas (UZAs) which occurs every ten years, following the conclusion of each decennial census. The designation of UZAs has significant implications for the metropolitan planning process and the geographic breadth of the MPO. Most significantly, current federal law requires that every UZA be represented by an MPO which carries out the metropolitan transportation planning process for the UZA and surrounding areas. Furthermore, UZAs with populations exceeding 200,000 are designated as Transportation Management Areas (TMAs), bringing additional responsibilities. Transportation plans and programs within a TMA must be based on a continuing, comprehensive, and cooperative transportation planning process carried out by the MPO in cooperation with state and transit operators. Additionally, the transportation planning process must include a Congestion Management Process, and the Federal Highway Administration and Federal Transit Administration must certify the transportation planning process no less often than once every four years.

The Census Bureau delineates urban and rural areas for statistical purposes; that is, to tabulate and present data for the urban and rural population, housing, and territory within the United States territories. They delineate the areas in a nationally consistent and objective manner. Prior to each decennial census, the Census Bureau publishes in the Federal Register proposed criteria for delineating urban areas for public review and comment, in addition to meeting with various data user and stakeholder groups to ensure that the urban area concept and criteria continue to meet users' needs and expectations, while maintaining continuity with previous decades' definitions.

For Riverside County, a majority of the jurisdictions are split into two UZA's. The Western portion is combined with the Eastern portion of San Bernardino County by the Census Bureau as the Riverside – San Bernardino UZA. However, based on the Census Bureau's 2010 Census Urban Areas, there are several Riverside County jurisdictions that do not belong to the Riverside – San Bernardino UZA, notably:

- Indio – Cathedral City UZA, which consists of a majority of cities in the Coachella Valley
- Menifee, Murrieta, and Temecula – Menifee UZA, which consists of cities in the southwest region of Western Riverside County
- Hemet UZA – consists of Hemet and San Jacinto
- Desert Hot Springs Urban Cluster
- Mecca Urban Cluster

An Urban Cluster is a census-designated urban area with at least 2,500 residents and no more than 49,999 residents. Maps of the UZA boundaries for Riverside County are attached to this report.

The way these boundaries are currently set must be stressed when deliberating MPO formation because they represent a major impediment for a new Riverside County MPO – that would consist solely of Riverside County

jurisdictions – to be formed. That is because jurisdictions within one UZA must be represented by one MPO. Under the current UZA boundaries, a new MPO that consists solely of Riverside County jurisdictions is impossible given that a large number of the Western Riverside County jurisdictions are within an UZA along with San Bernardino jurisdictions. Based on the current UZA boundaries, if a new MPO forms, it would not follow the County boundaries. A new MPO may be formed with the Riverside – San Bernardino UZA. However, this bifurcates each County's boundaries – and its transportation commissions – because the Riverside – San Bernardino UZA does not contain all cities of both Counties. In addition to the noted Riverside County jurisdictions listed above that form separate UZAs, of note, the Cities of Chino, Chino Hills, Ontario, Rancho Cucamonga, and Upland lie with the Los Angeles – Long Beach – Anaheim UZA.

In order for Riverside County to form its own MPO with Riverside County jurisdictions only, the Riverside – San Bernardino UZA boundary would have to be re-drawn to only include jurisdictions that are incorporated in Riverside County. From WRCOG staff research and discussions with Federal Highways Administration staff, it is our understanding the re-drawing of UZA boundaries to exclude jurisdictions (i.e., San Bernardino County jurisdictions) and form a new MPO is unprecedented and has never been done. It would actually be easier for the jurisdictions in the Murrieta – Temecula – Menifee UZA to form its own MPO as it would not be necessary to re-draw UZA boundaries.

Different MPO Scenarios: As summarized above, the Census Bureau and UZA boundaries are a key element to the formation of a new MPO. There are a variety of scenarios related to how new MPOs could form based on the current UZA boundaries. The existing UZAs listed below could choose to form separate new MPOs without redrawing UZA boundaries through the Census Bureau's decennial census. With this scenario, the new MPOs would bifurcate respective county agencies and County Transportation Commissions, which would appear to be counter to the objective of improving the county's position in regional and metropolitan planning.

- Riverside – San Bernardino County UZA
- Menifee – Temecula – Murrieta UZA
- Indio – Cathedral City UZA

It is conceivable that jurisdictions may want the new MPO to follow County boundary lines since this will keep county agencies, such as the County of Riverside's Transportation and Land Management Agency, Transportation Department, Riverside Transit Agency, and Riverside County Transportation Commission within one MPO, and not require the County agencies to partner with two MPOs. There may also be the possibility that jurisdictions want to combine with other counties to form a larger MPO. Both of these scenarios would require the redrawing of UZA boundaries. The new MPO could include, but are not limited to, the following combination of counties:

- Riverside and San Bernardino Counties
- Riverside and San Bernardino and Orange Counties
- Riverside and Orange Counties

Any combination of counties would require the redrawing of a current UZA. The western portion of San Bernardino County and all of Orange County fall within the Los Angeles – Long Beach – Anaheim UZA, so the boundaries of this UZA would have to be redrawn to exclude the respective jurisdictions of the new MPO. Pursuant to 23 CFR 450.310, an UZA should be represented by only one MPO. No matter which combination of counties is preferred to form a new MPO as listed above, the Census Bureau would have to redraw boundaries during the decennial census which would not occur prior to 2020.

Given the unprecedented nature of this request, it is possible that the boundaries may not be redrawn and any attempt to form a new MPO would have to use the existing UZA boundaries. As such, the process identified below would apply to any attempt to form an MPO either with the adjusted UZA boundaries or even with the unadjusted boundaries. The UZA designation or redesignation (redrawing UZA boundaries) process would likely have a significant effect on how member agencies view a proposed MPO, such that it may not even be possible to garner consensus on the idea of forming a new MPO.

The Process for Withdrawing from SCAG: Regardless of how the UZA boundary issue is addressed, the first step in forming an MPO would be for all of the agencies in the proposed MPO to agree to leave the existing MPO. At a minimum, that would include the cities and counties which are currently in the Riverside – San Bernardino UZA.

The issue of the UZA boundaries will be a central one during any of these initial discussions. It is possible, or even highly likely, that some jurisdictions would be hesitant to leave SCAG while neighboring jurisdictions within the same county want to leave SCAG. Proceeding with the formation of an MPO with the current UZA boundaries would bifurcate key agencies such as the Riverside County Transportation Commission, the Riverside County Transportation Department, and the Riverside Transit Agency such that these agencies would then be within the boundaries of multiple MPO's.

For purposes of this review, WRCOG has assumed that there is consensus regarding the new MPO, a Riverside County MPO, within the constraints of the UZA process.

Prior to forming an MPO in Riverside County, all of the agencies within the proposed MPO must agree to leave SCAG. As these agencies are both members of the SCAG organization, and also within the SCAG MPO boundaries, the process would begin by formally withdrawing from the SCAG organization for which there are two options described below. It is important to differentiate between being formal members of the SCAG organization and within the SCAG MPO boundaries.

1. Under SCAG's By-Laws for a member county or member city to withdraw its membership from the association, the first option would require parties involved in SCAG within the Riverside County to not pay its annual dues to SCAG by the mandatory January 30th deadline. Under Article III, Section A(3) of the By-Laws, it states, *"Failure [by a member county or member city] to pay the annual dues assessment by January 30 of the July 1-June 30 Fiscal Year shall be deemed to be an automatic withdrawal from membership."* If all parties involved in SCAG decide not to pay the following year, making it two consecutive years of not paying, the Finance Department of SCAG would no longer consider the parties as members of SCAG. The motion of not paying annual dues for two consecutive years would be considered as a more indirect and uncomplicated way of withdrawal.
2. "Voluntary Withdrawal" – Article X of SCAG's By-Laws states, *"Any member city or county may, at any time, withdraw from the Association providing, however, that the intent to withdraw must be stated in the form of a resolution enacted by the legislative body of the jurisdiction wishing to withdraw. Such resolution of intent to withdraw from the Association must be given to the Executive Director by the withdrawing jurisdiction at least 30 days prior to the effective date of withdrawal. The withdrawing agency shall not be entitled to a refund of the annual assessment paid to the Association."* Adopting resolutions of intent to withdraw and give the 30-day written notice to the Executive Director would be a more direct and public approach.

Simply withdrawing from SCAG does not have the same effect as forming a new MPO. Historically, agencies have withdrawn from SCAG and then rejoined without causing the formation of a new MPO. Currently, there is at least one city within the SCAG region that is not an official member of SCAG but is still within the boundaries of the SCAG MPO.

Forming a New MPO: Once all of the jurisdictions within this proposed MPO agree to leave SCAG, they can then begin the process of forming a new MPO, which is governed by a variety of federal regulations. This process of forming a new MPO, which is termed redesignation, is governed by the Code of Federal Regulations (23 CFR 450.310). Specific requirements of these regulations include:

- Redesignation requires the approval of the Governor of California.
- The approval of at least 75 percent of the existing jurisdictions in the existing metropolitan planning area, including the largest incorporated City.

It should be noted that all of the above factors have to be in place for redesignation to occur. If any of the following occurs, then redesignation cannot occur:

1. The Governor does not agree.
2. At least 75 percent of the existing jurisdictions within the SCAG region do not agree. This is important because CTC's and jurisdictions, especially those of smaller size, do not want to reduce SCAG's influence in securing transportation funds for the southern California region, so their willingness to agree might be low.
3. Every city in the SCAG region approves separation but the City of Los Angeles, as the largest jurisdiction in the SCAG region, does not agree. The separation cannot occur because the largest incorporated city based on population must agree to the separation.

Based on the presence of UZAs, the unprecedented nature of redrawing UZA boundaries as summarized above, and the difficulty in redesignation, no new MPO has been created based on the separation of an existing MPO. In 2003, the City of Topeka, Kansas voted to break off from the Topeka-Shawnee County Metropolitan Planning Department and Commission. As a result, the City of Topeka formed its own City Planning Department, and the County of Shawnee created a County Planning Department. Prior to that, the Topeka-Shawnee County Metropolitan Planning Department and Commission, a joint planning commission, served as the area's MPO. However, since the commission split, a new MPO had to be created, and this resulted in disputes over how to allocate federal transportation funds. By federal law, the existence of an MPO allows jurisdictions within the MPO boundaries to receive federal transportation funds, which often cover large portions of transportation projects across the MPO boundaries. Because of these ongoing disputes in Topeka-Shawnee County, the existing MPO structure has been maintained even though redesignation was attempted.

WRCOG staff estimates that the process to withdraw from SCAG could require a minimum of one year, and possibly as many as two to three years, which would include all of the necessary outreach, voting, and other related steps.

After Withdrawing from SCAG: Now What? Once the agreement to separate from SCAG is reached, a new MPO must be established to serve, the new MPO. FHWA staff estimates that it would take at least two to three years for the newly established MPO to begin operations and take on full MPO responsibilities.

The new MPO will have to hire staff similar to other MPO's. The new MPO would be around the 15th largest MPO in the United States, with a population similar to the Detroit or Atlanta MPO. Therefore, the MPO would have to maintain a staff of approximately 50 - 60, which is similar to the staffing levels at SANDAG or SACOG. For reference, SACOG has an annual budget of approximately \$50 million per year.

The new MPO staff would be faced with a number of significant requirements. First, the MPO would need to develop an Overall Work Plan (OWP) to guide its operations and functions as an MPO. The OWP describes the MPO's work program on a project-by-project basis for the fiscal year, along with other budget components. Prior to developing the OWP, the new MPO would need to research and hold discussions with SCAG staff to discuss all the programs and projects SCAG undertakes that affect Riverside County. As a part of this, staff at the new MPO would be required to fully understand how to administer these tasks as a separate entity. Some of these programs and projects include the development and maintenance of the RTP/SCS, the F-TIP, and the various grant programs SCAG has provided and administered, and its member jurisdictions have benefitted greatly from. After the first two to three years of establishing the MPO, FHWA staff estimates it could take at least an additional three years to get the main functions of the MPO in order – the long-range transportation plan (likely the RTP/SCS), etc. It is important to recognize that developing the "SCS" would mean that the CARB would have to provide the new MPO its own regional GHG emissions reduction target.

The initial discussions the new MPO holds with SCAG staff also needs to include whether or not the new MPO will take on the responsibilities of the RHNA-Plan and/or forecasting socio-economic data for the new MPO. SCAG conducts these programs on behalf of the local jurisdictions as the regional Council of Governments. The new MPO may decide to take on these additional responsibilities, but this would add to the need of additional technical staff. The new MPO may also discuss the possibility that SCAG continue these programs on behalf of Riverside County. However, given the political volatility that may be caused by the creation of the new MPO, it is a high possibility that SCAG may choose to not conduct these programs on behalf Riverside County.

During this initial set-up process, there would also need to be significant discussions and potential actions to merge multiple agencies including, but not limited to, WRCOG, RCTC, and CVAG. Also, the various jurisdictions in Riverside County would be required to select which organizational model the MPO would follow. Some specific questions that would have to be answered would include:

- Would the CTC (RCTC) be merged into the MPO or be maintained as separate organizations? In some MPOs, the CTCs are merged within the MPO, and within others they are separate agencies.
- What would be the function of the various Councils of Government, such as WRCOG and CVAG?
- What services currently provided by the CTCs and the Councils of Government would be provided by the new MPO, and which ones would be provided by these same agencies if they continued to exist separately from the MPO?
- How would staff be allocated between these existing agencies and the new MPO?

Given that SCAG staff currently provides specialized services such as air quality conformity and the RHNA-Plan allocation, it is likely that much of the new MPO staff would be in addition to the current staffing levels at RCTC, WRCOG, CVAG, and other agencies. Therefore, it is difficult to ascertain whether there would be significant cost savings to the region given the need to hire staff with this specialized expertise.

Since every UZA must be represented by an MPO, and an MPO must produce an RTP/SCS every four years to meet federal Clean Air Act requirements and the state's GHG emission reduction goals set by CARB, the new MPO must either be able to produce its own RTP/SCS or discuss with SCAG how to be included in SCAG's plan. If the new MPO does not have an RTP/SCS that conforms to air quality standards, the CTC and local jurisdictions will not be eligible for federal transportation funds.

Most importantly, the new MPO will need to secure transportation funding and planning grants for its CTC and local jurisdictions. This will require significant discussions with Caltrans, the federal agencies, such as FHWA, and SCAG, and will, most likely, be a very a difficult undertaking. SCAG and its member agencies, like its CTC and local jurisdictions, most likely will not want give up the funding it receives for transportation projects.

It is likely that forming a new MPO could be delayed further if there are disputes over funding allocations among the various agencies involved. Therefore, staff anticipates that a situation similar to the Topeka-Shawnee area, in which these funding disputes further delayed the redesignation process, could occur. As such, it is possible that the full transition period could require more than the three years as mentioned above. Also, this transition period may entail agencies concurrently funding both SCAG activities and the new MPO during this start-up phase, as the new MPO would be unable to fully serve all the regional transportation needs of the region.

Summary

Forming a new MPO for Riverside County would be an extremely time consuming and difficult task that would require significant resources to accomplish. The key barriers which would have to be overcome in this process are as follows:

1. The issue of UZA designation must be addressed. Either, the new MPO has to use the existing UZA boundaries, one of which includes jurisdictions from both Riverside and San Bernardino county, or the UZA boundaries have to be redrawn. Redrawing the UZA boundaries would be unprecedented and could not occur until after the 2020 Decennial Census.
2. All of the agencies within the UZA (either existing or redrawn) have to agree to form a new MPO. This process would require a significant amount of consensus building within the boundaries of the proposed MPO. This consensus building process could require years of outreach by key agency representatives, stakeholders, and elected officials.
3. All of the agencies within this proposed MPO would have to then initiate the process to leave SCAG, since an agency could not be a member of SCAG and also another MPO. This process is relatively straight-

forward, though staff would expect that SCAG representatives and other agency officials would actively lobby to maintain these agencies within SCAG. Therefore, we would expect additional outreach and consensus building needed to counter-balance any efforts by SCAG representatives to maintain the coalition of agencies within the MPO to prevent one agency from electing to remain in SCAG.

4. This new MPO would then have to proceed with the redesignation process, which requires the following:
 - a. Approval of the Governor of California
 - b. Approval of the largest City in the MPO (City of Los Angeles)
 - c. Approval of 75% of the jurisdictions within the SCAG MPO

There are no assurances that any of the elements above are guaranteed. Staff would expect the need for significant outreach efforts with the Governor, the City of Los Angeles, and other localities within the SCAG region to obtain their approval. Similar to Item #3, staff would expect that SCAG representatives would be actively lobbying against the efforts of the new MPO to maintain these agencies within SCAG.

5. If the new MPO is able to achieve redesignation, additional work is required to set up the actual MPO. During this transition period, there are likely to be at least two very significant challenges. First, setting up an entire new agency would have logistical challenges. An MPO the size of Riverside County are typically agencies with staffs ranging between 50 and 100 people, with agency budgets around \$50 million, based on several existing MPOs. The second issue would be one of funding. SCAG and the new MPO would have to negotiate how to distribute existing and future funding. This issue is a central one and has proved to be an impediment to the formulation of the only MPO to successfully achieve redesignation process.

The process above contains numerous points at which the process could fail, including:

- Redrawing the UZA boundaries will have a significant effect on which agencies could join a new MPO. If the UZA boundaries are maintained at their current level, it could reduce member agencies' interest in participating in the MPO process.
- If unable to achieve consensus among the MPO members, the process is unable to proceed.
- If one of the proposed MPO members chooses to remain in SCAG, then no MPO can be formed.
- If the redesignation process fails due to either the Governor withholding approval or the voting process fails, then the process fails.
- The City of Los Angeles also has direct veto power over the redesignation process, which is another failure point.
- Even if members of the new MPO leave SCAG and are able to achieve redesignation, there are no guarantees that the issue of funding and the process of setting up the new MPO would not overly delay the process or could even be resolved

Conclusion:

Forming a new MPO for Riverside County could have significant benefits, primarily related to the issue of local control. Specific benefits might include:

- More direct control over funding allocation
- Greater input into growth forecasts
- Any policies developed by the MPO would specifically be tailored to this region

While this new control would be beneficial, there are also several significant challenges including:

- The new MPO would add an additional layer of government to the existing structure in Riverside County, which includes the County, the local Council of Governments, the jurisdictions, and the agencies, among others.
- The new MPO would increase the need for additional staff, resources, and budget, as an MPO is federally mandated to conduct certain plans and programs on behalf of its region.

- The new MPO would need to seek the types of funding that SCAG currently provides and WRCOG jurisdictions benefit from – in most cases, the new MPO would have to contest with SCAG for funding that has already proven difficult for the entire SCAG region to attain.

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

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

Attachments:

1. 2010 Census – Urbanized Area Reference Map: Riverside – San Bernardino.
2. 2010 Census – Urbanized Area Reference Map: Murrieta – Temecula – Menifee.
3. Flow Chart – Processes to Form MPO based on current UZA boundaries.
4. Flow Chart – Processes to Form Riverside County only MPO based on re-drawn UZA boundaries.

Item 4.C

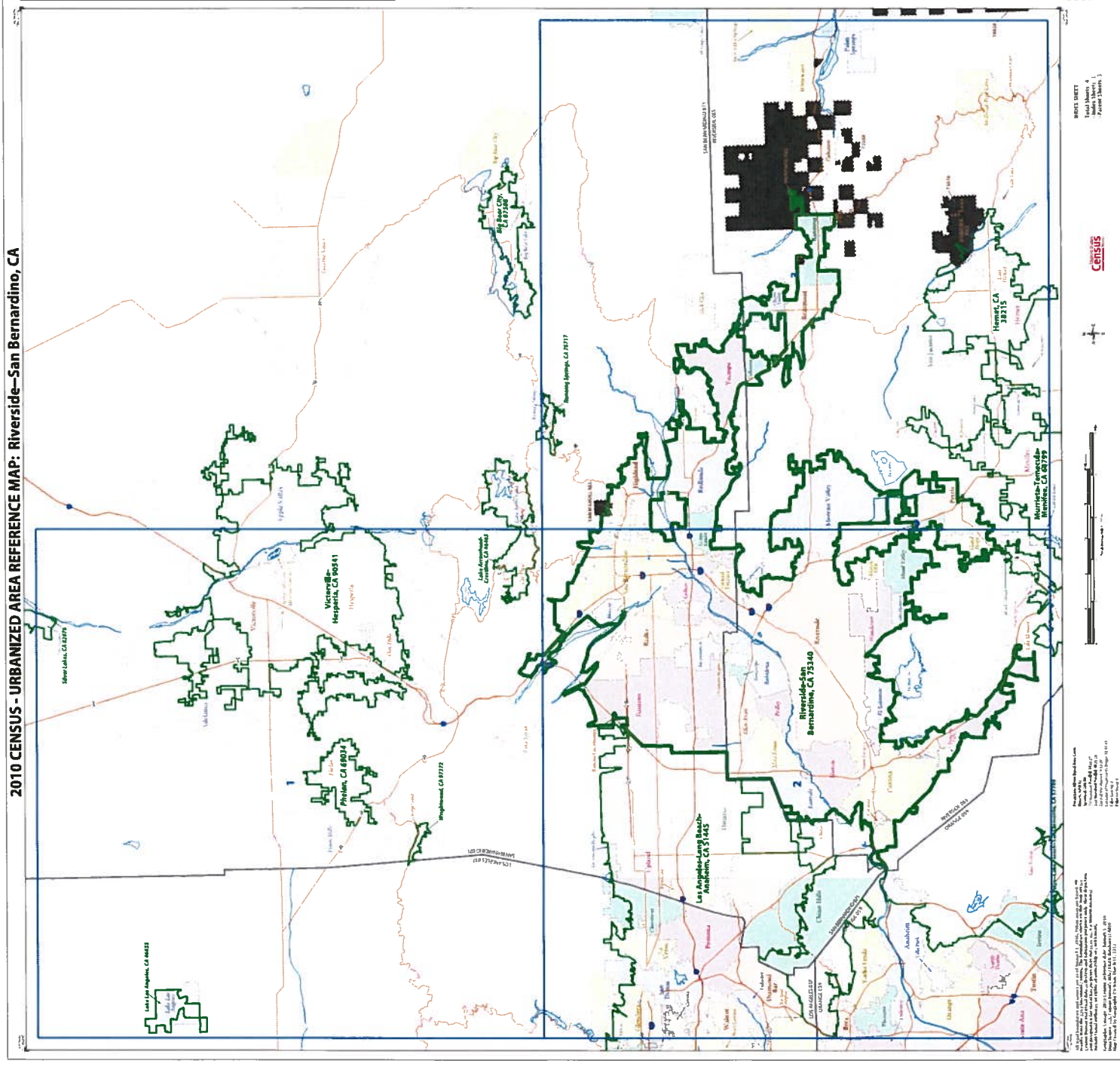
Preliminary Examinations of
Riverside County as a Metropolitan
Planning Organization

Attachment 1

2010 Census – Urbanized Area
Reference Map: Riverside – San
Bernardino

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Source: Author's calculations.



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Item 4.C

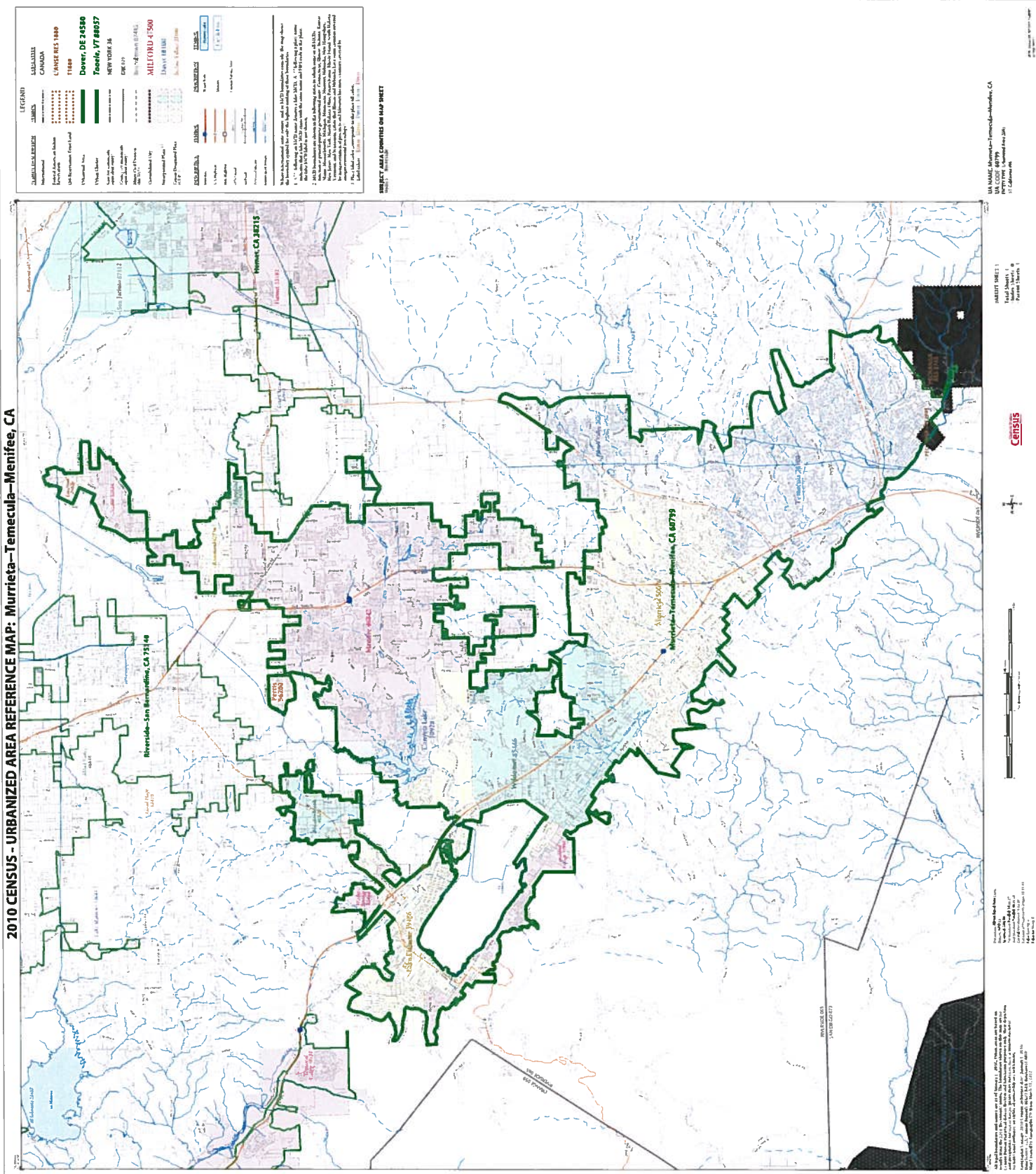
Preliminary Examinations of
Riverside County as a Metropolitan
Planning Organization

Attachment 2

2010 Census – Urbanized Area
Reference Map: Murrieta – Temecula
- Meniffee

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2010 CENSUS - URBANIZED AREA REFERENCE MAP: Murrieta-Temecula-Menifee, CA



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Item 4.C

Preliminary Examinations of
Riverside County as a Metropolitan
Planning Organization

Attachment 3

Flow Chart – Processes to Form
MPO based on current UZA
boundaries

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<u>MPO Formation Steps</u>	<u>Challenge</u>	<u>Result</u>
Step #1- Cities within RSB UZA agree to form new MPO	One city within RSB UZA does not agree to leave SCAG and form new MPO	No New MPO
Step #2- Governor must approve	Governor does not approve	No New MPO
Step #3- 75% of Cities within SCAG region must approve	Less than 75% of jurisdictions within SCAG approve	No New MPO
Step #4- Largest City (Los Angeles) must approve	City of LA does not approve	No New MPO
Step #5- Develop MPO transition plan	Can not reach consensus on transition plan with SCAG	No New MPO
Step #6- Identify sufficient funding for MPO	Insufficient funding for MPO set up and operations	No New MPO

<u>MPO Formation Steps</u>	<u>Challenge</u>	<u>Result</u>
Step #1 – All Riverside County jurisdictions and agencies agree to form new Riverside County MPO	 One city within Riverside County does not agree to leave SCAG and form new MPO	No New MPO
Step #2- Census Bureau redraws UZA boundaries to include Riverside County jurisdictions only	 Census Bureau does not redraw UZA boundaries to include Riverside County jurisdictions only	No New MPO
Step #3- Governor must approve	 Governor does not approve	No New MPO
Step #4 – 75% of Cities within SCAG region must approve	 Less than 75% of jurisdictions within SCAG approve	No New MPO
Step #5 – Largest City (Los Angeles) must approve	 City of LA does not approve	No New MPO
Step #6 – Develop MPO transition plan	 Can not reach consensus on transition plan with SCAG	No New MPO
Step #7 – Identify sufficient funding for MPO	 Insufficient funding for MPO set up and operations	No New MPO



Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: Riverside County Traffic Analysis Model (RIVTAM) Update

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

Date: October 13, 2016

Requested Action:

1. Receive and file.

WRCOG's Transportation Department seeks to conduct research on updating the Riverside County Traffic Analysis Model (RIVTAM). RIVTAM was developed in 2009 to provide Riverside County jurisdictions a more detailed tool to develop long-term forecasts of future travel behavior. Since 2009, RIVTAM has not undergone a comprehensive update, so the land use and transportation data the RIVTAM utilizes is significantly outdated. WRCOG staff surveyed different types of model users and would like to provide an update on the survey results.

Background on RIVTAM

WRCOG is proposing to lead an effort to prepare a work plan to update RIVTAM in 2017, and staff met with the original MOU signatories in June and July to discuss the update process. This report is to provide an introduction of the RIVTAM and summarize WRCOG's proposed work plan for a RIVTAM update.

The original MOU signatories are:

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

Development of this countywide model (RIVTAM) was completed in May 2009. At the time the model was finalized, it used data from the SCAG Regional Transportation Model available at that time, which was Existing Year Data for 2008 and Forecast Year Data for 2035. Since 2008 was the beginning of the Great Recession, many assumptions incorporated into the model may be considered aggressive related to land use assumptions.

SCAG's Regional Transportation Model (RTM) encompasses a large geographic area that consists of the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. The primary goal of developing the RIVTAM was to provide a greater level of detail in Riverside County, while maintaining consistency with the SCAG RTM.

Following development of RIVTAM, a MOU was executed between the six agencies identified above. The MOU can be found as an attachment. Key elements of this MOU included:

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

RIVTAM Implementation: After implementation of the MOU, agencies used RIVTAM for a variety of projects. TLMA also developed an on-call list of consultants allowed to use RIVTAM, which was one of the provisions of the MOU. Based on a cursory review of RIVTAM users, it appears a majority of the RIVTAM applications were done through consultants for projects such as the WRCOG Nexus Study Update, Citywide Traffic Models for, among others, Coachella, Corona and Palm Desert, a detailed model for the Wine Country in Riverside County, and other efforts.

While many agencies have benefitted directly from the development of RIVTAM, there are certain challenges with its continued use. The primary issue is that RIVTAM has not undergone a comprehensive update since the initial development, meaning the land use and transportation data is significantly outdated. The SCAG RTM has also undergone updates since the initial development of RIVTAM, meaning the RIVTAM and SCAG RTM may no longer be consistent.

Other unique challenges that should be considered in the future of RIVTAM are the recent legislation, grants, and innovations created that will affect the future of transportation. Senate Bill (SB) 375 and SB 743 were passed with the goal to reduce Vehicle Miles Traveled (VMT) and may have effect on travel behavior. The State of California also passed SB 99 which created the Active Transportation Program and made funds available to increase the proportion of trips accomplished by bicycling and walking. The future of vehicles may also change travel behavior with the continued development of autonomous vehicles – this will have a great effect on the transportation network in Riverside County.

Needs Assessment:

In order to garner feedback, WRCOG identified three different groups that would offer insights from their utilization of RIVTAM: 1) RIVTAM users, 2) RIVTAM data users, and 3) Riverside County jurisdictions. The RIVTAM users consist of the on-call consultant list originally developed by TLMA. The RIVTAM data users consists of consultants who utilize RIVTAM outputs for studies, such as General Plan updates, Specific Plans, etc. The data users list was gathered based on WRCOG staff and MOU signatory staff's experience with consultants.

Preliminary survey questions were developed and shared with the Public Works Committee, Planning Directors' Committee and the MOU signatories. The survey questions were revised and placed on Survey Monkey, and an email was sent out in late August and early September requesting feedback. Feedback was received for the following:

- RIVTAM users – seven (7) respondents
- RIVTAM data users – six (6) respondents
- WRCOG jurisdictions – nine (9) respondents

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

1. RIVTAM updates are needed for consistency. All survey responses included some language that RIVTAM is not consistent with SCAG's regional travel model and the RTP/SCS. Additionally, some of the respondents indicated that agencies could be susceptible to challenges to CEQA because of inconsistency.
2. RIVTAM updates are needed to update network and SED. Riverside County's transportation network and housing, employment and population have changed since 2008. Given the economic changes, as

well as shifts in forecasts, RIVTAM should be updated to reflect that, or else the outputs RIVTAM produces will not be accurate.

3. Transparency is needed. All three groups stressed the importance of documenting the RIVTAM update and the need to make sources files available to all users. Specific examples of documentation are trip distribution assignment and error finding purposes. Many users experienced trouble troubleshooting model errors without source files.
4. RIVTAM update should reflect emerging transportation trends. Since 2008, transportation has changed. There has been an increase in multi-modal planning and demand, especially with active transportation. Ride-sharing/sourcing, such as Lyft and Uber, has greatly affected the transportation network. The emergence of the automated vehicle becoming an everyday vehicle is prevalent. The RIVTAM needs to incorporate such trends.

Next Steps:

WRCOG will reconvene the group of MOU signatories to review the feedback. Following this, WRCOG will collaborate with the MOU signatories on three documents. WRCOG is willing to facilitate these discussions and take the lead in preparing these documents, if amenable to the other MOU signatories.

The first document would be an updated MOU, which would outline various agency roles and responsibilities related to the updated version of RIVTAM. Specific items identified in the updated MOU will be updated based on the Needs Assessment, and also through a review of the existing MOU. The second document would be a proposed Model Update Work Plan, which would outline how RIVTAM would be updated, including potential funding sources from the various agencies and roles/responsibilities. The final document would be a model update Request for Proposal, which would extract from the updated MOU and Model Update Work Plan.

WRCOG anticipates these three items above could be accomplished using WRCOG internal resources and would not require any funding from outside agencies at this time. WRCOG is requesting the other MOU signatories to commit staff to participate in the Needs Assessment, the review of the MOU, and the development of the RFP process to the extent feasible. WRCOG is also suggesting regular monthly meetings be scheduled to discuss progress once WRCOG initiates the work on the Needs Assessment. Please contact WRCOG staff if any staff from local jurisdictions would like to participate in these monthly meetings.

Prior WRCOG Action:

July 14, 2016: The WRCOG Planning Directors' Committee received an update.

WRCOG Fiscal Impact:

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

Attachments:

1. RIVTAM Signed MOU.
2. RIVTAM Update Needs Assessment.
 - a. Survey Results – RIVTAM Users
 - b. Survey Results – RIVTAM Data Users
 - c. Survey Results – Agencies

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Item 4.D

Riverside County Traffic Analysis
Model (RIVTAM) Update

Attachment 1

RIVTAM Signed MOU

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RIVERSIDE COUNTY TRAFFIC ANALYSIS MODEL (RivTAM)

EXECUTIVE SUMMARY

The County of Riverside Transportation Department (RCTD), with the cooperation of the Western Riverside Council of Governments (WRCOG), The Coachella Valley Council of Governments (CVAG), the Riverside County Transportation Commission (RCTC), The Southern California Association of Governments (SCAG), and the California Department of Transportation (Caltrans), completed the development of the Riverside County Traffic Analysis Model (RivTAM) in May 2009. RivTAM is a TransCAD model, based on SCAG's Regional Transportation Model that SCAG used in developing the 2035 Regional Transportation Plan (RTP). TransCAD is the name of a commercially-available software package used for transportation system modeling. TransCAD has very good graphic presentation and data retrieval capabilities due to its integration with Geographic Information Systems (GIS) and the associated capabilities.

SCAG's Regional Transportation Model encompasses a large geographic area that consists of the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Because of the size of the area, the SCAG model lacks the degree of detail, that is often necessary for transportation planning at the County and local jurisdiction levels. RivTAM incorporates a great deal of detail in Riverside County, while maintaining consistency with the SCAG Regional Model.

Listed below are the benefits the County and other entities will gain using RivTAM:

RivTAM has been validated to a finer level of detail than the SCAG Regional Model. The SCAG model has been validated for 2003 as the base year. Model validation is the process whereby traffic estimates for individual roadways are compared to actual ground counts on those roadways. For RivTAM, the validation base year was set at 2007. Traffic counts were made at over 300 locations late in 2007 and early 2008. These counts, supplemented by counts available from Caltrans and local jurisdictions, were used in the RivTAM validation process. The SCAG Regional Model validation within Riverside County addressed five traffic flow corridors and about 50 individual segments in these corridors. For RivTAM about 46 traffic flow corridors and about 350 individual roadway segments within these corridors were analyzed.

The Traffic Analysis Zone (TAZ) system in RivTAM is more detailed than the SCAG Regional Model. Within Riverside County, the SCAG model has 478 Traffic Analysis Zones (TAZ). These 478 TAZs were subdivided into 1,807 in RivTAM. This finer level of TAZ disaggregation, coupled with a finer roadway network, yields to better traffic forecasts on individual roadway segments.

RivTAM has a more detailed roadway network than the SCAG Regional Model. RivTAM added 570 centerline miles of roadways to the network in the SCAG Regional Model. RivTAM incorporates all facilities in the Riverside County General Plan, classified as Secondary and above. In addition some Collectors are included, as necessary, to insure that all TAZs are connected to the network of General Plan roadways.

RivTAM is fully consistent with the SCAG Regional Model in all technical and procedural aspects. RivTAM does not alter any of the SCAG Regional Model assumptions and parameters. Data inputs for areas outside of Riverside County are identical to the SCAG Regional Model. Within Riverside County more refined data is incorporated as described above.

RivTAM is the product of a truly cooperative multi-agency effort. Staff of the participating agencies met at the policy and technical levels on over 30 occasions to review work products, provide direction to the project consultant, and to discuss a variety of matters. The agencies also collaborated by providing applicable data, reports, and other information.

The RIVTAM MOU was presented to the RCTC TAC in September of 2009. The Committee concurred with the content of the document and the County of Riverside was to take the lead in getting the MOU executed by all agencies that participated in the development and acceptance of RIVTAM as the forecasting tool for Countywide transportation planning purposes.

MOU FOR RIVTAM MODEL MAINTENANCE, UPDATE, AND USAGE

WHEREAS the Riverside County Transportation Department (RCTD), the Riverside County Transportation Commission (RCTC), the Western Riverside Council of Governments (WRCOG), and the Coachella Valley Association of Governments (CVAG) jointly funded the development of the Riverside County Traffic Analysis Model (RIVTAM) using TransCAD software,

WHEREAS the Southern California Association of Governments (SCAG) and the California Department of Transportation (Caltrans) participated actively in the development of RIVTAM by providing data, guidance, and reviewing RIVTAM materials and results,

WHEREAS SCAG and Caltrans have determined that RIVTAM has been developed in conformance with accepted modeling practices and standards,

WHEREAS RCTD, RCTC, WRCOG, CVAG, SCAG, and Caltrans wish to ensure that sub-area models developed for use in Riverside County be consistent with RIVTAM,

WHEREAS RCTD, RCTC, WRCOG, CVAG, SCAG, and Caltrans agree that RIVTAM will provide a consistent tool for cities and the County to evaluate their plans, programs and projects,

WHEREAS RCTD, RCTC, WRCOG, CVAG, SCAG, and Caltrans agree that RIVTAM should be used as the forecasting tool for countywide transportation planning purposes,

WHEREAS RCTD, RCTC, WRCOG, CVAG, SCAG, and Caltrans encourage

incorporated Cities in Riverside County to use RIVTAM as the basis for their own transportation planning purposes, where appropriate,

WHEREAS RCTD, RCTC, WRCOG, CVAG, SCAG, and Caltrans encourage private entities, such as developers and consultants to use RIVTAM as the basis for their own transportation planning purposes in Riverside County, where appropriate,

NOW THEREFORE, RCTD, RCTC, WRCOG, CVAG, SCAG, and Caltrans (collectively, the Agencies) agree as follows:

RIVTAM Maintenance

RCTD will maintain official versions of RIVTAM for base year and several horizon years.

RIVTAM routine maintenance activities include:

- Incorporating into RIVTAM any updates necessary due to changes in plans and programs of the AGENCIES or other governmental jurisdictions in Riverside County;
- Corrections, such as facility type or number of lanes, that may arise during the use of RIVTAM by the AGENCIES or other users of RivTAM;
- Documenting and keeping a record of all model revisions and corrections;
- Informing the AGENCIES and other users of RivTAM of revisions and corrections;
- Responding, at no cost, to minor data requests, such as daily traffic volume plots, by the AGENCIES, Cities, or other governmental jurisdictions;
- Other tasks that may be needed by agreement of the AGENCIES.

Use of RIVTAM by the AGENCIES

RCTD, CVAG, Caltrans and SCAG have licensing agreements with Caliper Corporation and have the capability to use RIVTAM in-house;

RCTC and WRCOG would need licensing agreements with Caliper should they desire to use RIVTAM in-house;

Since the AGENCIES anticipate the need to engage the services of consultants from time to time to run RIVTAM, the AGENCIES will establish a list of three to five consulting firms qualified to perform such services and will use no consultants other than those on the list of qualified consultants;

RCTD will lead the AGENCIES' joint effort to compile the list of qualified consultants, by issuing a Request for Qualifications and forming a selection committee;

AGENCIES that need a consultant to run RIVTAM, will select a consultant from the AGENCIES' list of qualified consultants;

Each AGENCY shall bear the cost for its own use and running of RIVTAM.

Updating RIVTAM

The AGENCIES agree that updates to RIVTAM may be necessary in response to changes in the plans and programs of the AGENCIES, or other reasons. Each AGENCY shall bear the cost of updating RIVTAM for its own purposes;

RCTC, WRCOG, CVAG, SCAG, and Caltrans will notify RCTD when they make changes in plans and programs that will necessitate updating the official version of RIVTAM;

RCTD will make updates, as appropriate, and inform RCTC, WRCOG, CVAG, SCAG, and Caltrans, and other users of RivTAM when updates are made to the official version of RIVTAM;

The AGENCIES, or their consultants, will not make any updates that are not consistent with RIVTAM modeling concepts and assumptions;

Periodic updates of RIVTAM will be considered at such time as SCAG adopts new Socio-Economic forecasts, and only be made when the updates affect the RIVTAM consistency with SCAG's Regional Modeling assumptions. RCTC, WRCOG, CVAG, and RCTD will negotiate the cost of such major updates and make a recommendation for funding.

Use of RIVTAM by governmental jurisdictions other than the AGENCIES and by private entities

RIVTAM was designed to address most city and county level modeling needs in Riverside County. The model inputs and zone system were designed with sufficient detail to support most city/county planning applications. The modeling methodology can support the evaluation of a range of highway, HOV and transit scenarios. The Agencies encourage the use of RIVTAM by Cities, other governmental jurisdictions, and private entities for their own transportation planning purposes. Universal use of RIVTAM by the Agencies, Cities, other governmental jurisdictions, and private entities, and their consultants will ensure that planning decisions in Riverside County are made based on accurate and consistent travel forecasts;

Cities and other governmental jurisdictions in Riverside County would need

licensing agreements with Caliper, appropriate computer equipment, and staff capabilities should they desire to use RivTAM in-house;

Off-the-shelf modeling results and data, such as daily and peak hourly traffic volume forecasts from completed RIVTAM runs will be available to Cities and other governmental jurisdictions directly from RCTD at no cost. Private entities will be requested to pay a fee for such data retrieval and transmittal;

Requests by Cities, other governmental jurisdictions, or private entities, entailing extensive data retrieval, or additional modeling analysis, and/or model runs will require the payment of a negotiated fee to RCTD or a contract directly with the consultants on the AGENCIES' list of qualified consultants to make the necessary RIVTAM runs;

The full set of RIVTAM files (all files needed to run RIVTAM) will be released only to the AGENCIES, to Cities in Riverside County, to other governmental jurisdictions in Riverside County and to the consultants on the AGENCIES' list of qualified consultants;

Requests for the full set of RIVTAM files will be made directly to RCTD in a letter from the requesting City or other governmental jurisdiction. The request shall include a detailed list of the needed items, the model's scope of work, and intended uses of the model.

Technical Guidelines

The AGENCIES will require that any City or other governmental jurisdiction that develops a sub-area model based on RIVTAM for its own use must demonstrate, by submitting appropriate documentation, that the finished model is consistent with RIVTAM before the model can be used for any purpose that affects the AGENCIES;

Consistency documentation will be reviewed and a consistency determination will be made jointly by an appointed committee of the AGENCIES;

Consistency guidelines will be developed by a technical task force that may include representatives of the AGENCIES, Riverside County cities, and other governmental jurisdictions, as well as members of the consultant community, and others.

Agreed to:

Riverside County Transportation Department (RCTD)

By Juan C. Perez [Signature] 6/30/10
Print Name Signature Date

Riverside County Transportation Commission (RCTC)

By John Staudt [Signature] 6/30/2010
Print Name Signature Date

Western Riverside Council of Governments (WRCOG)

By Ruthanne Taylor Barber [Signature] June 2010
Print Name Signature Date

Coachella Valley Association of Governments (CVAG)

By Tam Kink [Signature] 7/14/10
Print Name Signature Date

Southern California Association of Governments (SCAG)

By RICH MACIAS [Signature] 8/20/10
Print Name Signature Date

California Department of Transportation (Caltrans)

By William A. Mosby [Signature] 9/30/10
Print Name Signature Date

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Item 4.D

Riverside County Traffic Analysis model (RIVTAM) Update

Attachment 2

RIVTAM Updated Needs Assessment

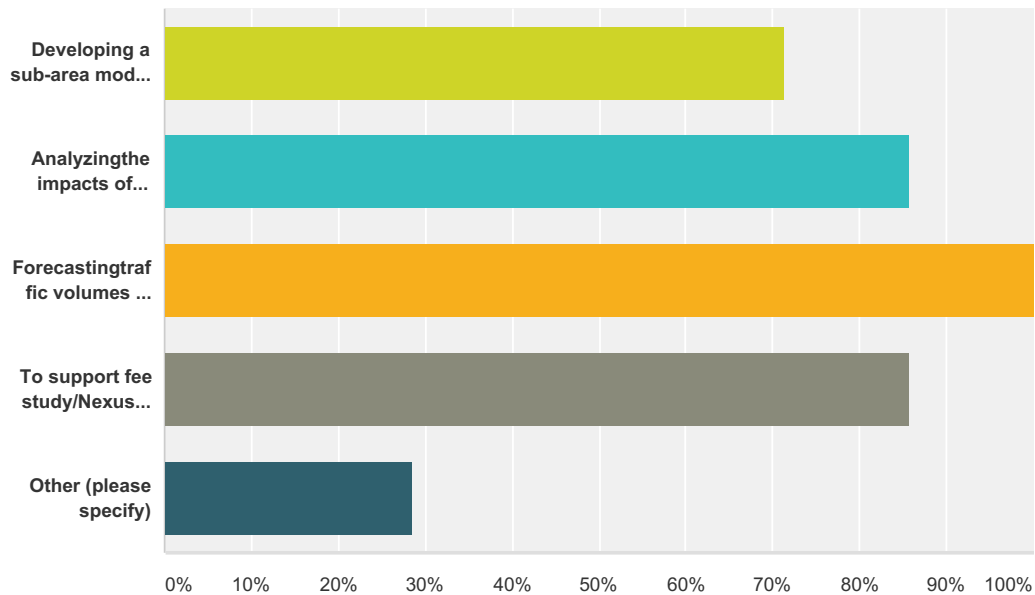
- a. Survey Results – RIVTAM Users
- b. Survey Results – RIVTAM Data Users
- c. Survey Results - Agencies

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RIVTAM Model User Survey

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

Answered: 7 Skipped: 0

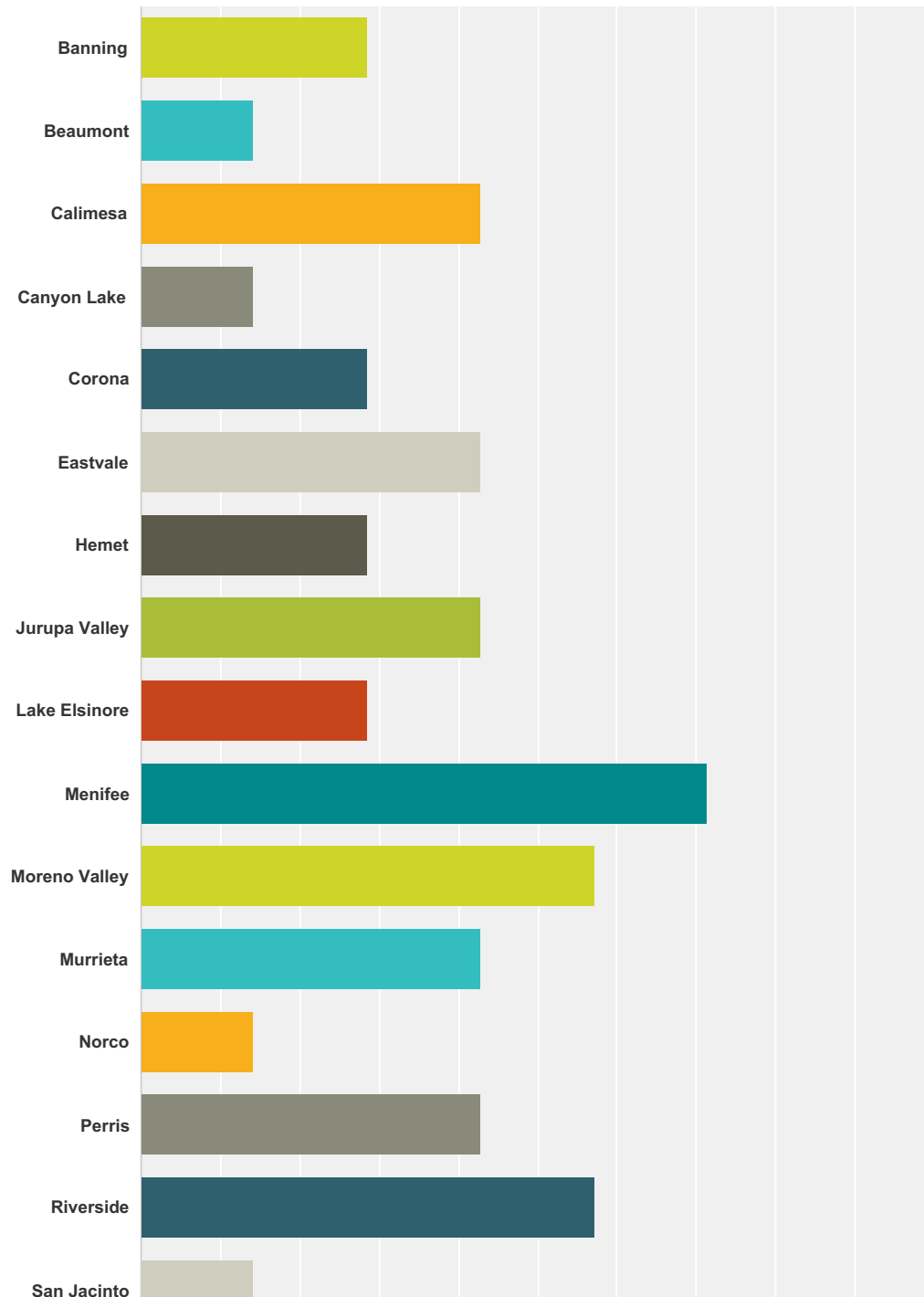


Answer Choices	Responses	
Developing a sub-area model for a general plan or other similar study	71.43%	5
Analyzing the impacts of development projects	85.71%	6
Forecasting traffic volumes for infrastructure projects	100.00%	7
To support fee study/Nexus study/or other similar study	85.71%	6
Other (please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

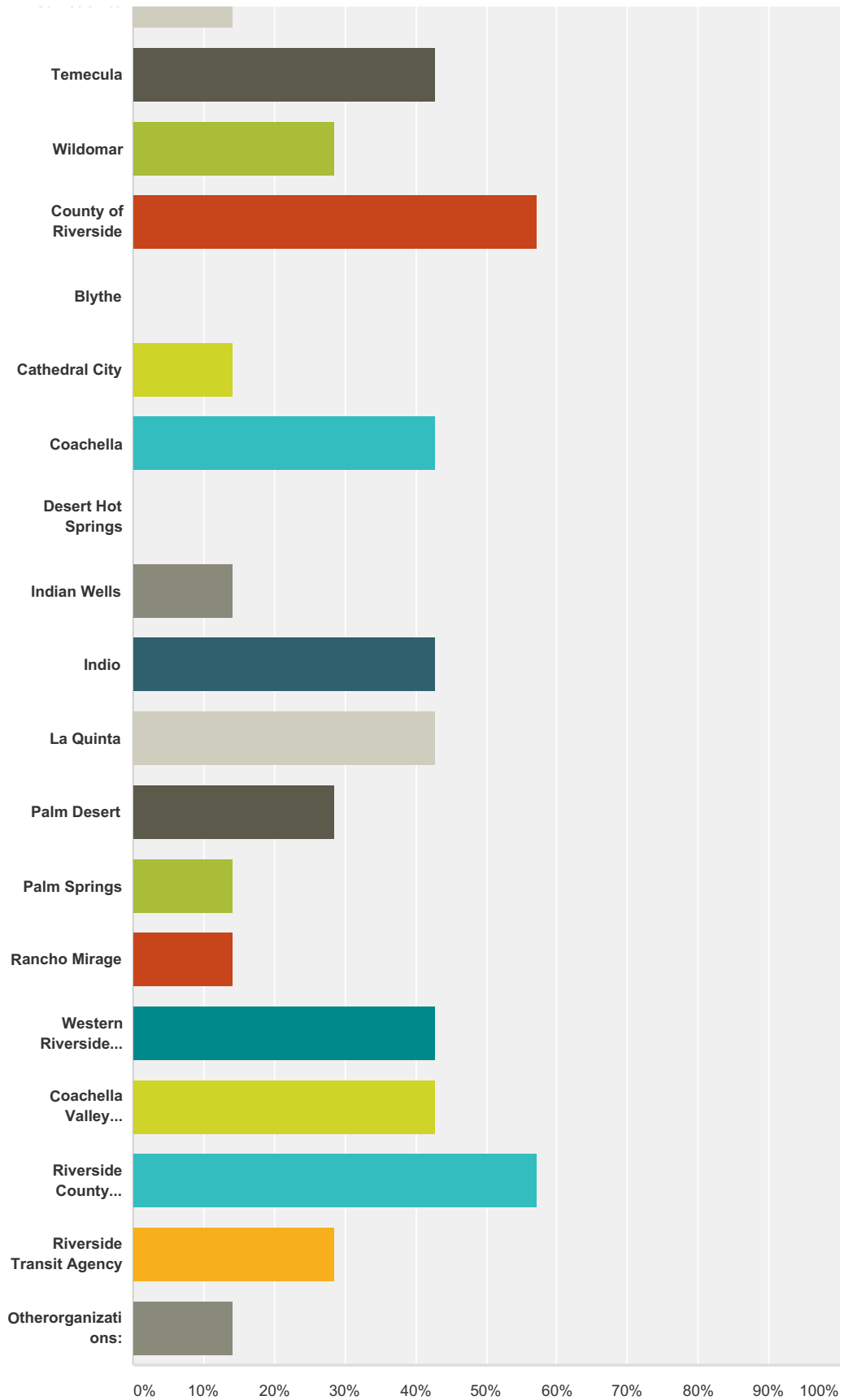
#	Other (please specify)	Date
1	Iteris was the original developer of RIVTAM, which was the first TransCAD focused model based on the SCAG regional model and incorporated a special module for the CVAG area with season and peaking trip estimation. In addition to the development of sub-area models and analyzing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

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

Answered: 7 Skipped: 0



RIVTAM Model User Survey



Answer Choices

Responses

RIVTAM Model User Survey

Banning	28.57%	2
Beaumont	14.29%	1
Calimesa	42.86%	3
Canyon Lake	14.29%	1
Corona	28.57%	2
Eastvale	42.86%	3
Hemet	28.57%	2
Jurupa Valley	42.86%	3
Lake Elsinore	28.57%	2
Menifee	71.43%	5
Moreno Valley	57.14%	4
Murrieta	42.86%	3
Norco	14.29%	1
Perris	42.86%	3
Riverside	57.14%	4
San Jacinto	14.29%	1
Temecula	42.86%	3
Wildomar	28.57%	2
County of Riverside	57.14%	4
Blythe	0.00%	0
Cathedral City	14.29%	1
Coachella	42.86%	3
Desert Hot Springs	0.00%	0
Indian Wells	14.29%	1
Indio	42.86%	3
La Quinta	42.86%	3
Palm Desert	28.57%	2
Palm Springs	14.29%	1
Rancho Mirage	14.29%	1
Western Riverside Council of Governments	42.86%	3
Coachella Valley Association of Governments	42.86%	3
Riverside County Transportation Commission	57.14%	4
Riverside Transit Agency	28.57%	2
Other organizations:	14.29%	1
Total Respondents: 7		

RIVTAM Model User Survey

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

Q3 Please identify any and all agencies for which your firm developed a sub-area model using the RIVTAM.

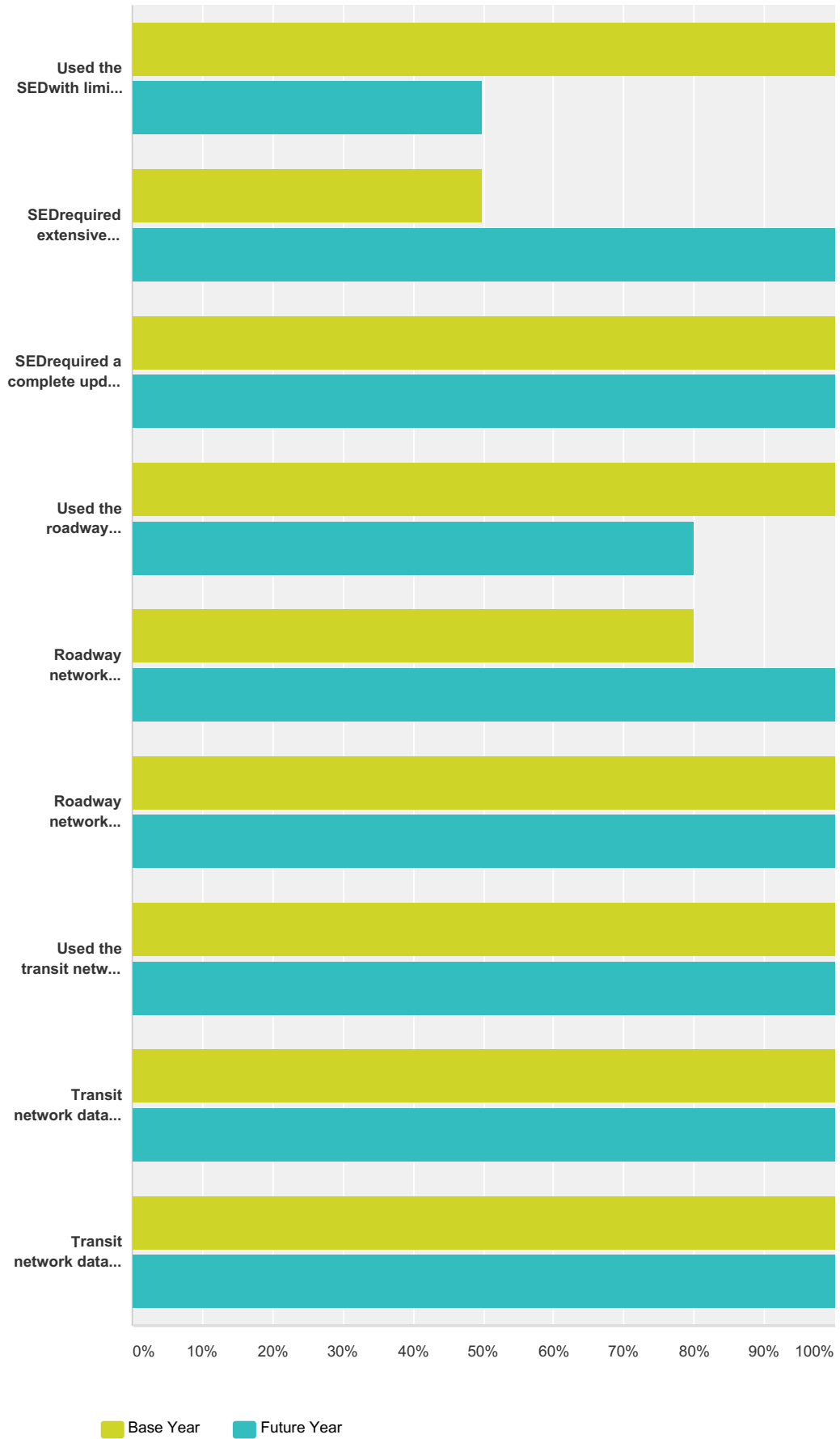
Answered: 5 Skipped: 2

#	Responses	Date
1	Lake Elsinore, Menifee, Moreno Valley	9/1/2016 3:07 PM
2	Moreno Valley	9/1/2016 12:14 PM
3	Iteris developed sub-area models for the City of Indio, the City of La Quinta, the City of Murrieta, and for Riverside County Transportation Department (for the Mid-County Parkway project).	8/31/2016 4:18 PM
4	City of Corona (Used both RivTAM and SCAG Sub-regional modeling tool), City of Jurupa Valley General Plan Circulation Element (Ongoing)	8/23/2016 4:44 PM
5	Developers, Riverside County, Coachella, Palm Desert	8/19/2016 9:01 AM

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

Answered: 7 Skipped: 0

RIVTAM Model User Survey



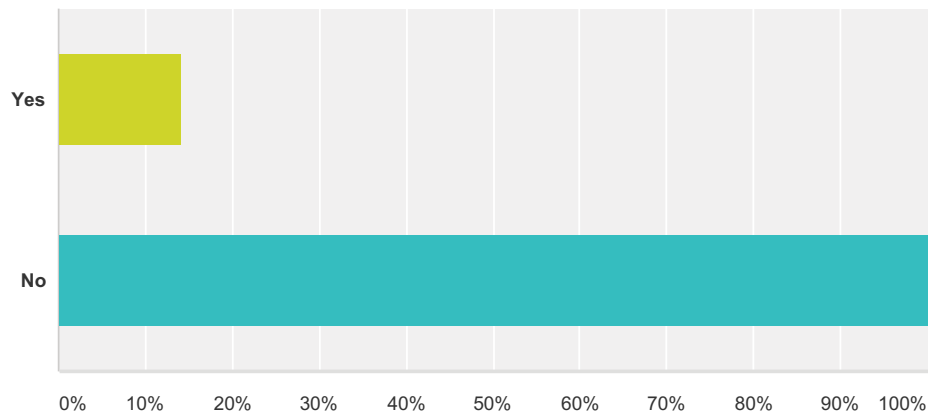
RIVTAM Model User Survey

	Base Year	Future Year	Total Respondents
Used the SEDwith limited modification	100.00% 6	50.00% 3	6
SEDrequired extensive revisions	50.00% 3	100.00% 6	6
SEDrequired a complete update and replacement	100.00% 2	100.00% 2	2
Used the roadway networkdata with limited modification	100.00% 5	80.00% 4	5
Roadway network datarequired extensive revisions	80.00% 4	100.00% 5	5
Roadway network datarequired a complete update and replacement	100.00% 2	100.00% 2	2
Used the transit network data with limited modification	100.00% 5	100.00% 5	5
Transit network data required extensive revisions	100.00% 2	100.00% 2	2
Transit network data required a complete update and replacement	100.00% 1	100.00% 1	1

#	Please provide any additional details or insights.	Date
1	The SED coming from SCAG seemed reasonable but the conversion of this data to RivTAM TAZs appears to have introduced a lot of errors. This included RivTAM SED deviating from the SCAG SED for the same geographic area, development being assigned to incorrect RivTAM TAZs, issues with how income groups were translated, etc. Regarding the network, we found errors in 5%-to-10% of the links that we checked in the vicinity of Moreno Valley. Some of these weren't really errors in that they may have been correct at the time that the model was created; more like assumptions that needed to be updated. There were a few cases (1%-to-3%) of outright error, such as a dirt trail being coded as a 4-lane arterial. There may have been (and probably were) errors in other parts of the model network beyond the geographic area that we were interested in, but we did not check every area.	9/1/2016 12:14 PM
2	New SED and networks were developed from the SCAG Regional model during the RIVTAM development process. Limited modifications to SED, networks, and transit networks are a typical component to all modeling projects. Transit networks, in particular, are modified based on the addition of more local roadways, and are edited to account for known service changes.	8/31/2016 4:18 PM
3	City of Corona, City of Jurupa Valley - In both cases needed to update network and SED data based on the City's GP land use element which was different than RivTAM SED	8/23/2016 4:44 PM
4	Depending on the project, we have used RIVTAM with the as-is data sets or have completely replaced the data set depending on how important that was for the project. Our thought is that all of the major data sets, including SED, highway and transit networks need at least extensive revisions, or better off, update them completely. RIVTAM was developed based upon SCAG 2008 RTP model (8 year ago) and those inputs are so outdated. Additionally, the SCAG SED data sets have inerrant errors (for example, schools are almost always not coded in the correct TAZs) which made its way into the RIVTAM data set.	8/19/2016 9:01 AM

Q5 Have you utilized RIVTAM for the purposes of transit planning?

Answered: 7 Skipped: 0

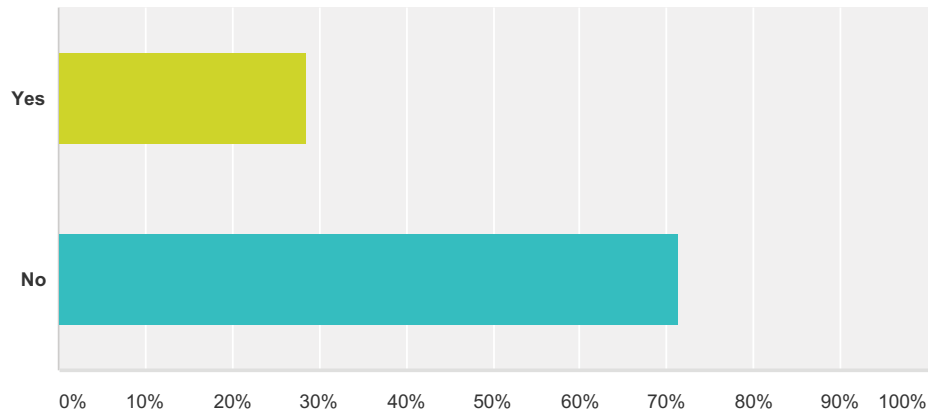


Answer Choices	Responses
Yes	14.29% 1
No	100.00% 7
Total Respondents: 7	

#	Please provide any additional details or insights.	Date
1	We have made adjustment to the transit component of RIVTAM for work on the I-10 interchanges in the Coachella Valley, and also for work on circulation system projects. We have not updated a transit plan directly.	9/1/2016 3:07 PM
2	Iteris has indirectly utilized RIVTAM for purposes of transit planning, by utilizing forecast transit loads during general plan update projects. Also, Iteris developed the original transit component through coordination with RTA and validates the transit component of the model in all projects that the model is utilized for. We verify location of routes and stops, headways, and costs.	8/31/2016 4:18 PM
3	RIVTAM was never calibrated to transit so we haven't used it to develop those forecasts. Instead, we have used other models to estimate ridership. Please note that, if a model update did include a calibrated transit model, that could increase the cost of model develop extensively depending on how it is created.	8/19/2016 9:01 AM

Q6 Have you utilized RIVTAM for the purposes of multi-modal planning (such as bicycle and pedestrian forecasts)?

Answered: 7 Skipped: 0

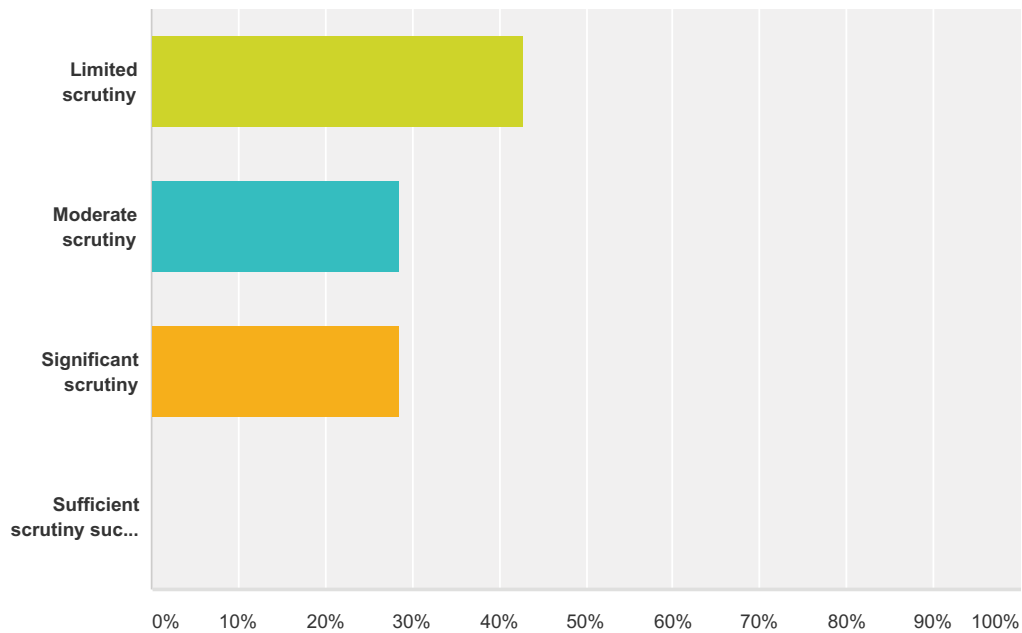


Answer Choices	Responses
Yes	28.57% 2
No	71.43% 5
Total Respondents: 7	

#	Please provide any additional details or insights.	Date
1	Yes, we have extracted bike / pedestrian demand for regional network projects (Western Riverside County Non-Motorized Transportation Plan and CV Link).	9/1/2016 3:07 PM
2	As a portion of the development of the subarea model for the City of La Quinta, Iteris utilized forecasts of non-motorized trips for the circulation element of the general plan.	8/31/2016 4:18 PM
3	RivTAM doesn't really have a bike ped component.	8/26/2016 10:47 AM
4	We have not found RIVTAM, or SCAG models in general, to be sensitive to variables that influence bicycle and pedestrian behavior. As such, we have not applied it to develop those types of forecasts. FYI - OCTA is currently incorporating the SCAG active transportation forecasting tool into OCTAM - seems to be working pretty well.	8/19/2016 9:01 AM

Q7 What has your experience been with outside agencies reviewing the RIVTAM inputs or outputs in documents such as General Plans, Nexus Studies, and EIR's? For example, an outside agency could refer to Caltrans reviewing the RIVTAM inputs or outputs as part of the review process for a study your firm conducted for/in the City of Corona.

Answered: 7 Skipped: 0



Answer Choices	Responses
Limited scrutiny	42.86% 3
Moderate scrutiny	28.57% 2
Significant scrutiny	28.57% 2
Sufficient scrutiny such that project approvals have been jeopardized	0.00% 0
Total Respondents: 7	

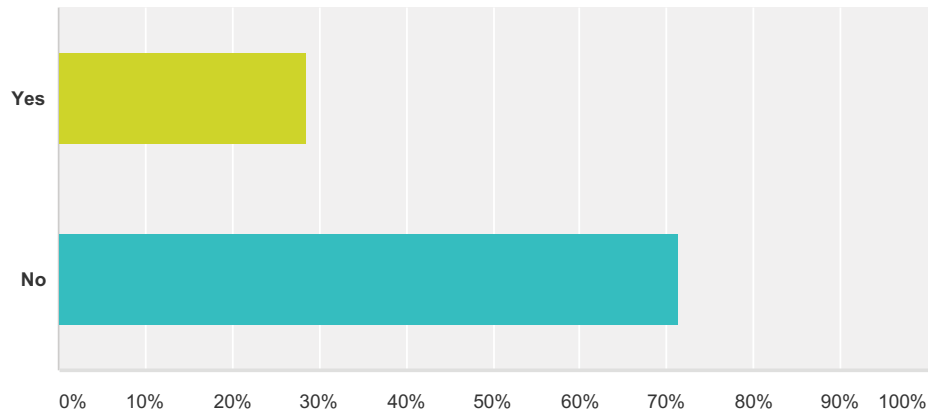
#	Please provide any additional details or insights.	Date
1	For our work in the Coachella Valley, cities affected by a re-allocation study reviewed their own RIVTAM SED and provided significant input.	9/1/2016 3:07 PM
2	There is less scrutiny than there probably should be. This is due to the shortage of seasoned modeling staff and the large number of components that might need to be checked. At most, they might check to see if the more prominent land use and infrastructure projects are represented properly.	9/1/2016 12:14 PM

RIVTAM Model User Survey

3	Some recent examples of moderate to significant scrutiny were with Caltrans review for the Mid-County Parkway, Cajalco Road Widening, and Temescal Canyon Widening projects. Iteris views outside review of model forecasts as constructive assistance for project use of regional models. RIVTAM has always shown to have relatively consistent results with previous project forecasts, and has validated relatively easily at the project level for large and small scale projects. Iteris has performed several general plan update projects in the County using RIVTAM data and has frequently coordinated with agency staff to provide and explain model outputs to assist review by external stakeholders.	8/31/2016 4:18 PM
4	Right now, we are getting comments related to RIVTAM's consistency with the 2016 RTP. As such, it does take quite a bit of effort to update the model to reflect the "funded" roadway network and update all of the SED forecasts to reflect the RTP.	8/19/2016 9:01 AM

Q8 Are there any instances in which your firm was asked to apply the RIVTAM for a particular project but was unable to do so?

Answered: 7 Skipped: 0

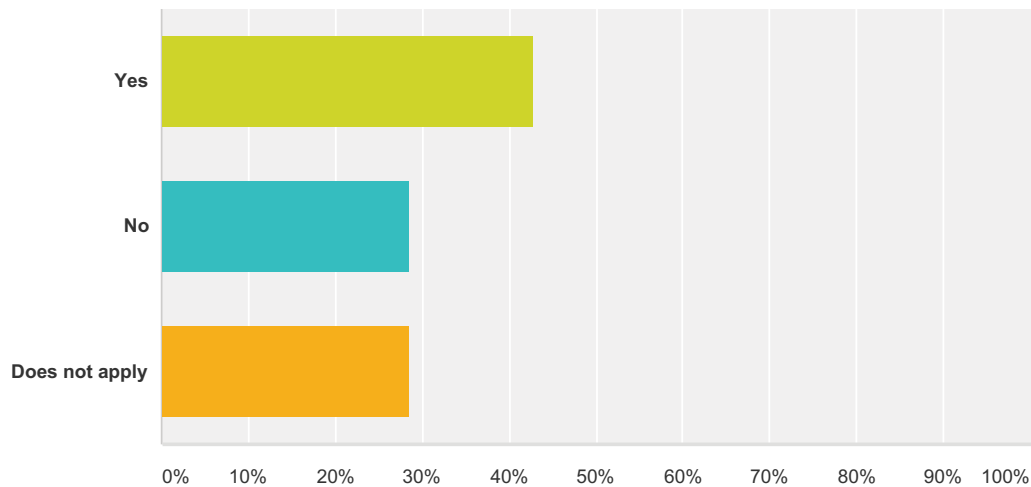


Answer Choices	Responses
Yes	28.57% 2
No	71.43% 5
Total	7

#	Please provide any additional details or insights.	Date
1	Yes, in a sense. Caltrans requires design studies to use a horizon year at least 20 years past the opening date of the facility. For some of our studies, this was beyond RivTAM's modeling horizon, so we had to create additional model years with our own assumptions regarding land use and network development. One could argue whether or not this is using RivTAM. It would have been better to have an officially-adopted model year further out for Caltrans work.	9/1/2016 12:14 PM
2	Iteris has never had an issue with the applicability of using, or recommending the use of, RIVTAM or Iteris' developed sub-area models based on RIVTAM. However, with the recent updates and reductions (downward adjustments?) to the regional forecasts, there have been recent projects where the use of the regional SCAG model has been recommended rather than RIVTAM to ensure consistency with current forecast trends. Iteris has recently been in discussions about growth forecasts with SCAG modeling staff.	8/31/2016 4:18 PM
3	Riverside County Wine Country Community Plan is probably the biggest one and the one that comes to mind first. Since wineries are not a variable in RIVTAM, there was no way to use it to evaluate that area. Also, RIVTAM did not produce weekend peak travel characteristics which is when activity in Wine Country peak. Additionally, we have had mixed success in using RIVTAM to evaluate VMT for large projects as we couldn't get the model to generate the correct number of trips (where we had to go in and override the OD trip matrix) and/or the model wasn't sensitive enough to account for measures to reduce VMT.	8/19/2016 9:01 AM

Q9 If your firm has used the RIVTAM in both the WRCOG and Coachella Valley Region, have you observed any significant differences in the model performance between regions? Differences can, but are not limited to, the land use differences between the two regions, the seasonality of residents and visitors in the Coachella Valley, etc.

Answered: 7 Skipped: 0



Answer Choices	Responses
Yes	42.86% 3
No	28.57% 2
Does not apply	28.57% 2
Total	7

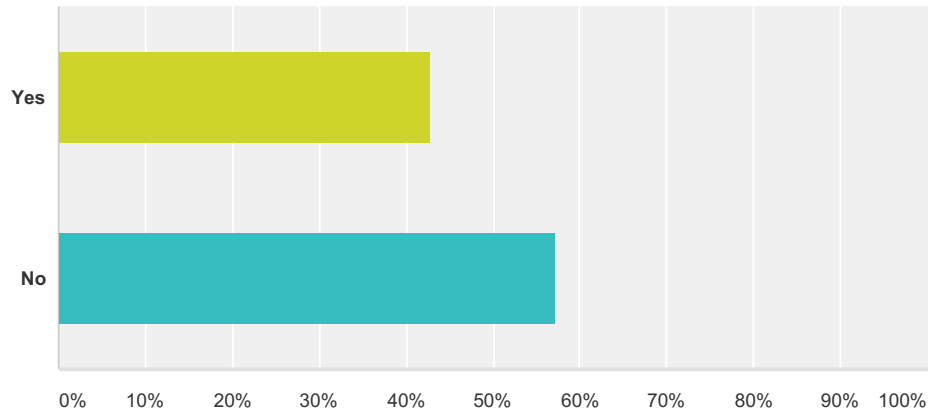
#	Please provide any additional details or insights.	Date
1	The components of the Coachella Valley SED that represent similar variables (for example households) could be linked in order to maintain consistency between the datasets for the general RIVTAM and the Coachella Valley specific SED.	9/1/2016 3:07 PM
2	Different people used the two models, which hampers comparison.	9/1/2016 12:14 PM
3	Iteris, as the developer of the RIVTAM model and the CVAG peaking component, recognizes that there are differences in travel patterns within Riverside County, that are related primarily to the seasonality of residents and visitors to certain areas. While the model validates rather well in all areas, it was identified that the CVAG model component would need to be included in RIVTAM as a standard process for seasonal time periods. Using the model for projects in various regions of Riverside County, Iteris has not noted any significant differences in terms of validation performance of usability. This is particularly important when looking at areas in the border region between WRCOG and CVAG, e.g. Banning, Beaumont, Cabazon, etc.	8/31/2016 4:18 PM
4	Yes, with the CVAG check box turned on, we noticed noticeable difference in forecasts, especially in areas adjacent to the CVAG area (e.g., Pass Area - Banning and Beaumont)	8/23/2016 4:44 PM

RIVTAM Model User Survey

5	We have run into issues in the CVAG region with transit network coding not functioning correctly. It makes it VERY difficult to troubleshoot since we do not have the uncompiled network to see what coding was done in the script in this area. Obviously, we have also had to "turn on" the CVAG module to complete work in the CVAG region.	8/19/2016 9:01 AM
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Q10 Are there particular elements of the RIVTAM, such as the input, model structure, or model output, that your firm found challenging to work with?

Answered: 7 Skipped: 0



Answer Choices	Responses
Yes	42.86% 3
No	57.14% 4
Total	7

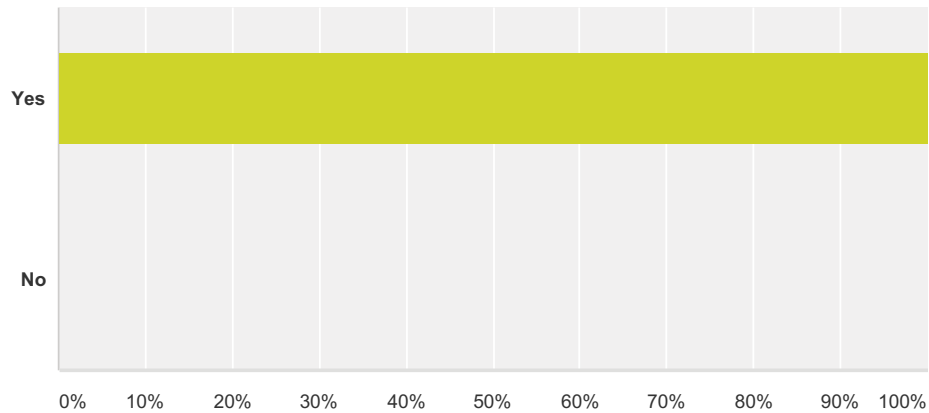
#	Please provide any additional details or insights.	Date
1	We would suggest additional explanation for what's going on in the background, for ease of finding errors to correct them.	9/1/2016 3:07 PM
2	RivTAM does not have a turn penalty component so it is hard to stop prohibited movements from being made in the model. The user is forced to re-configure intersections by deleting the original links and substituting a set of new 1-way links that represent only the allowable movements. This is labor-intensive, prone to error, and is unlikely to be done for more than the immediate vicinity of the project in question, meaning that uncorrected errors are likely to exist elsewhere in the model. Note that cursory visual inspection of the road network files, such as checking whether such-and-such an intersection has been updated from 3-leg to 4-leg, will not detect errors regarding prohibited movements. RivTAM has very limited ability to represent vehicle restrictions. Basically, the only choice you get is to either prohibit all trucks or no trucks. You cannot, for example, choose which classes of trucks to prohibit. Nor is there any way to prohibit cars from using truck-only facilities. RivTAM has 2 separate SED files, one for person trips and a different one for commercial vehicles. It is a virtual certainty that some users update the 1st file and think that they are done without ever knowing that the 2nd file even exists. It would be much better to have all of the SED in a single file. If needed, a 2nd file for truck-related SED can then be created within the model script. RivTAM features a compiled (i.e. non-viewable, non-editable, black-box) script. It inherits this regrettable feature from the SCAG model. Good modeling practice relies on the "sunshine is the best antiseptic" principle. Who knows how many errors there may be in the script that could be detected and corrected by users if they were given an opportunity to see and edit the script? Moreover, the methodology and assumptions used in CEQA analyses of impacts are supposed to be transparent. Sooner or later someone may challenge the use of the SCAG model or one of its sub-regional models based on the fact that a key component of the impact analysis is not open to inspection. Unfortunately it would be the lead agency, not SCAG, who would then be on the hook for defending the reasonableness of the SCAG model in court, without the benefit of knowing what is actually in the script (i.e. what it is defending). Perhaps such a challenge would fail, but why put local agencies in a completely avoidable, vulnerable situation in the first place?	9/1/2016 12:14 PM

RIVTAM Model User Survey

3	Overall, Iteris feels that RIVTAM is one of the more user-friendly models in Southern California, given the fact that it was designed to maintain the integrity of the SCAG Model while providing more functionality and detail in Riverside County. With the ability to easily split zones and modify land uses, obtain intersection turning movements, and perform select link analysis, RIVTAM has many advantages when compared with other models. However, most notably, the forecast year network for RIVTAM has significant network improvements above and beyond what would be considered a "constrained" network, making projects with large study areas (such as Mid-County Parkway or Cajalco Road) difficult to analyze in the future.	8/31/2016 4:18 PM
4	On the challenging side, not having the uncompiled script can make model troubleshooting VERY difficult. Additionally, we have found that the inputs and outputs of the CVAG module embedded in RIVTAM is not clearly documented and took a bit of time to verify that they are working correctly. Additionally, like all SCAG models, it does take a fair bit of time to run.	8/19/2016 9:01 AM

Q11 Have you utilized RIVTAM for the purposes of producing Vehicle Miles Traveled (VMT)?

Answered: 7 Skipped: 0



Answer Choices	Responses
Yes	100.00% 7
No	0.00% 0
Total Respondents: 7	

#	Please provide any additional details or insights.	Date
1	You can generate a VMT number without too much effort. However, due to lack of field data it is difficult to assess how accurate the model's number really is. It is best used to show differences in VMT between scenarios.	9/1/2016 12:14 PM
2	VMT performance is required for almost all of the projects that Iteris has utilized RIVTAM for. Some projects look at location based VMT (zonal VMT) and some look at geographic area VMT for air quality analysis (County of Riverside, study area, etc.). Most recently Iteris provided VMT calculations from RIVTAM of changes in truck VMT in the area surrounding the City of Jurupa Valley for air quality analysis assessing the impacts of implementing truck prohibitions on certain streets within Jurupa Valley. Iteris has also used VMT, VHT, and average speed data comparison results for evaluation of network alternatives for the Mid-County Parkway and Cajalco Road widening for the corridor study as well as environmental documentation. We have also used VMT/VHT data for General Plan EIRs.	8/31/2016 4:18 PM
3	Working on generating VMT information for various development project, as well as for the Jurupa Valley GP Circulation Element.	8/23/2016 4:44 PM
4	We have had mixed results with this. For Citywide comparison, we feel like it does a pretty good job. However, for large projects, we have found RIVTAM to be "optimistic" on the trip internalization estimates. We have overrode RIVTAM to force the model to generate appropriate trips, but then the comparisons are likely off. Also, we have had to build in several post processors to utilize RIVTAM outputs to generate VMT. Finally, it is difficult to extract trip length by trip purpose for specific land uses (for example, there is no way to extract countywide VMT per employee for office use; making a strict application of the OPR SB 743 guidelines very difficult to navigate).	8/19/2016 9:01 AM

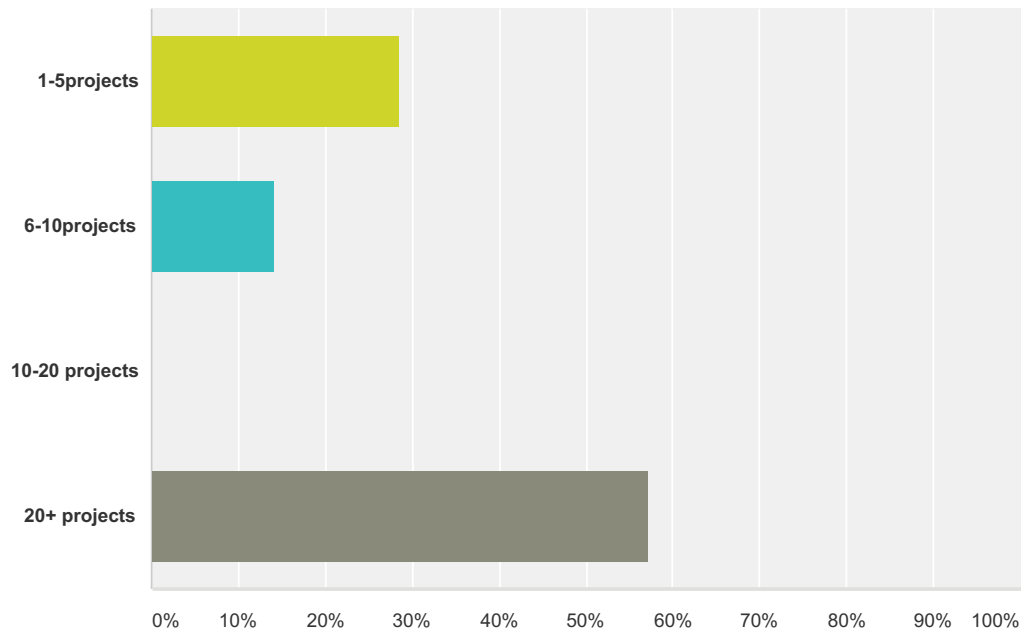
Q12 Do you have any comments on the overall user friendliness of RIVTAM compared to other models you have worked with?

Answered: 6 Skipped: 1

#	Responses	Date
1	See response to Question 10. Riverside County has a relatively complex transportation network and so a model that represents it will also need to be relatively complex. So no matter what you do RivTAM will be harder to use than most local models (especially the 3-step models).	9/1/2016 12:14 PM
2	As mentioned in question 10, our experience is that RIVTAM is user friendly and fairly quick to run. Also, the additional spare TAZs built into RIVTAM mean that additional TAZs can be easily added without changing the model structure which streamlines the process of creating sub-area models.	8/31/2016 4:18 PM
3	Acquainted with the RivTAM model as I was part of the developing team, especially Transit component.	8/30/2016 1:43 PM
4	RivTAM is a good model. Some (about 100) spare zones in the model would be nice.	8/26/2016 10:47 AM
5	Current version of RivTAM has spare zones (TAZs) which is extremely helpful in creating model runs for different projects. Appendix E-1 of the County's General Plan explains in detail the SED assumptions and methodology which helps in creating/modifying SED information for new projects.	8/23/2016 4:44 PM
6	It isn't bad, but the user interface and presentation of the model outputs can be improved and made more user friendly.	8/19/2016 9:01 AM

Q13 How many projects has your firm used RIVTAM for?

Answered: 7 Skipped: 0



Answer Choices	Responses	
1-5projects	28.57%	2
6-10projects	14.29%	1
10-20 projects	0.00%	0
20+ projects	57.14%	4
Total		7

RIVTAM Model User Survey

Q14 If the RIVTAM were updated, how would you utilize RIVTAM over the next 5-10 years?

Answered: 7 Skipped: 0

#	Responses	Date
1	We expect to perform continued work throughout Riverside County for various agencies and also the development community.	9/1/2016 3:07 PM
2	We would use it for fee studies, TIAs, and for developing road networks for specific plans.	9/1/2016 12:14 PM
3	Iteris would continue to support on-going planning and infrastructure projects and nexus fee studies as well as supporting additional analysis such as active transportation planning, transit oriented development, VMT and SB-743 requirements, as well as the assessment of future transit projects (including potential metrolink service expansion). In addition to the above, the new and improved RIVTAM process should be able to integrate Big Data Analytics such as speeds, travel time, origin/destination data for model validation. Also, potential modeling capabilities for emerging trends in transportation such as: Automated and Connected Vehicles and Transportation Network Companies (e.g. Uber, Lyft) should be considered, as they are making a major impact on ways that people travel.	8/31/2016 4:18 PM
4	Would use as alternative for SCAG model with refined zones in the Riverside county.	8/30/2016 1:43 PM
5	General Plan analyses, sub area models, potentially multi-modal planning, impact analyses, VMT calculations.	8/26/2016 10:47 AM
6	VMT will be a key feature other than traffic forecasting for development and infrastructure projects.	8/23/2016 4:44 PM
7	We will likely use it for a lot of assessment. General Plans, Specific Plans, infrastructure studies, fee studies, VMT assessment, bike/ped/transit forecasting (if calibrated for that use), evaluating the impacts of TNCs and autonomous vehicles on the transportation system, freight assessment, AQ/GHG assessment, congestion pricing studies	8/19/2016 9:01 AM

RIVTAM Model User Survey

Q15 Do you have any thoughts or comments regarding a potential update to RIVTAM?

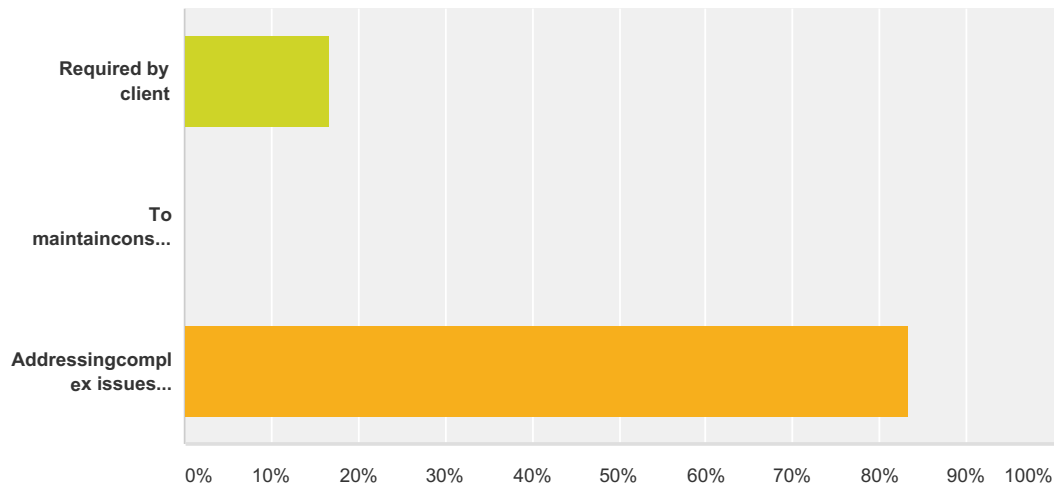
Answered: 7 Skipped: 0

#	Responses	Date
1	We would like to see documentation of procedures (for example, trip distribution assignment), in addition to the previously mentioned explanation for error finding purposes.	9/1/2016 3:07 PM
2	The sooner the better. Agencies using the current version for CEQA work are vulnerable to challenge since the SED and future network do not match the recently-adopted RTP/SCS.	9/1/2016 12:14 PM
3	Iteris is pleased to see the interest in updating RIVTAM. Being one of the first subarea models developed based on SCAG's regional travel demand model in TransCAD, the base year of 2008 and the forecast year of 2035 are reaching the ends of their useful life. The timing for an update to the model is ideal, and coincides well with the most recent acceptance of the 2016 SCAG Regional Transportation Plan/Sustainable Communities Solutions model, which has the added capability of easily developing a subarea model using the subarea modeling tool. Iteris has several local staff working on a similar project for Ventura County Transportation Commission. Maintaining flexibility in adding additional zones is key to keeping the model user friendly, as is maintaining the capability to report intersection turn movements and performing select link analysis. Iteris believes that additional model capabilities could be incorporated into the model to help with the assessment of recent transportation trends and issues such as active transportation plans, climate action plans, and transit oriented developments. If RIVTAM is not updated and made consistent with the SCAG model in a timely manner, several countywide projects including corridor alternatives analysis and interchange improvement projects may be affected due to the lack of a reasonable long-range horizon year beyond 2035.	8/31/2016 4:18 PM
4	Integrating Transit component to the more refined network could be challenging. Both new models from SCAG and Metro should be referred for the Transit network updates.	8/30/2016 1:43 PM
5	The VMT component needs to be updated. Also, the truck type/axle calculations need to be updated (especially because larger warehousing has a different passenger-car/truck split). Also, it will be good if the RivTAM is not released to only a handful of consultants.	8/26/2016 10:47 AM
6	The combined WRCOG & CVAG version helped especially for projects which are in the border areas of the two agencies. Spare TAZs and SED assumption and methodology memo should be continued in the next version.	8/23/2016 4:44 PM
7	It is definitely overdue. In addition to being sensitive to the items listed in Q15, it would be best to have something that is set up to forecast as accurately as possible and answer questions facing jurisdictions in Riverside County. I do think that questions asked in the CVAG area are very different than the WRCOG region and the model structure may need to be fundamentally different for both. Also, it would be great if the model was as transparent as possible (e.g. we had access to an uncompiled script) for trouble shooting and improvement identification. The model could also be updated to assist with policy-related measures and if the model outputs allowed for enhanced data visualization.	8/19/2016 9:01 AM

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Q1 Why has your firm utilized RIVTAM previously?

Answered: 6 Skipped: 0

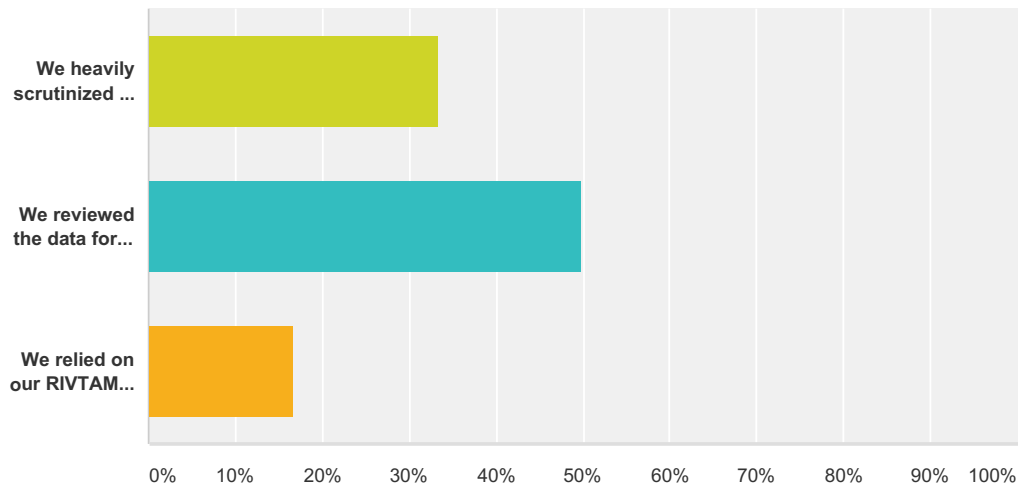


Answer Choices	Responses	
Required by client	16.67%	1
To maintain consistency with other studies	0.00%	0
Addressing complex issues requiring the use of a Travel Demand Model	83.33%	5
Total		6

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

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

Answered: 6 Skipped: 0

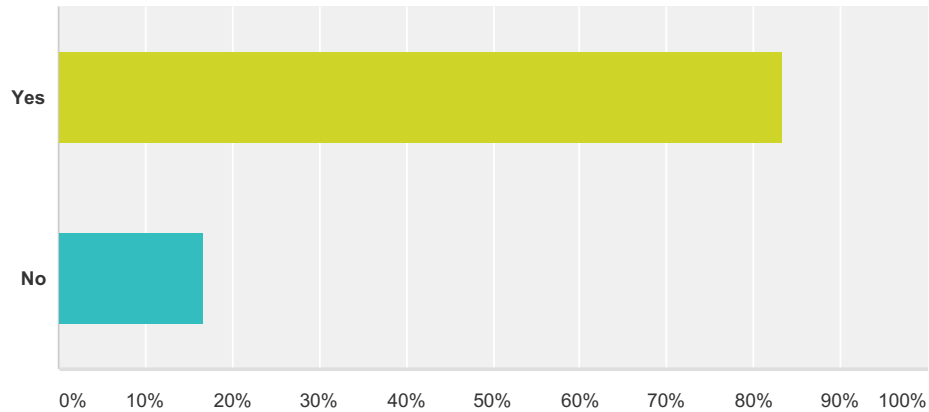


Answer Choices	Responses	
We heavily scrutinized all input data.	33.33%	2
We reviewed the data for reasonableness.	50.00%	3
We relied on our RIVTAM consultants or the agency we worked with to provide us with the appropriate information.	16.67%	1
Total		6

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

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

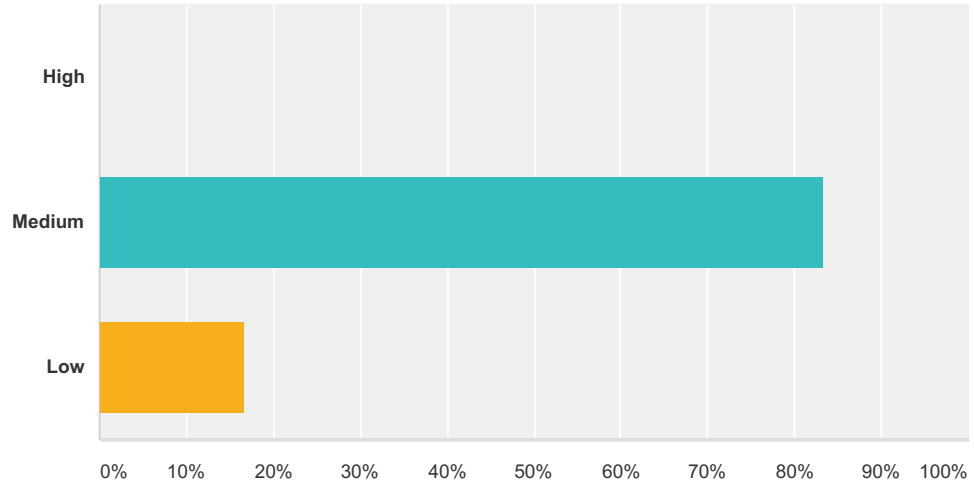
Answered: 6 Skipped: 0



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

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

RIVTAM Data Users Survey



Answer Choices

Responses

High

Medium

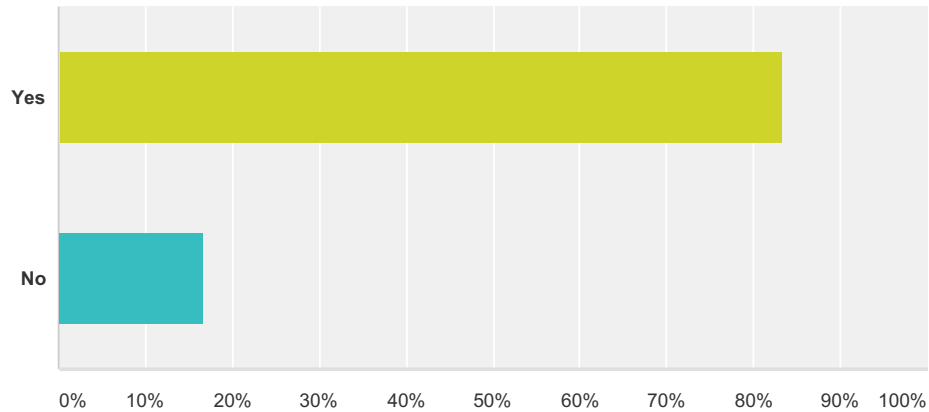
Low

	0.00%
	83.33%
	16.67%
Total	6

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

Q5 When you utilized RIVTAM, did you ever encounter any instances in which you found a significant issue related to the input or output data?

Answered: 6 Skipped: 0

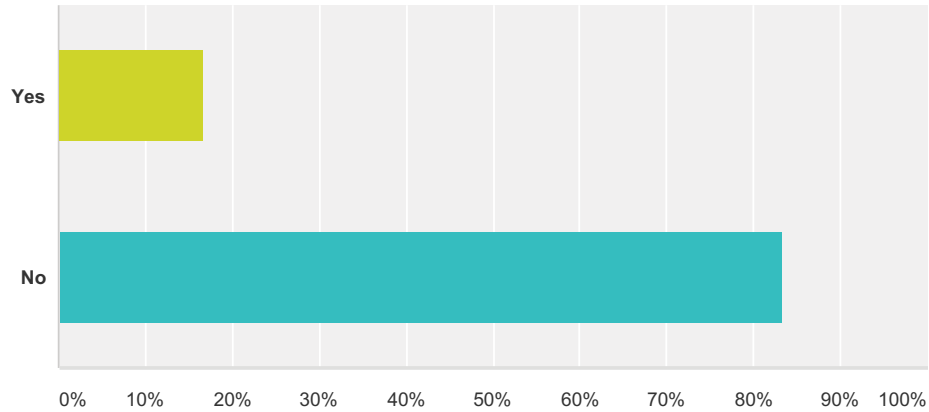


Answer Choices	Responses
Yes	83.33% 5
No	16.67% 1
Total	6

#	Please elaborate, if possible.	Date
1	We have previously found issues with various model parameters, although the availability of up to date inputs has been the biggest issue	9/14/2016 9:39 AM
2	On a specific project, the forecast volumes were lower than existing volumes.	9/13/2016 9:35 PM
3	I found a number of minor errors in the network and reported them to Riverside County. One agency I worked with had major issues with the SED and we made revisions.	9/13/2016 7:12 AM
4	On multiple occasions, we have found that the input data is rife with errors. For example, under a recent study, we found that the existing and forecast land use data was grossly wrong, attributing very high numbers of jobs to areas in which the land use (nor any reasonable economic trends) would support such intensity. We have also found road segments to be forecast for unrealistic dimensions and capacities (e.g., six-lane arterial in a heavily constrained ROW).	9/12/2016 5:33 PM

Q6 Did you ever have an instance in which you had significant questions regarding input data, the model structure, or other items related to RIVTAM that you were not able to obtain answers from either the agency or consultant you were working with?

Answered: 6 Skipped: 0

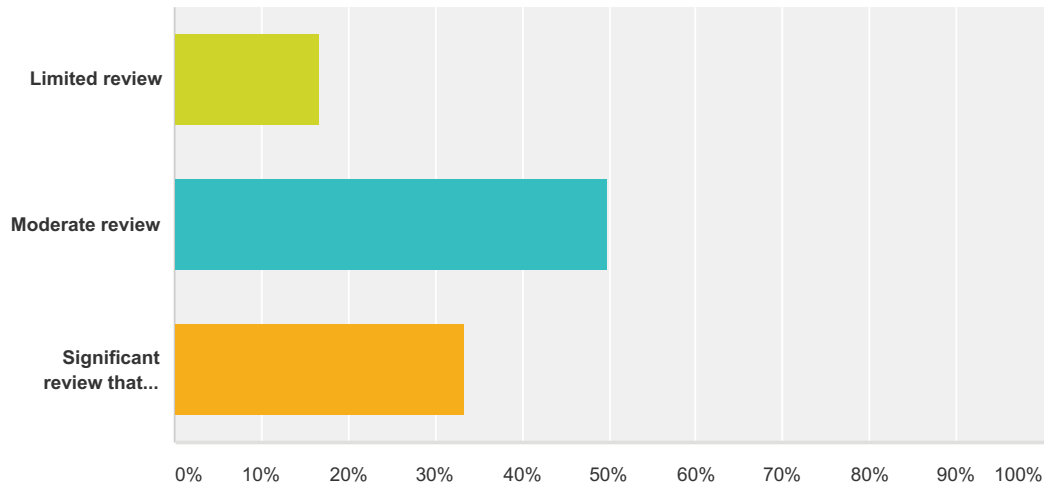


Answer Choices	Responses
Yes	16.67% 1
No	83.33% 5
Total	6

#	If yes, please elaborate.	Date
	There are no responses.	

Q7 When your reports, such as an EIR, were reviewed, how did outside agencies evaluate the RIVTAM inputs and outputs? For example, if you prepared a study for review by Caltrans, what level of scrutiny did the information based on the RIVTAM receive.

Answered: 6 Skipped: 0

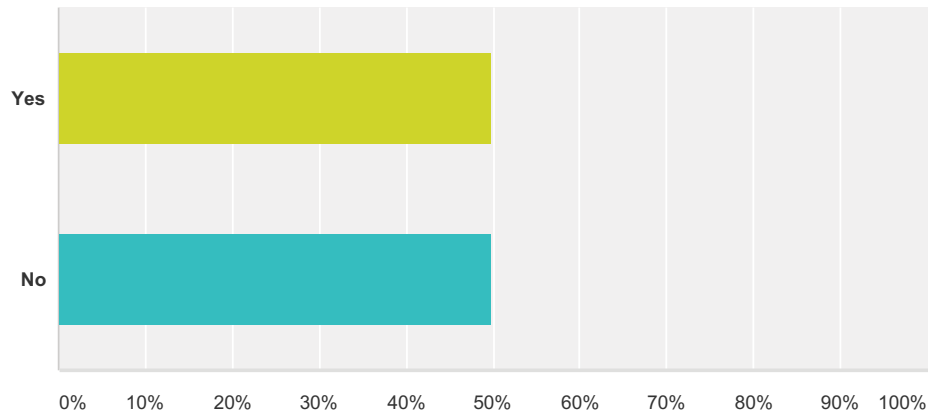


Answer Choices	Responses	
Limited review	16.67%	1
Moderate review	50.00%	3
Significant review that required additional analysis and updates to technical studies and other studies.	33.33%	2
Total		6

#	Please elaborate, if possible.	Date
1	Caltrans will review the data for reasonableness for traffic operations.	9/13/2016 9:35 PM
2	Under a recent project, the client agencies heavily scrutinized the model outputs and traced forecast errors back to RIVTAM data and assumptions.	9/12/2016 5:33 PM

Q8 Did you ever experience significant project delays due to any issues related to RIVTAM?

Answered: 6 Skipped: 0

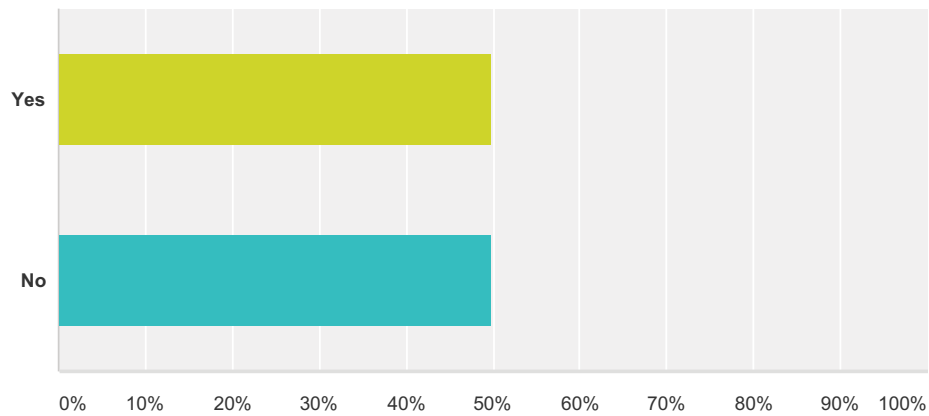


Answer Choices	Responses
Yes	50.00% 3
No	50.00% 3
Total	6

#	If yes, please elaborate.	Date
1	Having to revise and validate RivTAM information has previously delayed study efforts	9/14/2016 9:39 AM
2	On our last go around, we lost 6 months trying to resolve RIVTAM issues.	9/12/2016 5:33 PM

Q9 Do you have any reservations utilizing RIVTAM currently for any projects?

Answered: 6 Skipped: 0

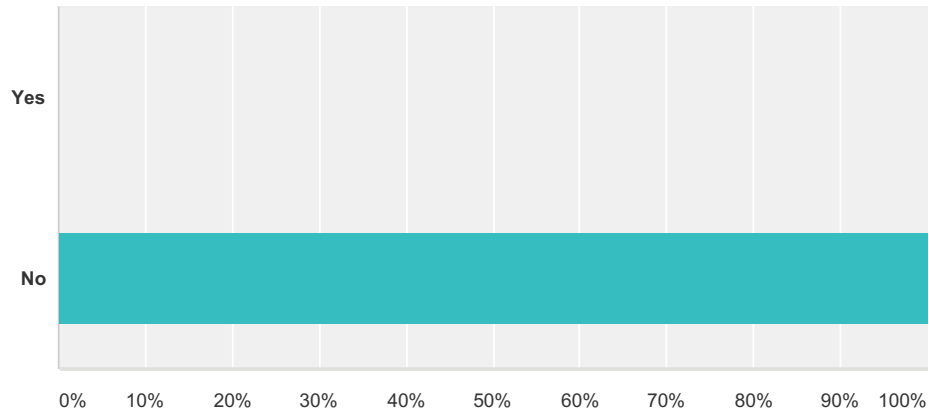


Answer Choices	Responses
Yes	50.00% 3
No	50.00% 3
Total	6

#	If yes, please elaborate.	Date
1	My primary reservations relate to the dated inputs since the model has not been updated to remain consistent with the current SCAG model	9/14/2016 9:39 AM
2	No more or less than any similar model. There are cases when the regional model is not the right tool. The other issue is as the model becomes less current, it is harder to justify its use. The most critical time is right after a new SCAG regional model comes out. In order to stay current, RIVTAM would have to be updated quickly or it would be easy to justify using the new SCAG model instead.	9/13/2016 7:12 AM
3	Every time we use RIVTAM, we find unexplainable and unreasonable assumptions.	9/12/2016 5:33 PM

Q10 WRCOG, RCTC, County of Riverside, and CVAG are considering an update to RIVTAM. If an updated version of RIVTAM became available, will you have any reservations regarding its use in future studies?

Answered: 6 Skipped: 0

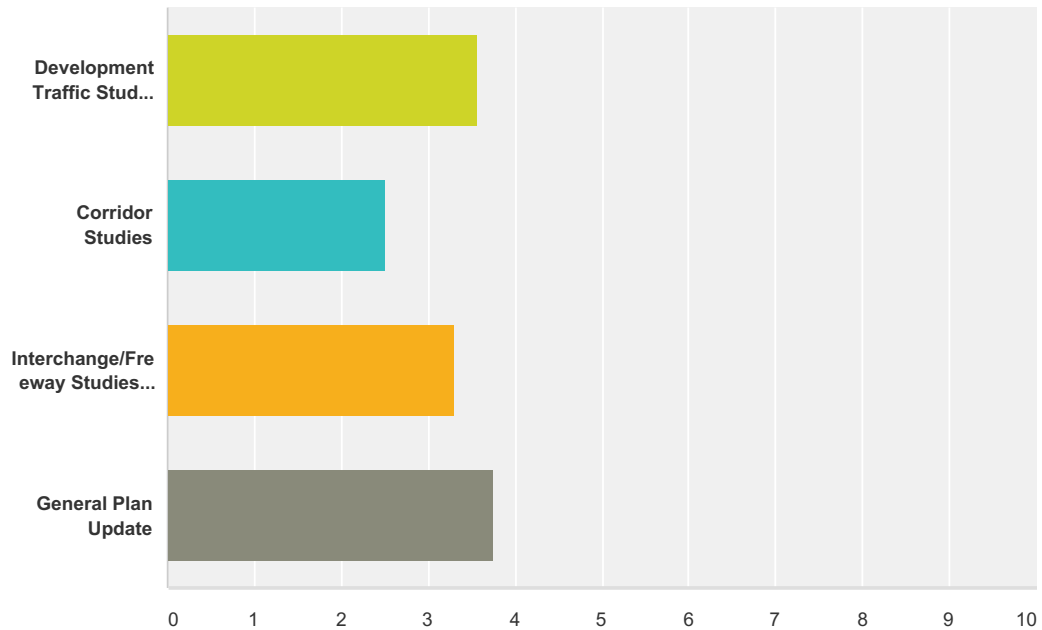


Answer Choices	Responses
Yes	0.00% 0
No	100.00% 6
Total	6

#	If yes, please elaborate.	Date
	There are no responses.	

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

Answered: 9 Skipped: 0

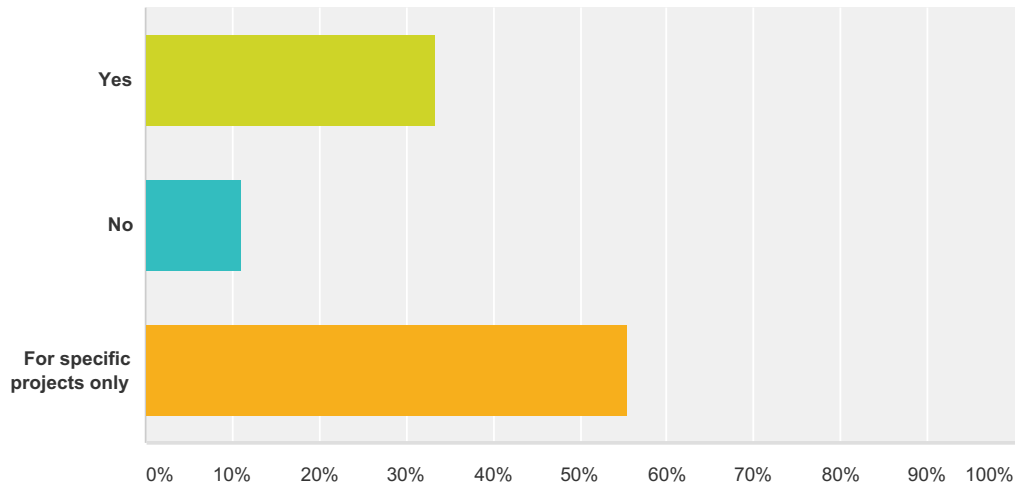


	Never	Rarely	Sometimes	Often	Always	N/A	Total	Weighted Average
Development Traffic Studies (TIA/TIS)	11.11% 1	0.00% 0	44.44% 4	11.11% 1	33.33% 3	0.00% 0	9	3.56
Corridor Studies	16.67% 1	33.33% 2	33.33% 2	16.67% 1	0.00% 0	0.00% 0	6	2.50
Interchange/Freeway Studies (PSR, PR/ED)	14.29% 1	28.57% 2	0.00%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

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

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

Answered: 9 Skipped: 0

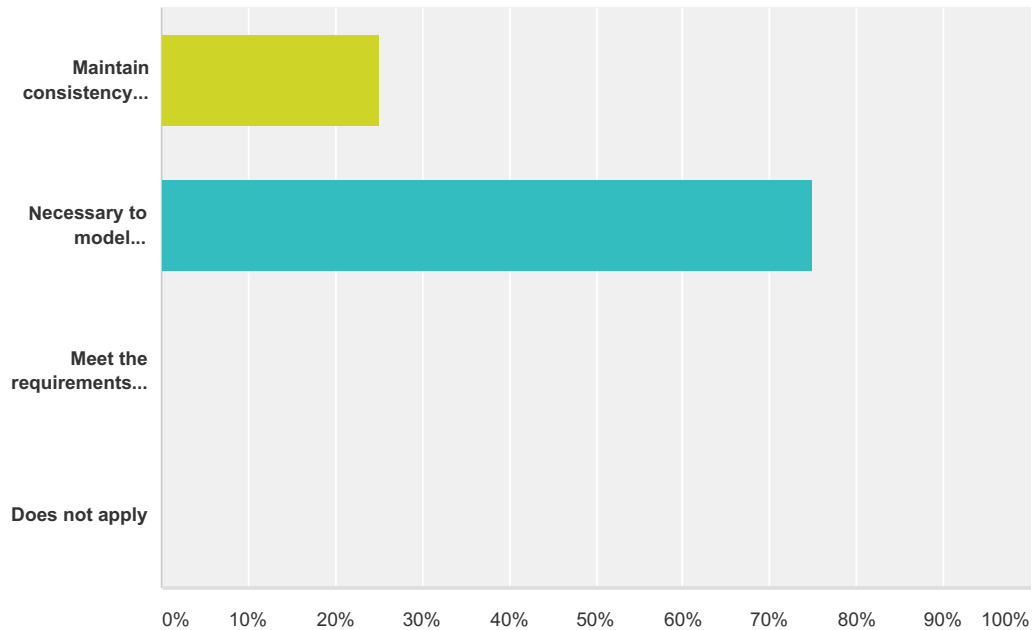


Answer Choices	Responses
Yes	33.33% 3
No	11.11% 1
For specific projects only	55.56% 5
Total	9

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

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

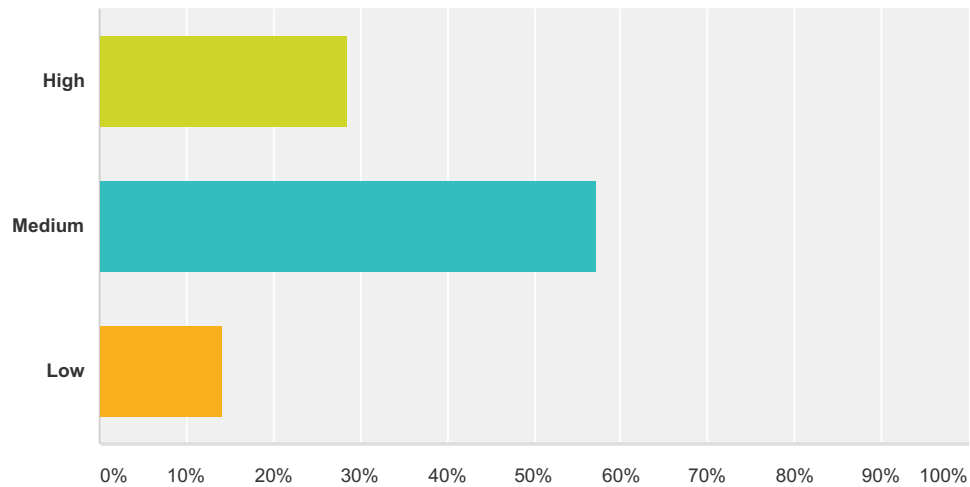
Answered: 8 Skipped: 1



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

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

RIVTAM Survey for Agencies



Answer Choices

Responses

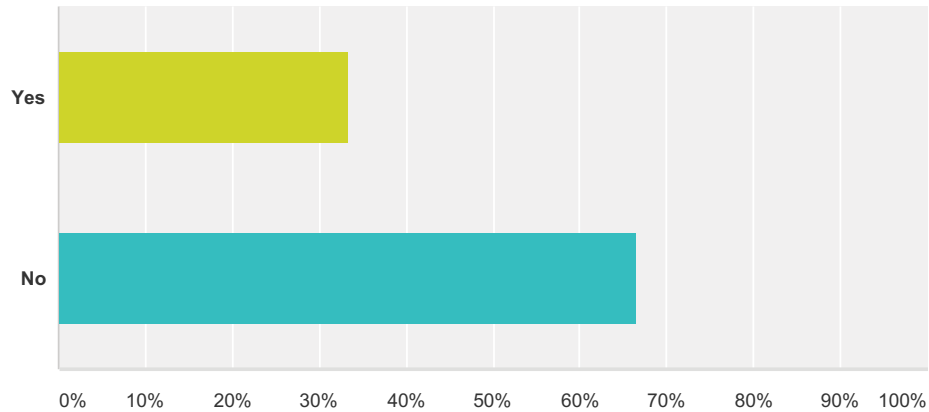
High
Medium
Low

	28.57%	2
	57.14%	4
	14.29%	1
Total		7

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

Q5 When your consultants have utilized RIVTAM, have you ever encountered any instances in which you found a significant issue related to the input or output data?

Answered: 9 Skipped: 0

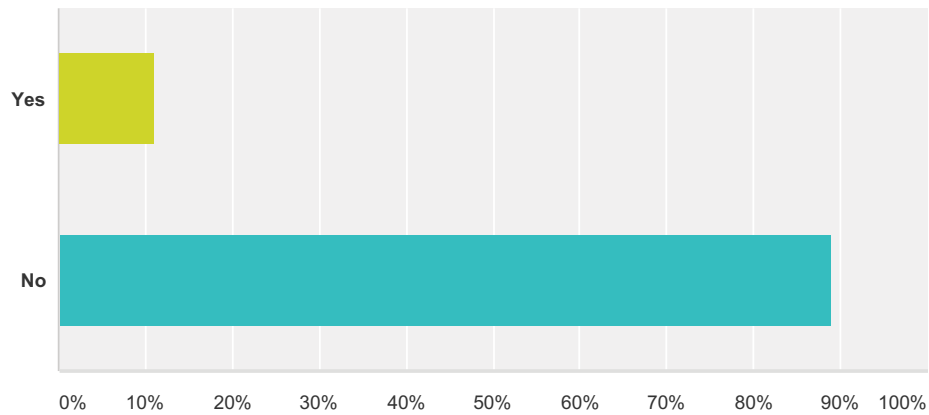


Answer Choices	Responses
Yes	33.33% 3
No	66.67% 6
Total	9

#	Please elaborate, if possible.	Date
1	Occasionally, consultants will find network errors such as incorrect lanes or unconnected links which affects how traffic is routed.	9/15/2016 7:31 AM
2	the TAZ for Wildomar is too large. We are unable to analyze against Circulation Element implementation timing	9/2/2016 9:39 AM
3	Some significant land uses / SEDs are not correctly reflected	8/31/2016 10:43 PM

Q6 Did you ever have an instance in which you had significant questions regarding input data, the model structure, or other items related to RIVTAM that you were not able to obtain answers from either other agencies or consultants?

Answered: 9 Skipped: 0

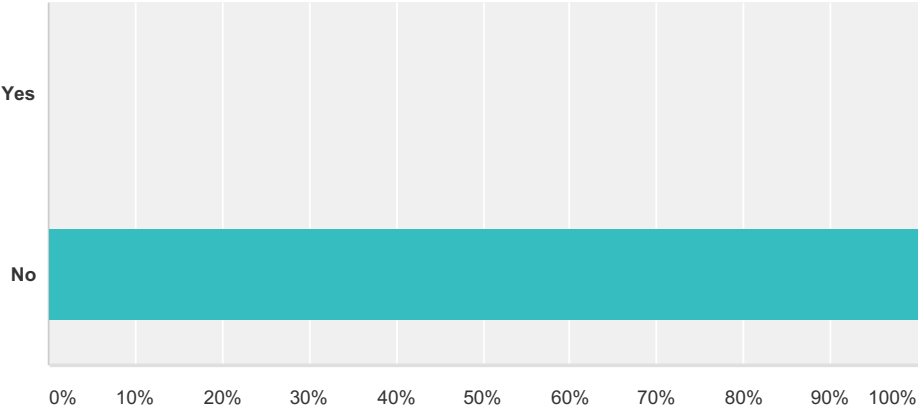


Answer Choices	Responses
Yes	11.11% 1
No	88.89% 8
Total	9

#	If yes, please elaborate.	Date
1	same response as above	9/2/2016 9:39 AM

Q7 Did you ever experience significant project delays due to any issues related to RIVTAM?

Answered: 9 Skipped: 0

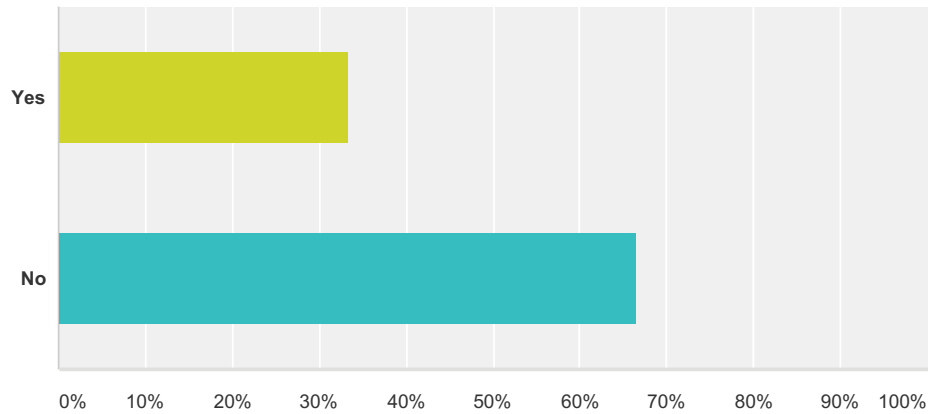


Answer Choices	Responses
Yes	0.00%0
No	100.00%9
Total	9

#	If yes, please elaborate.	Date
	There are no responses.	

Q8 Do you have any reservations utilizing RIVTAM currently for any projects?

Answered: 9 Skipped: 0

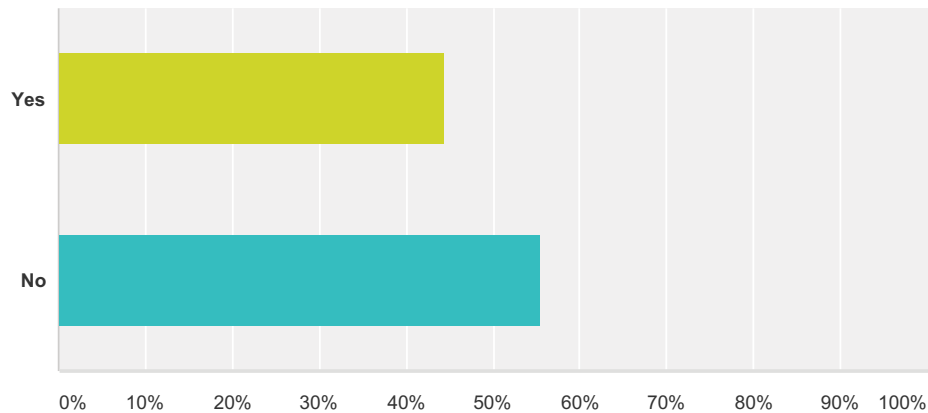


Answer Choices	Responses
Yes	33.33% 3
No	66.67% 6
Total	9

#	If yes, please elaborate.	Date
1	RIVTAM is based on the 2008 RTP which is two cycles old. The model should be updated with inputs consistent with the current RTP and undergo a re-validation process.	9/15/2016 7:31 AM
2	The RIVTAM is outdated and some data are not consistent with the SCAG model. Our consultant found that the data on the SCAG model is more accurate and complete for the areas outside of the inland empire. RIVTAM needs to coordinate closely with SCAG to include the latest information not just in the Inland Empire.	9/7/2016 1:39 PM
3	General perception is that the model is not up to date, have had instances of incorrect SED values	8/31/2016 10:43 PM

Q9 WRCOG, RCTC, County of Riverside, and CVAG are considering an update to RIVTAM. If an updated version of RIVTAM became available, would you have any reservations regarding its use in future studies?

Answered: 9 Skipped: 0



Answer Choices	Responses
Yes	44.44% 4
No	55.56% 5
Total	9

#	If yes, please elaborate.	Date
1	An update to the model is probably warranted at this time considering the numerous GPA that are occurring in the County of Riverside and other jurisdictions.	9/20/2016 11:54 AM
2	It's our understanding that the current SCAG model requires several days to a week in order to complete a full run. This timeframe is achieved when using a computer system with the enormous processing power and would likely be longer if a less capable system were used. Many of the TIAs for development projects would considered this timeframe unacceptable and pose a hurdle in completing their TIAs in a timely manner.	9/15/2016 7:31 AM
3	The city's model is based on the 2008 RTP. A change with RIVTAM may have an adverse effect on the city's model and it would have to be updated again.	9/6/2016 9:54 AM
4	I would ask that we detail the TAZ's in Wildomar. the city also desires to update the Circulation Element consistent with AB1358 and would like supporting model runs to achieve this goal.	9/2/2016 9:39 AM

Q10 Do you have any specific suggestions or requests that should be incorporated into an update of RIVTAM?

Answered: 7 Skipped: 2

#	Responses	Date
1	An update to RIVTAM should also consider including tools for users to obtain data to perform analyses to address SB743.	9/15/2016 7:31 AM
2	None.	9/14/2016 8:46 AM
3	None at this time.	9/13/2016 4:55 PM
4	Coordinate with SCAG and local jurisdictions to obtain the latest data.	9/7/2016 1:39 PM
5	Any update of RIVTAM should have a description of what has changed so cities that use RIVTAM in their models can incorporate the changes accurately.	9/6/2016 9:54 AM
6	Assist the City in updating the Circulation Element and refine the TAZ's	9/2/2016 9:39 AM
7	I would like special attention to be paid to use of RIVTAM as a tool for CEQA VMT analysis, the county / WRCOG could also assist in the development of regional thresholds and screening maps	8/31/2016 10:43 PM



Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: Legislative Activities Update

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

Date: October 13, 2016

Requested Action:

1. Receive and file.
-

Staff continually monitors state legislation relevant to WRCOG's programs and key priority topics identified by WRCOG's Executive Committee. Staff will strive to also provide information on the impacts of such legislation to member agencies through WRCOG's existing Committee structure. At the request of WRCOG's members, the Executive Committee may consider adopting positions of support or opposition on various Senate and Assembly Bills. Actions regarding WRCOG's position on legislation will remain consistent with the 2015/2016 WRCOG Legislative Platform, available online at <http://www.wrcog.cog.ca.us/secondary-navigation/wrcog-at-work/advocacy>.

The California State Legislature adjourned the 2016 Legislative Session and Governor Brown had until September 30, 2016 to sign, veto, or act on legislation. Two independently compiled summaries of the Legislative Session, one by the American Planning Association and one by the League of California Cities, are provided as attachments to this staff report.

The following resources are also available for reviewing legislative initiatives:

California Legislative Information:

<http://leginfo.legislature.ca.gov>

American Planning Association (APA) – California:

<https://www.apacalifornia.org/legislation/>

California Association of Councils of Governments (CalCOG):

<http://www.calcog.org/index.aspx?NID=151&ART=1216&ADMIN=1>

California Transit Association – Priority Legislation:

<http://caltransit.org/advocacy/priority-legislation/>

League of California Cities:

www.cacities.org

Southern California Association of Governments (SCAG):

<http://www.scag.ca.gov/programs/Pages/LegislativeTracking.aspx>

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

None.

Attachments:

1. American Planning Association 2016 Legislative Summary.
2. League of California Cities 2016 Legislative Summary.

Item 4.E

Legislative Activities Update

Attachment 1

American Planning Association 2016 Legislative Summary

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American Planning Association
California Chapter

Making Great Communities Happen

APA CALIFORNIA LEGISLATIVE UPDATE

SEPTEMBER 2016

By John Terell, AICP, Vice President Policy and Legislation

Sande George, APA California Lobbyist

Lauren De Valencia y Sanchez, APA California Lobbyist

The 2016 Legislative Session Comes to an End

The 2016 Legislative Session came to an end on August 31st. This year's session started with hundreds of planning-related bills, keeping APA California very busy on issues dealing with affordable housing, the density bonus law, and environmental justice, just to name just a few. However many of those bills didn't make it to the end.

Bye Bye By Right

While APA California introduced sponsored by right housing legislation with the goal to make it easier to get affordable and workforce housing built, the by right housing approval issue was elevated when the Governor submitted his own budget trailer bill language proposing a much broader by right process. Unfortunately the Governor's proposal generated strong opposition, including that from labor unions and environmental groups. APA worked with the Governor's staff, HCD and budget committee staff in the hopes of developing a more focused proposal closer to APA's concept in our proposed legislation (an update on that legislation is below). However, after many attempts to put forward a workable proposal, a consensus could not be reached and the proposal didn't go forward.

Along with the loss of a workable by right proposal was the loss of the allocation of \$400 million for affordable housing that the Governor tied to the passage of his by right proposal – a big loss of rare one-time funding for affordable housing.

Hot Bills

Below is a list of key planning bills that APA California actively lobbied this session. To view the full list of hot planning bills, copies of the measures, up-to-the minute status and APA California letters and positions, please continue to visit the legislative page on APA California’s website at www.apacalifornia.org.

Hot Bill Directory

[AB 1934](#) Development Bonus for Commercial Development

[AB 2002](#) FPPC Requirements for Communication with the Coastal Commission

[AB 2208](#) Housing Above Local Government Buildings and Underutilized Sites

[AB 2299](#) Accessory Dwelling Units Ordinances and Reduced Parking Requirements

[AB 2501](#) New Density Bonus Requirements

[AB 2502](#) Inclusionary Housing Programs

[AB 2522](#) By Right Housing

[AB 2734](#) Local Control Housing Funding Act

[AB 2788](#) By Right Approval of “Small Cell” Wireless Infrastructure

[SB 1000](#) Mandatory Environmental Justice Element in the General Plan

[SB 1069](#) Accessory Dwelling Units Ordinances and Reduced Parking Requirements

[AB 1934](#) (Santiago) – Density Bonus for Commercial Development

This bill would require a city or county to grant to a commercial developer a “development bonus”, similar to a density bonus, when an applicant for commercial development agrees to partner with an affordable housing developer to develop affordable

housing as either a joint project or two separate projects. The affordable housing can be constructed on the site of the commercial development or on a site that is within the boundaries of the local government, in close proximity to public amenities and schools and within one-half mile of a major transit stop. APA discussed our concerns with the author, including APA's opposition to the lack of a definition of "partner" and the concessions that cities and counties would be forced to grant the commercial developer, including a 20% variance on floor area ratio. The bill was amended to both better define the partnership between the housing and commercial developer and was made clear that the concessions would need to be *mutually* agreed upon by the developer and the jurisdiction. With those amendments, APA removed opposition to the bill.

Position: Neutral as Amended

Status: On the Governor's Desk

AB 2002 (Stone) – FPPC Requirements for Communication with the Coastal Commission

This bill would have required anyone lobbying the Coastal Commission to register with the FPPC as a lobbyist, unless the person is a local government agency employee or lobbies for not more than one action per year. APA California took an oppose unless amended position because the bill did not exempt planning consultants and design professionals hired by local agencies to act on the agencies' behalf with Commission staff. After meeting with the author's office on this issue, the author agreed to amend the bill to clarify that planning consultants and design professionals representing local agencies would not be required to register before having discussions with Commission staff. On the last night of session the bill was moved to the "inactive file" and didn't move forward.

Position: Neutral as Amended

Location: Dead

AB 2208 (Santiago) – Housing Above Local Government Buildings

This bill would have expanded the Housing Element inventory of land suitable for residential development to include buildings owned or under the control of a city or a county, zoned for residential or nonresidential use and capable of having residential developments constructed above the existing building, as well as “underutilized” sites (which was not defined). APA California took an oppose position because such potential sites most likely would be infeasible or could not be guaranteed to be developed within the planning period depending on what the current use of the “underutilized site” is and when it might be available for development. The bill was narrowed to only revise the definition of land suitable for residential development to include air rights on sites owned by a city or county. With that amendment, APA removed its opposition.

Position: Neutral as Amended

Location: On the Governor’s Desk

AB 2299 (Bloom) – Mandatory Accessory Dwelling Unit (Second Unit) Ordinances and Reduced Parking Requirements

This bill would have required a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones. It would have also prohibited the imposition of additional parking for an ADU that was located within one-half mile of public transit or shopping – both of which were left undefined. APA California had no concerns with the majority of the bill and supports the use of second units as a source of affordable housing. However, APA requested that the bill be amended to remove “shopping” and use the definition of a “major transit stop” from SB 375 (Steinberg, 2008) and more recently included in AB 744 (Chau,

2015) rather than just “transit”. APA wanted to ensure robust transit would be available near these units if parking could not be required for a car. After attempting to reach an agreement on a suitable definition of “transit”, the author decided to remove the new and more restrictive parking standards altogether from the bill. This keeps existing law in place – no more than one parking spot can be required per bedroom. With that, APA was able to move to a full support position.

Position: Support as Amended

Location: On the Governor’s Desk

AB 2501 (Bloom) – New Density Bonus Requirements

AB 2501 makes a number of substantial changes to the density bonus law. A number of provisions opposed by APA in the original version of the bill have been removed, including a requirement that the local agency approve an application for a density bonus and any concessions and incentives within 60 calendar days. Recently, remaining issues were addressed in negotiated amendments that reinstate the ability of cities and counties to request information from a developer who is seeking a density bonus, concessions, incentives, waivers and parking reductions for a project. As amended, the developer can be required to provide reasonable documentation to demonstrate that the project conforms with the numerous requirements of density bonus law and is eligible for any bonus, concession, waiver, or parking reduction requested, and that any concession or incentive will specifically result in identifiable and actual cost reductions required for the affordable housing units. With those amendments, APA removed its opposition.

Position: Neutral as Amended

Location: On the Governor’s Desk

[AB 2502](#) (Mullin) – Inclusionary Housing Programs

This bill would have amended that state's Planning and Zoning Law to make it clear that inclusionary zoning is a permitted land use power for both for-sale and rental housing, in light of the *Palmer* decision. APA California supported the bill but unfortunately it had substantial opposition and an agreement could not be made to keep the bill alive.

Position: Support

Location: Dead

[AB 2522](#) (Bloom) – APA-Sponsored By Right Housing Proposal

To help address the increasing lack of affordable housing in California, APA California sponsored AB 2522 to speed up approvals of attached housing projects. AB 2522 would have mandated that attached housing developments be a permitted use "by right" if the projects meet all of the following ministerial criteria:

1. Is either located on a site identified in the housing element inventory, or is located on a site that has been or will be rezoned pursuant to the local jurisdiction's housing element program.
2. Does not contain more dwelling units than were projected by the jurisdiction to be accommodated on the sites and any density bonus for which the development is eligible.
3. Complies with applicable, objective general plan and zoning standards and criteria, including design standards, in effect when the attached housing development was determined to be complete.
4. Is either located in an urbanized area or located on an infill site.
5. Contains 20% of its units for lower income households, or 100% for moderate-income households.

As mentioned above, the Governor put forward a broader by right proposal just after APA's AB 2522 was launched, taking over the by right discussion and superseding AB 2522 itself. APA supported the Governor's proposal in concept, but submitted substantial recommendations for amendments to allow APA to fully support the budget trailer bill. Unfortunately, given the conflicting and substantial opposition to the Governor's by right proposal, it is unclear whether any by right proposal, even APA's more targeted approach, could succeed if APA decided to move a bill similar to AB 2522 next year.

Position: Support

Location: Dead

AB 2734 (Atkins) – Local Control Housing Funding Act

This bill would have required the Department of Finance to calculate the savings to the state attributable to the elimination of redevelopment agencies and provide 50% of that amount, or \$1 billion, whichever is less, to HCD to provide funding to local agencies for housing. This is Assembly Member Atkins' third attempt to establish a permanent source of funding for affordable housing. APA California continued to support her efforts as we have in the past. APA also supported the Senate's proposal to redirect mental health funding for supportive housing, and other budget proposals providing various sources of funding for affordable housing. Unfortunately the third time wasn't a charm and the bill was held on the Appropriations Suspense file.

Position: Support

Location: Dead

AB 2788 (Gatto) - By Right Approval of "Small Cell" Wireless Infrastructure

With less than three weeks left before a major policy deadline in the legislature, Assembly Member Gatto "gut and amended" AB

2788, which would have unnecessarily preempted local authority on the permitting of “small cell” wireless infrastructure, shut out public input by eliminating consideration of the aesthetic and environmental impacts of “small cells,” required cities and counties to lease or license publicly-owned facilities for the installation of such facilities, and imposed arbitrary time limits for the issuance of permits. APA California along with the California State Association of Counties, the League of California Cities, the Urban Counties of California and the Rural County Representatives of California quickly formed a joint opposition coalition and began lobbying members of the Senate Energy, Utilities & Communication Committee, where the bill was to be heard just 4 business days after the bill was in print. However, after extensive efforts by the coalition, the author decided not to move the bill forward. While we can assume that language in this bill will be back next year, APA California is pleased that this last minute attempt was stopped.

Position: Oppose

Location: Dead

SB 1000 (Leyva) – Mandatory Environmental Justice Element in the General Plan

As introduced, SB 1000 would have added a new Environmental Justice Element to the already existing seven elements in the General Plan law. The bill would have required that the new element identify disadvantaged communities within the jurisdiction and include objectives and policies to reduce health risks. After working closely with the author’s office, Senator Leyva agreed to accept amendments suggested by APA California that ensure local jurisdictions have the flexibility to determine where in the General Plan or other documents the new environmental justice additions should be placed to fit the needs of the community.

SB 1000, as amended, now requires a local jurisdiction to either adopt a new Environmental Justice Element or develop related goals, policies and objectives integrated in other existing elements that would identify disadvantaged communities. The bill would only apply if the local jurisdiction has a disadvantaged community. And finally, the bill now requires review or adoption upon the next revision of two or more elements on or after January 1, 2018. Original language tied the adoption to the next revision of the housing element.

Position: Support as Amended

Location: On the Governor's Desk

SB 1069 (Wieckowski) Accessory Dwelling Unit (Second Unit) Ordinances and Reduced Parking Requirements

This bill would require a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones. It would also prohibit the imposition of additional parking for an accessory dwelling unit that is located within one-half mile of public transit or shopping. APA California originally had a support if amended position on the bill, supporting second units as a key source of affordable housing. However, like AB 2299, APA asked that the bill be amended to remove “shopping” and use the definition of a “major transit stop” from SB 375 (Steinberg, 2008) or more recently included in AB 744 (Chau, 2015), rather than just “transit”. While the bill was amended to remove “shopping”, the author was unwilling to define “transit”, so APA moved to an oppose position.

Position: Oppose

Location: On the Governor's Desk

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Item 4.E

Legislative Activities Update

Attachment 2

League of California Cities 2016
Legislative Summary

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MEMO
League of California Cities
Legislative Session Summary

Governor's Action on League Priority Bills Mostly Positive

Governor Signs 25 of League's 31 Requested Signatures; Vetoes 7 of 11 Requests

Gov. Jerry Brown finished his work on Friday signing and vetoing legislation sent to him by the Legislature in 2016. Overall the news was mostly positive for cities, with the Governor agreeing with the League's position 76% of the time.

Major positives for the League this year were his signature on several bills helping improve implementation and reduce legal costs associated with implementation of the Voting Rights Act, including AB 2220 (Cooper) and AB 350 (Alejo); helpful economic development bills AB 2492 (Alejo and E. Garcia) and AB 806 (Dodd and Frazier). He also vetoed numerous bills that would have undermined local authority with parking in AB 2586 (Gatto), and taxis in AB 650 (Low), and other measures proposing to expand worker's compensation benefits. Disappointments included the Governor's signature on SB 1069 (Wieckowski) which restricts a local agency's ability to impose requirements on second units (now named "accessory dwelling units") and AB 626 (Chiu) regarding construction claim resolution processes.

The following is a list of bills on which the League asked the Governor to either sign or veto with the Governor's action listed. For more information on legislative language, the League's position letters and sample position letters for cities, please enter bill number in the League's bill search.

Requested Signature

AB 350 (Alejo) California Voting Rights Act: Notice and Cure

Governor's Action: Signed

Provides a 'notice and cure' provision for cities who are being sued under the California Voting Rights Act (CVRA). This measure would give cities 135 days to switch to district-based elections through the ordinance process without the fear of soaring legal fees.

AB 723 (Chiu) Housing: Finance

Governor's Action: Signed

Makes helpful changes to rules governing the allocation of Community Development Block Grant (CDBG) funds for small, "non-entitlement" cities, and expands eligibility requirements for affordable housing development loans awarded by the California Housing and Finance Agency.

AB 806 (Dodd and Frazier) Economic Development

Governor's Action: Signed

Clarifies loan, lease and sale agreements and property acquisition are included in the range of options a community may employ to advance economic development. Provides additional flexibility for local agencies to acquire and dispose of properties to create economic opportunities.

MEMO
League of California Cities
Legislative Session Summary

AB 1244 (Gray) Workers Compensation: Fraud

Governor's Action: Signed

Creates a suspension process for medical providers who commit serious crimes or are involved in fraudulent activity that is modeled after the suspension process for Medi-Cal. Currently, there is no suspension process for medical providers in the workers' compensation system beyond removal from the Qualified Medical Examiner list. This bill should decrease fraud in the workers' compensation system, thereby reducing costs to employers.

AB 1276 (Santiago) Child Witnesses: Human Trafficking

Governor's Action: Signed

Allows a minor age 15 or younger who is a victim of human trafficking to testify in court by means of closed-circuit television in criminal proceedings, if a court finds:

- Open court testimony would cause severe emotional distress;
- Defendant has issued threats of serious bodily injury against the minor or his/her family;
- Defendant caused great bodily injury to the minor during the commission of the offense;
- Defendant or his counsel behaved in a way that prevented completion of minor's testimony during a hearing or trial; and
- Defendant used a deadly weapon during the commission of the offense.

AB 1592 (Bonilla) Autonomous vehicles: pilot project

Governor's Action: Signed

Allows the Contra Costa Transportation Authority to conduct a pilot project to test the full range of autonomous vehicle technology, including vehicles without a steering wheel, gas/brake pedal, or driver.

AB 1719 (Rodriguez) CPR Training

Governor's Action: Signed

Requires school districts and charter schools that require a course in health education as a prerequisite to graduation from high school, to include within the curriculum instruction in cardiopulmonary resuscitation.

AB 1787 (Gomez) Local Government Translation Services

Governor's Action: Signed

Requires, for agencies that have a time limit on public comment, the legislative body to provide at least twice the allotted time to a member of the public who utilizes a translator to ensure that non-English speakers receive the same opportunity to directly address the legislative body, unless simultaneous translation equipment is used to allow the body to hear the translated public testimony simultaneously.

AB 1789 (Santiago) Personal Income Taxes: Voluntary Contributions: School Supplies for Homeless Children Fund

MEMO
League of California Cities
Legislative Session Summary

Governor's Action: Signed

Extends the voluntary tax contributions to the School Supplies for Homeless Children Fund until January 2022 or until the contribution by taxpayers does not meet the \$250,000 contribution amount.

AB 1952 (Gordon) Property Tax Postponement Program

Governor's Action: Vetoed

Makes several modifications to assist with the implementation of the recently reestablished Property Tax Postponement, a state loan program operated by the State Controller to help lower income seniors and disabled persons stay in their homes and reduce their risk of default and delinquency.

HOT AB 2220 (Cooper) District-Based Elections

Governor's Action: Signed

This is a simple expansion of SB 493 (Cannella, 2015) which will allow cities with a population threshold over 100K to switch to districts via the ordinance process versus the ballot process. Ballot initiatives are costly and do not insulate a city from CVRA litigation if the measure fails.

AB 2269 (Waldron) Animal Shelters

Governor's Action: Signed

Prohibits the sale or transfer of live animals from pounds and animal shelters to any animal dealer or research facility for purposes of research or experimentation.

AB 2406 (Thurmond) Junior Accessory Dwelling Units

Governor's Action: Signed

Allows a local agency to create an ordinance for junior accessory dwelling units (JADU) in single-family residential zones. JADUs are units that are no more than 500 square feet in size and contained entirely within a single-family residence. The unit may include separate sanitation facilities or may share the facilities with the existing structure.

AB 2491 (Nazarian) Vehicles: Stopping, Standing, and Parking

Governor's Action: Signed

Authorizes local governments to adopt an ordinance that prohibits a person from stopping, parking, or leaving a vehicle parked within 15 feet of driveways used by emergency vehicles to enter or exit a police station, ambulance service facility, or general acute care hospital.

AB 2492 (Alejo and E. Garcia) Cleanup to CRIA Law

Governor's Action: Signed

Includes helpful changes for implementation of last year's AB 2 Community Revitalization and Investment Authorities (CRIAs):

- Clarifies calculation of crime and unemployment data.
- Allows use of countywide and citywide income data.
- Allows access to financing options provided to EIFD's.

MEMO
League of California Cities
Legislative Session Summary

- Facilitates disadvantaged communities' use of the tool.

AB 2594 (Gordon) Stormwater Resources

Governor's Action: Signed

Clarifies that a public entity that captures stormwater, in accordance with a stormwater resource plan, before the water reaches a natural channel, may use the captured water.

AB 2679 (Cooley) Medical Marijuana: Regulation: Research

Governor's Action: Signed

Expands authorized research activities of the University of California's Marijuana Research Program to include motor skills. Provides interim guidance for what manufacturing processes are legal for marijuana-derived products under the Medical Cannabis Regulation and Safety Act, including legal forms of butane extraction. Sunsets once the state begins issuing manufacturing licenses.

AB 2693 (Dababneh) Property Assessed Clean Energy (PACE)

Governor's Action: Signed

Enhances existing consumer protections and disclosures associated with the PACE program.

AB 2722 (Burke) Transformative Climate Communities Program

Governor's Action: Signed

Creates the Transformative Climate Communities Program to award competitive grants to develop and implement neighborhood-level climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities.

AB 2724 (Gatto) Unmanned Aircraft/Drones

Governor's Action: Vetoed

Requires drone manufacturers to provide information for online access to Federal Aviation Administration (FAA) Safety regulations and the FAA registration requirement in their product packaging. Requires drone owners to procure liability insurance in an amount determined by the Department of Insurance.

AB 2728 (Atkins) California Organized Investment Network (COIN)

Governor's Action: Vetoed

Extends the sunset date on the COIN tax credit program to Jan. 1, 2018. Includes language that expands the definition of a "community development investment" to include reservation-based and rural communities (either up to 10,000, or up to 20,000 population, as defined).

AB 2821 (Chiu) Housing for a Healthy California Program

Governor's Action: Vetoed

Requires HCD to establish the Housing for a Healthy California Program, which would fund competitive grants to pay for interim and long-term rental assistance for homeless

MEMO
League of California Cities
Legislative Session Summary

Medi-Cal recipients. Establishes criteria for an applicant to be eligible for a grant, including having identified a source of funding for housing transition services and tenancy sustaining services.

AB 2853 (Gatto) Public Records Internet Reports

Governor's Action: Signed

Allows a public agency to comply with certain disclosure requirements under the California Public Records Act by posting any public record on its internet website and, in response to a request for a public record posted on the internet website, directing a member of the public to the location on the internet website where the public record is posted.

SB 441 (Wolk) Public Records Act: Exemptions

Governor's Action: Signed

Exempts from disclosure any identification number, alphanumeric character, or other unique identifying code used by a public agency to identify a vendor or contractor, or an affiliate of a vendor or contractor, unless the identification number, alphanumeric character, or other unique identifying code is used in a public bidding or an audit involving the public agency.

SB 807 (Gaines) Unmanned Aircraft: Local Agency Immunity

Governor's Action: Signed

Provides stronger immunity for local agency first responders who damage or destroy a drone that interferes with their emergency operations.

SB 817 (Roth) Property Tax Allocation; Recently Incorporated Cities

Governor's Action: Vetoed

Assists four recently incorporated cities in Riverside County which were severely harmed in 2011 when the state swept all remaining shares of city vehicle license fee (VLF) revenues. These lost revenues would be replaced with shares of property tax in the same manner that all existing cities (under the 2004 VLF-property tax swap) received property tax to offset lost shares of the VLF. In short, these cities will be treated equally with all others.

SB 866 (Roth) Veterans Housing

Governor's Action: Signed

Allows Proposition 41 bond funding to be used to create supportive housing for female veterans and their children who have suffered sexual abuse.

SB 1046 (Hill) Ignition Interlock Devices

Governor's Action: Signed

Expands an existing four-county ignition interlock device program to be statewide in scope. Requires persons convicted of Driving Under the Influence offenses to install and maintain an Ignition Interlock Device, i.e. a breathalyzer, on their motor vehicle in order to obtain a restricted driver's license, or to have a driver's license reinstated.

MEMO
League of California Cities
Legislative Session Summary

SB 1108 (Allen) Local Redistricting Commissions

Governor's Action: Signed

Allows a general law city to establish their own citizen redistricting commission. Currently, charter cities already have that authority.

SB 1221 (Hertzberg) Firefighters: Interaction with Mentally Disabled

Governor's Action: Signed

Authorizes the Commission on Peace Officer Standards and Training to make its coursework on assessing, interacting with, and providing assistance to mentally disabled persons available to firefighters and fire departments.

SB 1288 (Leno) Rank Choice Voting

Governor's Action: Vetoed

Allows a general law city to change their voting methodology to rank choice voting but must be done through the vote of the people. Currently, charter cities already have that authority.

Request for Veto

HOT AB 626 (Chiu) Public contracts: claim resolution

Governor's Action: Signed

Establishes a claims resolution process that would require local governments to respond to every claim for disputed payment amounts from a contractor within 45 days; pay undisputed amounts within 60 days; meet and confer if claimant continues to dispute payment amounts or if the agency fails to respond to a claim; and force mediation when meet and confers don't resolve disputes.

AB 650 (Low) Taxicab transportation services

Governor's Action: Vetoed

Makes preemptory changes in anticipation of the expected reorganization of the California Public Utilities Commission (PUC) that would remove transportation companies from the PUC's regulatory authority. Except for the city and county of San Francisco, will limit city/county service fees, cap taxi driver permit fees at \$75, and prevent expansion or adoption of ordinances that help ensure adequate levels of disability access if those policies were not in place by July 1, 2016. Cities and counties would still have to perform all other regulatory functions that are required of them, such as background checks and drug and alcohol testing, until the PUC is reorganized.

AB 779 (C. Garcia) Local Government Compensation Reports

Governor's Action: Vetoed

Creates a duplicative compensation report that must be posted to an agencies' website for each elected official. Compensation is broken down into: salary; overtime; unused vacation; stipends; pension; retirement and health premium contributions; automobile, phone and technology allowances.

MEMO
League of California Cities
Legislative Session Summary

HOT AB 1217 (Daly) Orange County Fire Authority

Governor's Action: Signed

Establishes a legal precedent of state interference in the governance of local joint powers authorities by codifying a rule that members of the Orange County Fire Authority Board of Directors cannot appoint alternates.

AB 1505 (Hernández) Statute of Limitations: Public Contracts

Governor's Action: Vetoed

Increases the statutes of limitations on competitive bidding violations, specifically Public Contract Code Section 20163, that prohibits local governments from breaking up public works projects into smaller projects for purposes of evading competitive bidding requirements.

AB 1643 (Gonzalez) Workers Compensation: Apportionment

Governor's Action: Vetoed

Eliminates the 'apportionment' process for certain non-industrial work injuries. Apportionment is a key cost controller in the workers compensation system.

AB 1669 (Hernández) Displaced Employees: Service Contracts: Collection and Transportation of Solid Waste

Governor's Action: Signed

Requires local governments to give a 10 percent bidding preference to solid waste collection and transportation services contractors that agree to retain the employees from the previous such contractor for up to 90 days.

HOT AB 2586 (Gatto) Parking

Governor's Action: Vetoed

Permanently deletes the Jan. 1, 2017 sunset on AB 61 (Gatto, Chapter 71, 2013), which prohibits cities from ticketing cars at broken meters. Also requires that cities make parking promptly available once street sweeping and other maintenance activities have been provided and prohibits cities from providing incentives when contracting out for private parking enforcement

SB 654 (Jackson) Parental Leave

Governor's Action: Vetoed

Expands the current California Family Rights Act (CFRA) to public and private entities of 20 employees or more. Current law mandates CFRA applies to employers of 50 or more.

HOT SB 897 (Roth) Workers Compensation: '4850' Time Expansion

Governor's Action: Vetoed

Expands '4850' time for an additional year for first responders who suffer a catastrophic injury at the hands of another. Definitions within the bill will expand the applicability of the new law to allow for increased abuse of '4850' time.

MEMO
League of California Cities
Legislative Session Summary

HOT SB 1069 (Wieckowski) Land Use: Zoning

Governor's Action: Signed

Restricts a local agency's ability to impose requirements on second units (renamed "accessory dwelling units" or ADUs). Prohibits local agencies from imposing parking standards on units that are within one half mile of public transit, located within an architecturally and historically significant district, or when there is a car share vehicle within one block; among other conditions. Also places confusing restrictions on the water/sewer connection and capacity fees.



Western Riverside Council of Governments

Planning Directors' Committee

Staff Report

Subject: Riverside Transit Agency First-Mile / Last-Mile Study Update

Contact: Joe Punsalan, KTU+A, joe@ktua.com, (619) 294-4477

Date: October 13, 2016

Requested Action:

1. Receive and file.

This item is reserved for a presentation by KTU+A, which is preparing the RTA First-Mile / Last-Mile Study. At the July 14, 2016, PDC meeting, KTU+A presented on the study – this presentation will serve as an update.

Background:

The Riverside Transit Agency's (RTA) First and Last Mile Plan is intended to develop a plan to identify and provide a toolkit of solutions to remove barriers found in the first and last mile of accessing existing transit throughout the RTA service area in Western Riverside County.

Progress:

Transit stop typologies have been developed based on guidance from the 2015 RTA Comprehensive Operational Analysis Study's Market Assessment and a data driven GIS analysis. This analysis assigned all stations a typology type that closely mirrored their characteristics. By creating six station typologies representative of the 2,500+ bus stops throughout the RTA service area, general guidance on improvements can be made for each of those station types for application at locations across RTA's region-wide network.

Next Steps:

Field work has been completed for the six pilot locations to help with developing recommendations for the next steps. RTA needs to coordinate development of draft recommendations for the six locations with the existing plans of the cities / county for these locations. RTA welcomes the opportunity to partner with the relevant cities/county staff to finalize appropriate recommendations for each of the six pilot locations.

Prior WRCOG Action:

July 14, 2016: The WRCOG Planning Directors' Committee received report from KTU+A

WRCOG Fiscal Impact:

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

Attachment:

1. RTA First & Last Mile Mobility Plan Presentation.

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Item 5.A

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

Attachment 1

RTA First & Last Mile Mobility Plan
Presentation

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October 13, 2016

Joe Punsalan



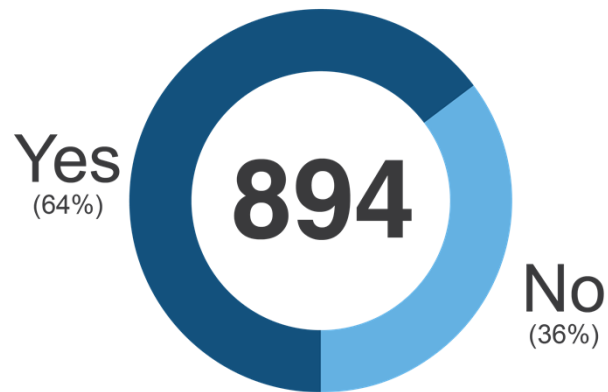
April/July WRCOG Meeting Summary

- Project Introduction
- Facility Types
- First & Last Mile Strategies
- Public Outreach
- Station Typologies
- Initial Rankings



What We Heard

Do you experience any problems walking, cycling or accessing transit at a particular location or along a particular route?

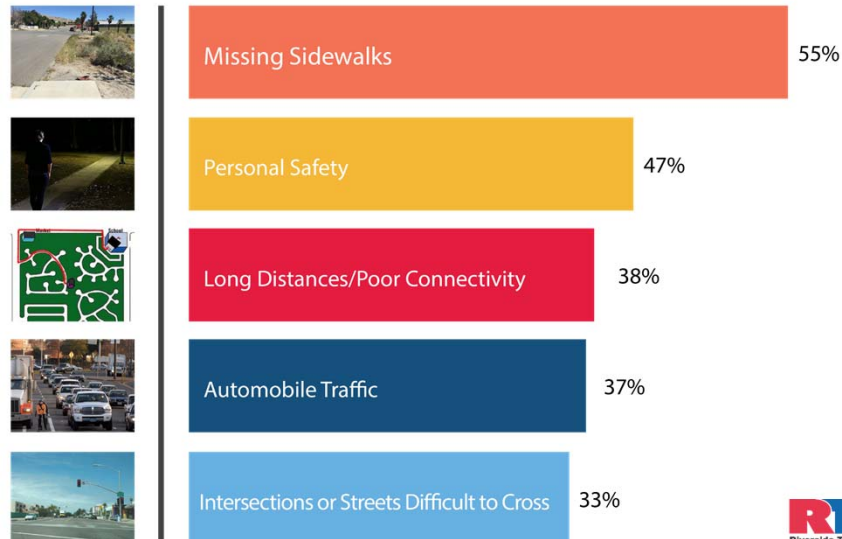


RTA First & Last Mile Mobility Plan | RivCo ATN Meeting | Sept 21, 2016



What We Heard

Please note specific problems encountered at particular locations or along a particular routes.



RTA First & Last Mile Mobility Plan | RivCo ATN Meeting | Sept 21, 2016



Typology Process

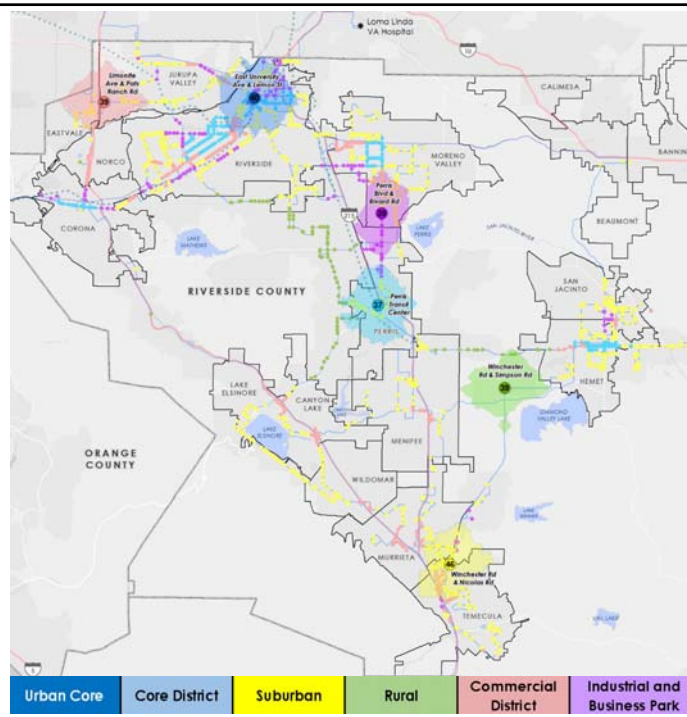
	Urban Core	Core District	Suburban	Rural	Commercial District	Industrial and Business Park
Description	- Highest number of activity centers - Highest population & employment densities - Low auto-centric development patterns - Existing walking facilities - Grid street network	- Located just outside of urban core - Moderate densities - More auto-centric development connected by high speed arterials / highways	- Moderate to low density single family residential development - Non-linear street patterns - Dispersed pedestrian facilities	- Remote or underdeveloped area outside of the city or town - Minimal or non-existent pedestrian facilities - Low density development patterns	- Commercial development distributed along a major corridor or concentrated within an area - Includes employment, shopping and community services - Destinations surrounded by high quantities of parking	Facilities typically utilize large areas of land which limits the diversity of land uses network
Typical Transit Service	Metrolink / Sub-regional, Community, CommuterLink 	Metrolink / Sub-regional, Community, CommuterLink 	Sub-regional, Community 	Sub-regional, Community 	Sub-regional, Community 	Regional, Community 

RTA First & Last Mile Mobility Plan | RbCo ATN Meeting | Sept 21, 2016

Final Pilot Study Stations

- Pilot Stations**
- Urban Core
 - Core
 - Suburban
 - Rural
 - Commercial
 - Industrial and Business Parks
- Pilot Station Transited**
- Urban Core
 - Core
 - Suburban
 - Rural
 - Commercial
 - Industrial
- - - - - Metrolink Line
 * Regional Destination
 — RTA Route
 □ City Boundary

RTA staff will work with Hemet and San Jacinto directly with these cities on their specific plan projects to include a First Mile Last Mile element.



Final Pilot Study Stations

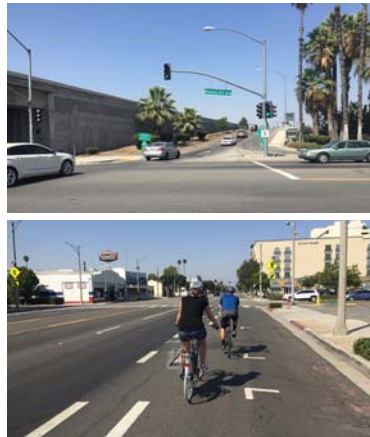
Urban Core

Station: East University Avenue and Lemon Street

Location: City of Riverside

Transitshed Coverage: City of Riverside, Jurupa Valley

Status: Highest ranking Urban Core station



RTA First & Last Mile Mobility Plan | RivCo ATN Meeting | Sept 21, 2016

Final Pilot Study Stations

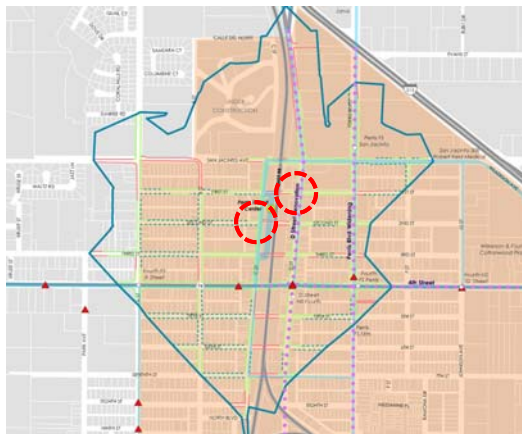
Core

Station: Perris Transit Center

Location: City of Perris

Transitshed Coverage: Perris, Riverside County

Status: Highest ranking Core station not in within the City of Riverside. Opportunity to for non-motorized access to the new Metrolink line.



RTA First & Last Mile Mobility Plan | RivCo ATN Meeting | Sept 21, 2016

Final Pilot Study Stations

Suburban

Station: Winchester Road and Nicolas Road

Location: Temecula, Murrieta, Riverside County

Transitshed Coverage: City of Temecula, City of Murrieta, Riverside County

Status: Highest ranking & southern most suburban station not within the City of Riverside



RTA First & Last Mile Mobility Plan | RivCo ATN Meeting | Sept 21, 2016

Final Pilot Study Stations

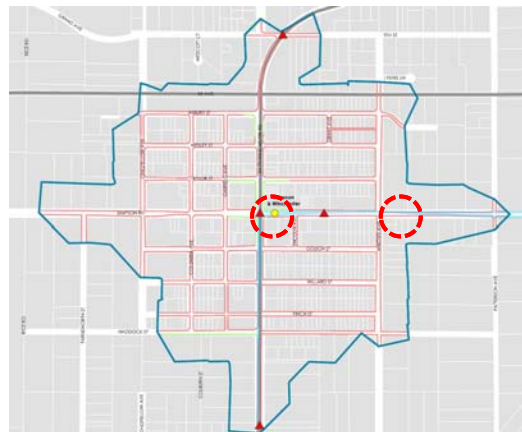
Rural

Station: Winchester Road and Simpson Road

Location: Riverside County

Transitshed Coverage: Riverside County - Winchester, Hemet

Status: High ranking rural station, low density residential, less stops and isolated, and typical of rural development patterns. Covers eastern edge of RTA's service area.



RTA First & Last Mile Mobility Plan | RivCo ATN Meeting | Sept 21, 2016

Final Pilot Study Stations

Commercial

Station: Limonite Avenue and Pats Ranch Road

Location: Jurupa Valley

Transitshed Coverage: Eastvale, Norco, Jurupa Valley

Status: High ranking commercial station, mix of rural and single family residential, large shopping centers and arterial roads. Typical curvilinear/cul-de-sac street patterns.



RTA First & Last Mile Mobility Plan | RivCo ATN Meeting | Sept 21, 2016

Final Pilot Study Stations

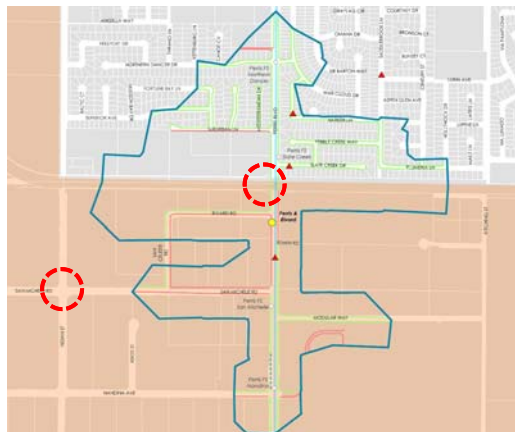
Industrial and Business Parks

Station: Perris Blvd and Rivard Road

Location: City of Moreno Valley

Transitshed Coverage: Moreno Valley, Perris

Status: Site is typical for large business park and industrial sites in the San Bernardino / Riverside region. Access to recreation (Lake Perris) with residential to the north.

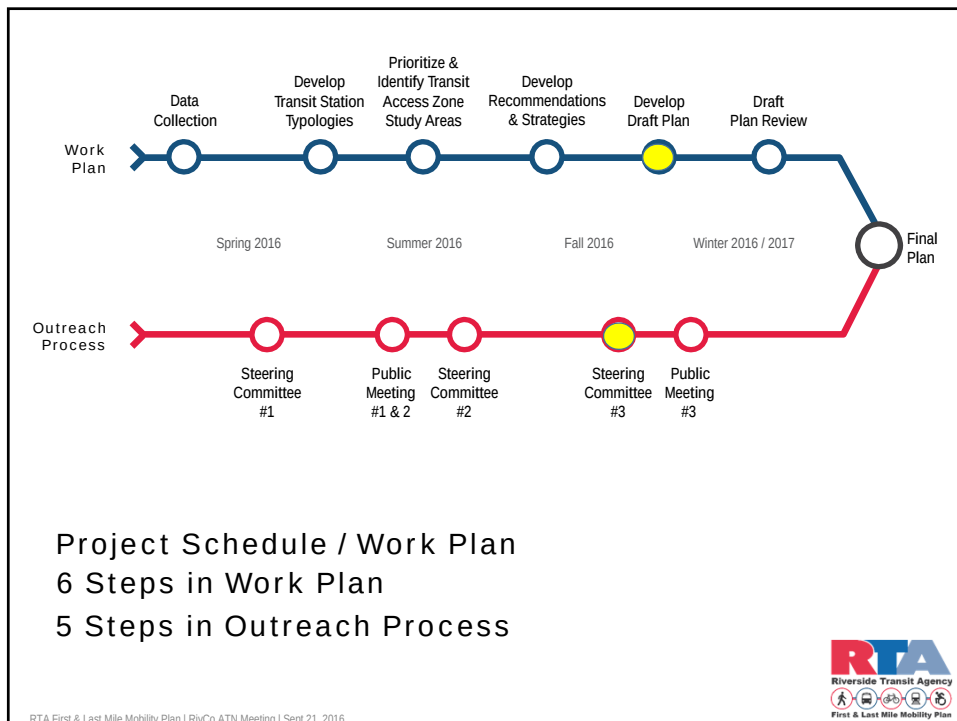


RTA First & Last Mile Mobility Plan | RivCo ATN Meeting | Sept 21, 2016

Final Pilot Study Stations: Next Steps

- **Develop Recommendations: a Toolbox of Strategies for the Six Pilot Locations**
- **Partner with relevant jurisdictions: to review the draft strategies for consistency with existing local plans**

RTA First & Last Mile Mobility Plan | RbCo ATN Meeting | Sept 21, 2016





Joe Punsalan
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Joe Forgiarini
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Western Riverside Council of Governments

Planning Directors' Committee

Staff Report

Subject: Southern California Association of Governments Activities Update

Contact: Andrea Howard, Staff Analyst, howard@wrcog.cog.ca.us, (951) 955-8515

Date: October 13, 2016

Requested Action:

1. Receive and file.

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

SPG Program Overview

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

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

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

WRCOG staff prepared a comprehensive synthesis of the SPG Program (included as attachment 1 to this report) including an overview of eligibility requirements and scoring criteria. Of note, is the strict requirement that projects must be able to demonstrate a nexus to transportation to be eligible. WRCOG encourages

member jurisdictions to apply for funding to support SPG eligible projects. WRCOG staff can be available to support member agencies with the identification of eligible projects and the application process. Below is a short list of studies which have received Program funding in the past:

- Circulation Elements
- General Plan Updates
- Specific Plans
- Corridor Plans
- Economic Development Strategies
- Community / Specific Area Visioning Projects
- Station Area Plans
- TOD District/Plans
- Bicycle / Pedestrian Master Plans

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

- Smart Cities Readiness Plan – WRCOG would prepare a regional effort to identify specific implementation actions local agencies can undertake related to technologies, such as but not limited to, autonomous vehicles, bike sharing, car sharing, and how that affects land use.
- SB 743 Implementation – WRCOG aims to update traffic study guidelines, as well as include a local agency VMT calculator. This study will also include a VMT threshold for optional use by local agencies.
- Safe Routes to School (SRTS) Plan – WRCOG aims to create a strategic SRTS plan for Western Riverside County that will provide school districts, schools, and jurisdictions a plan to create a program that will identify schools and the improvements needed to create safe routes to school for students.
- WRCOG Climate Action Plan (CAP) Update – WRCOG seeks to update the CAP to conduct a programmatic EIR, an economic analysis, and a Health Impact Analysis (HIA). The economic analysis may be structured similar to the City of Riverside's Growthprint, and the HIA would be conducted to show the CAP's co-benefits.
 - GHG Reinventory – WRCOG would update the last GHG inventory conducted for the CAP
- Subregional Sustainability Demonstration Center Feasibility Study – WRCOG seeks to assess the feasibility of developing an experiential center for modeling innovative technologies and best practices in resource conservation, efficiency, and healthy environments with a facility that would also fill the need for conference and meeting space in the subregion.

Due to eligibility constraints of the Program, WRCOG would be required to partner with a SCAG member city in order to apply for funding for any of the proposed studies above. WRCOG staff will be seeking partnerships with interested member jurisdictions to move forward with applications for these projects and welcomes interest from all members.

A complete list of past SCAG-funded projects is available on SCAG's Sustainability website at <http://sustain.scag.ca.gov>. Additional Program details can be accessed at <http://sustain.scag.ca.gov/Pages/DemoProjApplication.aspx>.

Upcoming Events & Meetings

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

November 3, 2016: SCAG Regional Council and Policy Committees meetings, SCAG Main Office, 818 West 7th Street, 12th Floor, Los Angeles, CA

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

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

Attachment:

1. WRCOG Staff Highlights: SCAG Sustainability Planning Grants.

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Item 5.B

Southern California Association of
Governments

Attachment 1

WRCOG Staff Highlights: SCAG
Sustainability Planning Grants

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WRCOG Staff Highlights: SCAG Sustainability Planning Grants

SPG PROGRAM OVERVIEW

SCAG's Sustainability Planning Grant Program provides resources and direct technical assistance to member jurisdictions to complete important local planning efforts and enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). A critical component of SPG eligibility is demonstrating a nexus to transportation. The SPG is a multi-year program funded through federal, state and local resources.

SPG PROGRAM GOALS

The SPG Call for Proposals seeks to support the goals below. In addition, each category has additional goals for the eligible project proposal types.

- Provide needed planning resources to local jurisdictions for sustainability planning efforts
- Develop local plans that support the implementation of the 2016 RTP/SCS
- Increase the region's competitiveness for federal and state funds, including but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

FUNDING SOURCES

Funding for the 2016 SPG will be provided through a combination of federal, state and local sources.

SCAG will allocate funding for successful project proposals based on the eligibility of each funding source and the applicant's readiness. Grants will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor.

REGIONAL EQUITY

The majority of funds to be programmed through the SPG-AT are constrained based on county and geographic equity requirements established by the funding guidelines for each of the respective funding sources. To ensure compliance with funding guidelines, minimum funding targets will be established for each county and project proposals will be evaluated against other proposals received in their respective county. Capacity Building Mini-Grants are not subject to geographic equity requirements and will be competitively awarded by SCAG based on scoring criteria.

PROGRAM SCHEDULE & TIMELINE

The table below highlights important program milestones, including the application due date of November 18, 2016:

Schedule	
SCAG SPG Call for Proposals Opens	9/29/2016
Application Workshop	Week of 10/13/2016
SCAG SPG Call for Project Application Deadline	11/18/16, by 5:00 p.m.

Staff Recommended Draft SPG project list	12/21/16
SCAG Regional Council Approval of 2017 SPG Proposal Rankings	2/2/2017

All project sponsors must be prepared to initiate their projects in Spring 2017. All work must be completed within 12 to 36 months of project initiation. A more exact period of performance will be determined at the time of project initiation based on project complexity and funding source. Time extensions will be considered on a case-by-case basis.

PROJECT TYPES

The 2016 Sustainability Planning Grants Call for Proposals is comprised of 3 main project proposal categories that meet the goals of the overall program: 1) Active Transportation, 2) Integrated Land Use, and 3) Green Region Initiatives. The Active Transportation Category (SPG-AT) will fund planning and non-infrastructure projects or programs that promote safety and encourage people to walk and bicycle. These projects will be designed to enhance local interest and/or capacity to build safe, efficient active transportation networks. The Integrated Land Use/Green Region Initiatives Categories (SPG-ILU/GRI) will fund planning, visioning, and capacity building projects or programs that promote sustainable development, transportation/land use integration, resource efficiency, climate action, and adaptation/resiliency studies.

APPLICATION ELIGIBILITY

All applying entities must be from within the SCAG region. Eligibility varies slightly between SPG-AT and SPG-ILU/GRI:

SPG-AT Eligibility

- Local or Regional Agency - Examples include cities, counties, councils of government, Regional Transportation Planning Agency and County Public Health Departments.
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Public schools or School districts
- Tribal Governments - Federally-recognized Native American Tribes.

SPG-ILU/GRI Eligibility

- SCAG member jurisdictions
- Tribal Governments
- County Transportation Commissions
- Councils of Governments (Must apply in partnership with a SCAG member jurisdiction.) *
- Non-profit groups, community based organizations and non-member government agencies may apply if a dues-paying member agency sponsors their application. These applications must identify both a sponsoring agency project manager as well as a Managing Organization project manager.

*Note, WRCOG is not eligible to apply under this category independently and will be seeking application sponsors or co-applicants for several ILU/GRI projects.

FUNDING AVAILABILITY MAXIMUMS

	Project Categories		
Project Types	AT	ILU	GRI
Shared Vision		\$1 M max	
Focused Purpose	\$200K max	\$200K max	
Non-Infrastructure	\$200K max		
Capacity Building	\$50K max	\$50K max	

APPLICATION PROCESS

Eligible applicants are encouraged to apply to the SPG by completing an application specific to one of the overall project categories and sub-project types. Applicants should contact SCAG staff if the project includes multiple components, or if support is needed in identifying the proper application to use for a project proposal. **Non-Infrastructure and planning projects that were submitted through the 2017 ATP statewide competition, but not selected for funding, will be considered for funding through the SPG-AT** For more information, see page 7/8 of the [Guidelines](#).

The 6 individual application forms for each of the project types include a variety of questions with fill-in-the-blank questions, multiple choice selections, and short answer questions ranging from 500-1500 character limits. On average, the short answer questions combine to equal an approximate maximum of 5 pages of text. Note that some of the applications involve letters of support, which must be submitted along with the application by the November 18 deadline.

Applicants are encouraged to review strategies promoted in the 2016 RTP/SCS to align project proposals with regional planning priorities and concepts. The most competitive proposals will advance multiple planning goals, utilize new or innovative planning practices, and result in planning products or programs that are clearly tied to implementation. Conducting collaborative public participation efforts to further extend planning to communities previously not engaged in land use and transportation discussions is highly encouraged.

EXAMPLE APPLICATIONS

Overviews of completed projects from previous Sustainability Planning Grant Programs can be found here:

<http://sustain.scag.ca.gov/Pages/Demonstation%20Projects/DemonstrationProjects.aspx>.

SCORING CRITERIA

The scoring criteria across all three project proposal types funded through the SPG will include the same three categories – 1) Project Need, 2) Goals, Objectives and Outcomes, and 3) Partnerships and Leveraging. Application questions vary by category within each topic area depending on the eligibility category the project applies through, see below:

Scoring Criteria – Active Transportation	
Topic 1: Project Need	50 Points
Mobility	15
Safety	20
Public Health	5
Disadvantaged Communities (Plans and NI) / Community Need (Capacity Building Mini-Grants)	10
Topic 1: Project Goals, Objectives and outcomes	35 Points
Readiness	20
Sustainability	5
Resource Need	5
Public Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Leveraging	5
Cost Effectiveness	5
Public Participation / Collaboration	5

Scoring Criteria – ILU/GRI	
Topic 1: Project Need	50 Points
Readiness	15
Sustainability	20
Resource Need	10
Disadvantaged Communities	5
Topic 1: Project Goals, Objectives and Outcomes	35 Points
Mobility	20
Safety	5
Public Health	5
Public Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Leveraging	5
Cost Effectiveness	5
Public Participation	5

EVALUATION PROCESS

For SPG-AT projects, six evaluation teams, one per county, will be established to review, score and rank applications submitted to the SPG-AT. Each team will be comprised of staff from the county transportation commissions and SCAG. Projects will compete and be ranked against other projects within their respective county*. Final awards will be based on application score, regional equity targets and funding eligibility.

*Unlike other APG-AT projects, Capacity Building Mini-Grants will be awarded competitively across the region and scored by SCAG staff only to avoid a conflict of interest. In addition, if a county transportation commission submits a proposal for any of the project types, the application will be reviewed and scored by SCAG staff only.

For SPG-ILU/GRI, three evaluation teams, one for each project type, will be established to review, score and rank applications submitted to the SPG-ILU/GRI. Each team will be comprised of staff from partner agencies, and from SCAG. Projects will compete with and be ranked against other projects within their respective types. For example, Integrated Shared Vision projects from across the region will be ranked separately from Focused Planning Proposals, and from Capacity Building Mini-Grants. Final awards will be based on application score, regional geographic equity and funding eligibility.

ALL SPG PROGRAM RELATED RESOURCES

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

- Program Guidelines:
http://sustain.scag.ca.gov/Documents/2016CallForProjects/2_SustainabilityGuidelines.pdf
- FAQs:
http://sustain.scag.ca.gov/Documents/2016CallForProjects/1_FrequentlyAskedQuestions.pdf
- Application Instructions:
http://sustain.scag.ca.gov/Documents/2016CallForProjects/3_ApplicationInstructions.pdf
- Application Template – Excel document including template spreadsheets for SOW, Budget, and Timeline:
http://sustain.scag.ca.gov/Documents/2016CallForProjects/4_ApplicationTemplates.xls

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Western Riverside Council of Governments

Planning Directors' Committee

Staff Report

Subject: Proposed Grant Writing Assistance Program for Local Jurisdictions

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

Date: October 13, 2016

Requested Action:

1. Designate two (2) Planning Directors' Committee members to serve on Grant Writing Assistance Program focus group.

WRCOG has received a number of requests to assist WRCOG member jurisdictions in grant writing. WRCOG would like to assist member jurisdictions in this capacity and has set aside funds to assist. WRCOG is proposing to create a grant writing assistance program to assist jurisdictions on an as-needed basis as funding is available. WRCOG staff seeks committee members to participate in a focus group that looks into the program specifics.

Grant Writing Request for Proposals from WRCOG

WRCOG has received requests in the past to assist jurisdictions in preparing proposals for grant opportunities, especially with the robust Caltrans ATP. WRCOG has identified funds to commence a grant writing program for its member jurisdictions and/or agencies. The specifics and amount for this program have not been determined. WRCOG staff would like to convene a focus group of agency staff to provide feedback on the specifics. WRCOG envisions that once the funds have been approved, WRCOG staff will proceed with a Request for Proposals from consultants to serve on a "bench" for assistance as grant writers to WRCOG member jurisdictions and/or agencies. The bench of consultants will then be made available to member jurisdictions and/or agencies on a first-come, first-serve basis. The consultants will assist jurisdictions and/or agencies on the grant application process only.

Focus Group: Prior to program commencement, WRCOG seeks to convene a focus group to examine the program details and logistics. WRCOG has not undertaken such a program before, and would like to gather input and feedback from local jurisdictions. WRCOG requests two (2) members from the Public Works Committee and Planning Directors' Committee serve on the focus group – WRCOG will also include staff from Riverside County Transportation Commission (RCTC). RCTC is also looking into implementing a similar program for grant opportunities that deal with capital projects, so including RCTC in the focus groups ensures there are no duplicative efforts.

The goal of the focus group is to discuss and propose parameters and rules of the program. Some items the focus group may discuss are:

- types of grants the program should assist jurisdictions with
- pros-and-cons of program structure, such as first-come, first-serve or whether there is a priority system based on jurisdiction need
- how grant writers are dispersed amongst jurisdictions

Initial feedback from the focus groups will be brought back to the committees for discussion and input. The focus group will reconvene to discuss necessary revisions to the program. The program will then be vetted through the Committees, and eventually the Executive Committee.

Prior WRCOG Action:

September 8, 2016: WRCOG Planning Directors' Committee received report.

WRCOG Fiscal Impact:

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

Attachment:

None.



Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: Summary of the 7th Annual Inland Empire Economic Forecast Conference

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

Date: October 13, 2016

Requested Action:

1. Receive and file.

In 2015, the University of California, Riverside's School of Business launched The Center for Economic Forecasting and Development (Center) as a major initiative for economic research and collaboration dedicated to one of the fastest growing and most dynamic regions in California and the United States. The Center held its annual Inland Empire Economic Forecast Conference on September 29, 2016, at the Riverside Convention Center, and WRCOG is providing a summary of the conference.

Introduction

The Center's work is geared towards a better, and more in-depth, understanding of the economy of the Inland Empire, revealing how important the region is to the wider state and nation, and supporting the Center's mission to advance the development of expansion of the local economy. As a part of this work, staff revealed the Center's forecasts for the United States, the State of California, and the Inland Empire.

United States Forecast

The overall United States economy for 2016 has been disappointing. However, the Center has not reduced its outlook for the nation by much, since the 2016 slowdown has come largely from external sources. The external sources stem from ongoing problems with global commodity excess, the slowing of the Chinese economy, and political instability in the Middle East and Europe. These issues have stalled U.S. exports and industrial production, and led to a modest decline in business investment.

What has remained quite strong is domestic consumer demand, and this represents two-thirds of the overall economic activity in the U.S. Consumers are increasing their spending based on the data that consumers are also earning more. This new spending power is a result of: 1) U.S. labor markets continue to expand, 2) increasing wages, and 3) weak inflation and low interest rates. The Construction, Healthcare, Professional Services, and Hospitality sectors have all been growing at a faster than average rate – although, the Manufacturing and Mining sectors continue to lose jobs. Overall, job-opening rates remain very high and businesses are finding it difficult to fill certain skilled positions. The competition for workers has finally shifted the economic balance towards labor to a small degree. Median real wages for a full time worker have grown 4% over the past two years – this is still modest but better than the previous 8 years when real earnings did not grow at all.

The nation's housing market is showing stronger signs recently – sales of new and existing homes, while still far below long run sustainable levels, have hit post 'Great Recession' highs in recent months. Home prices continue to rise at a steady 5% pace overall. Tight credit remains a major impediment to full recovery.

State of California Forecast

The State of California has continued a solid economic performance throughout the first three quarters of 2016, despite the slower national growth. The state's job market over the past four years has steadily increased, with wage and salary (nonfarm) job growth exceeding the nation's each year since 2012. Through the first seven months of this year, nonfarm jobs grew 2.7%, compared to 1.8% nationally, and the unemployment rate dropped below 6% late last year, moving sideways in the mid-5% range for most of the summer. This is a result of sustained job growth and wage gains drawing drawn more people in the labor force. The Leisure and Hospitality, and Health Care and Social Assistance industries led the way with the largest absolute gains in the state, with significant contributions from Professional, Scientific, and Technical Services, Construction, and Retail Trade.

Spending activity statewide as measured by taxable sales has grown steadily over the last few years. In addition, economic growth has spread inland from coastal counties over the last two years. Many parts of the state have hit new records for employment, and unemployment rates have declined to their lowest in several years.

Housing has been mixed since the recession with prices advancing modestly despite a number of hurdles that have limited sales activity. Demand for homes has been impeded by limited inventories, high underwriting standards, and large down payment requirements. Meanwhile, current homeowners have seen little reason to move and list their homes for sale. This has resulted in an existing home supply that is well below long-run norms. In addition, new home construction has struggled to advance since the recession, with permit levels that remain well below the long-run average – this is mainly a result of a very slow rebound in single-family home construction. One part of the residential market that is not lagging is the market for rentals – high demand for apartments has driven vacancy rates down and rents up. Rents continue to surge despite a significant increase in multi-family construction over the last three years. The implication is that new supply has barely met the state's long-standing shortage of supply.

For office and retail, vacancy rates have edged down quarter by quarter in metro areas of the state.

The state's economic engine will continue to trend upward for the rest of 2016 and into 2017. The Technology sector continues to grow, not only in the Bay Area, but elsewhere in the state. Economic growth nationally will continue to drive California's tourism and goods movement industries. Health care and retail activity will see further gains as households across the state benefit from job growth and wage gains.

Inland Empire Forecast

The Inland Empire has experienced economic growth that closely resembles the State of California's, and the region's labor market has demonstrated robust growth. This growth is driven heavily by the supply of labor. One reason for this increase in supply may be the region's affordability that attracts households from Los Angeles and Orange Counties. It is reasonable to assume that affordability will continue to attract people from throughout Southern California, and will work to the region's advantage as its population is expected to grow at an elevated pace through the next 30 years.

It is important to keep in mind that the economic growth will really depend on:

- The region's ability to educate and train highly skilled workers in the Professional and Business Services
- Economic development and the region's ability to develop and attract innovative businesses, including but not necessarily limited to those in Technology
- The region's ability to stay competitive in industries such as manufacturing and goods movement

For the region, the Construction industry accounted for the largest percentage growth in production from the second quarter of 2015 to the second quarter of 2016. This Construction growth was expected because of the growth in permit valuations filed in 2014. Permit valuations help predict future construction because filing precedes spending on labor and material.

The public sector also played a major part in the region's economic growth over the last year. Trade, transportation, and utilities industries demonstrated moderate growth in both production and jobs in the last year. This has been buoyed by the rise of goods movements, as the Ports of Los Angeles and Long Beach have been handling near record-high levels of goods, driving a significant amount of demand for logistics services throughout southern California.

Based on the nation and state's increased consumer spending, demand for goods has increased. This has resulted in a more dominant surge in economic growth in the region, like the WRCOG subregion, driven by warehouse and distribution center developments. These types of projects provide places of employment to many workers, and are decent paying wages, according to the report. In addition, there is also an indirect and induced spending from these wages in the area.

New home construction in the past four years has been weak by historic standards, but has outpaced population and household growth in the past four years. As with the state trend, the region's rental market remains strong even though the cost of owning a home is near a 20-year low. Interest rates are a near record lows and single-family homes in the region are among the most affordable in southern California. The typical homeowner household in this region would pay between 20-22% of its income for the monthly payment on the median-priced home in the region, well below the consensus threshold of affordable housing, which is 30% of income. The lack of new home ownership could also be attributed to what is happening at the State – limited inventories, high underwriting standards, large down payment requirements, difficulty obtaining loans.

Wall Street versus Main Street

Speakers at the conference also encouraged attendees to be a little skeptical of the news from mainstream media. Most of the speakers or quotes on mainstream media are from Wall Street, and Wall Street tends to focus on a pessimistic rhetoric. One speaker introduced a new noun called “miserablism” – the quality of seeming to enjoy being miserable. People on Wall Street seem to enjoy being miserable because that is what increases their profit margin. Rather than focus on the rhetoric, speakers encouraged attendees to focus on the real issues – such as decaying infrastructure, lack of public investment, California housing, growing wealth inequality, political gridlock.

Conclusion

- The region continues to add full-time jobs and wage increases
 - Employment and new business formation is increasing
 - Seems to be a discrepancy in wealth
- Housing is a big ticket challenge and opportunity
 - Region is affordable
 - Interest rates remain low
 - Housing permits are very low
 - Challenges to large housing projects are constantly brought to court
- Infrastructure projects are lacking
- Region and cities need to re-focus education and training for types of jobs that are in region or the region wants to attract
 - Changes in the types of employee the employers are targeting
 - Need employees with highly adaptable skills with the “4 C’s”:
 - Collaboration
 - Communication
 - Creativity
 - Critical thinking
- Cities can adapt and be mobile in order to attract businesses and industry

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

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

Attachment:

1. Conference Presentation.

Item 5.D

Summary of the 7th Annual Inland
Empire Economic Forecast
Conference

Attachment 1

Conference Presentation

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Rhetoric vs. Reality

Gimme a break!!

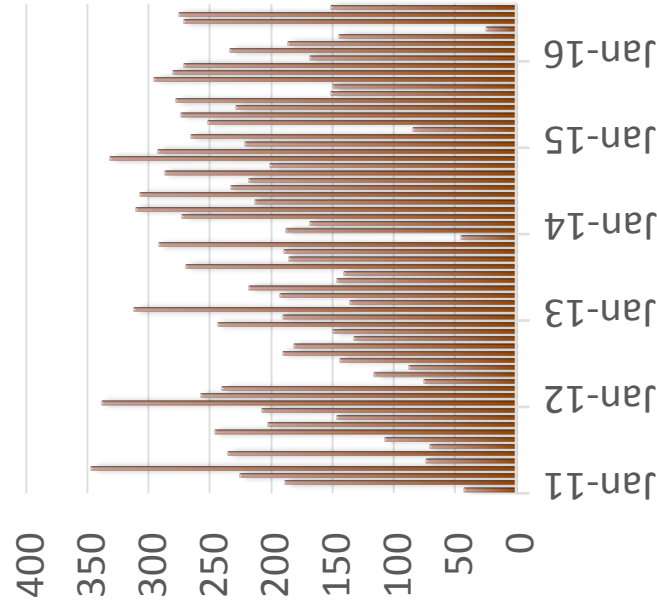
- GDP is growing slower than we like, but it is growing
- U.S. Incomes some of the highest in the world
- Fundamentals are fine, no chance of recession (yet)
- Incomes have been rising, true well-being even more so
- Labor markets are strong, wages up
- Housing still in recovery
- Inflation slow, commodities are cheap
- There is no financial bubble
- California leading, not lagging the nation

Focus on the real issues

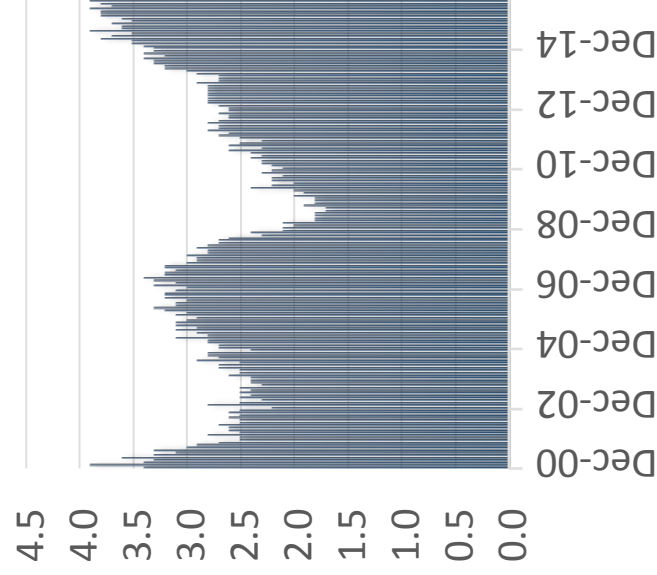
- Slow growth due to external issues and self-inflicted wounds
- Global economy weak
- State and Local budgets
- Decaying Infrastructure
- State water and housing issues
- Bad Financial Regulations
- Pensions / Entitlements
- Growing Wealth Inequality
- Political Gridlock
- Donald Trump didn't pay and Federal Income taxes

Labor Markets

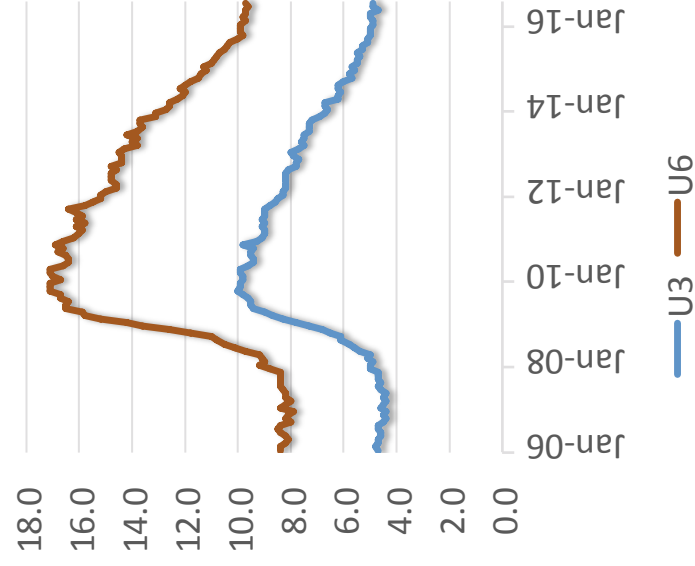
U.S. Change in Payroll Employment (000s)



Job Opening Rate (National to July)

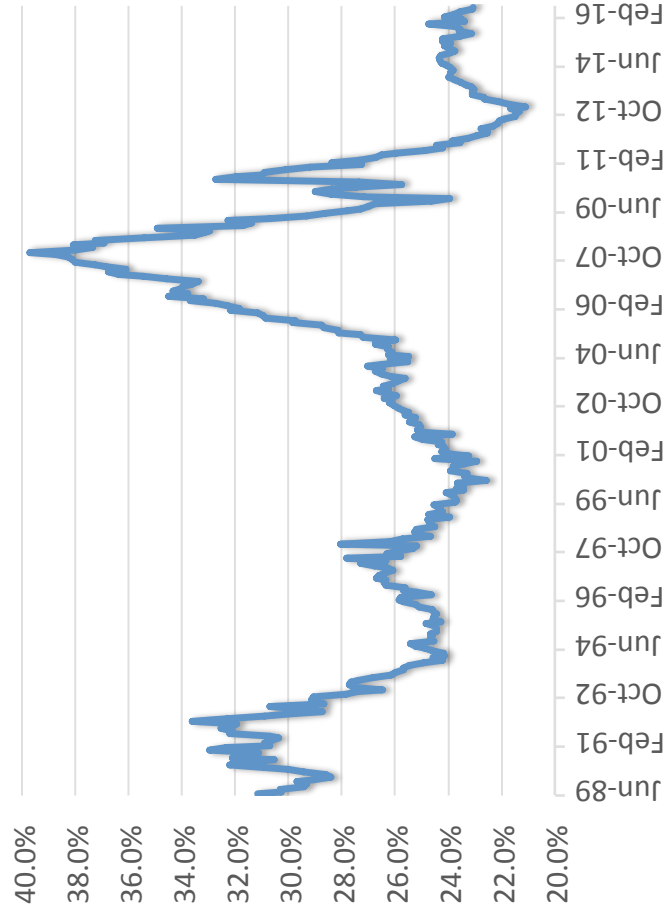


Unemployment Rate



Affordability and Prices

**Affordability: Median Price for
Median HH, Tax Adjustment, DPI**

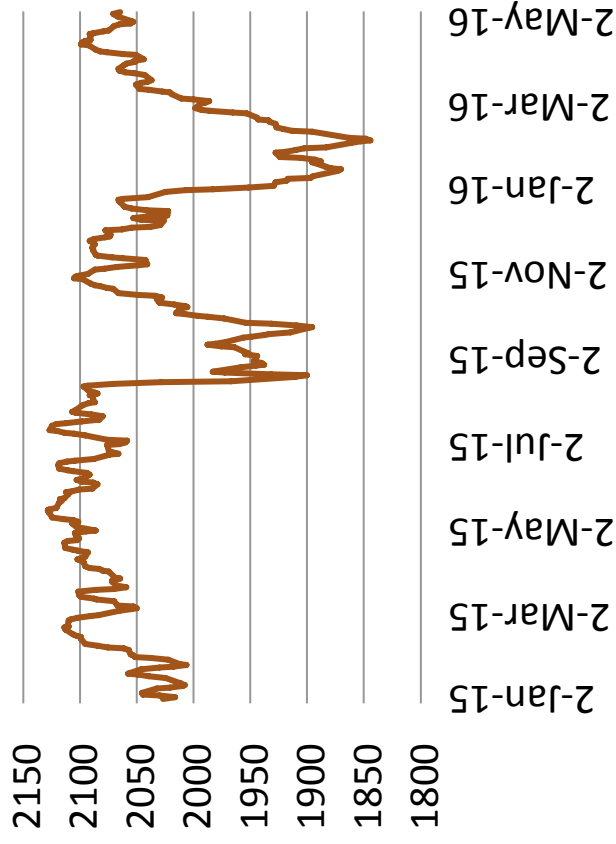


Case Shill HPA Trends

	<u>15</u>	<u>16</u>	<u>15</u>	<u>16</u>
OR-Portland	7.3%	12.5%	CA-Los Angeles	6.1% 5.4%
WA-Seattle	7.4%	10.7%	AZ-Phoenix	3.8% 5.4%
CO-Denver	10.0%	9.5%	Composite-20	4.8% 5.2%
TX-Dallas	8.4%	9.0%	NV-Las Vegas	6.5% 5.2%
FL-Tampa	6.3%	7.7%	National-US	4.4% 5.1%
FL-Miami	7.9%	6.5%	MN-Minneapolis	2.7% 5.1%
CA-San Francisco	9.7%	6.5%	NC-Charlotte	4.8% 4.9%
GA-Atlanta	5.2%	6.4%	IL-Chicago	1.8% 3.6%
CA-San Diego	4.7%	6.4%	OH-Cleveland	1.7% 2.5%
MA-Boston	2.2%	5.6%	DC-Washington	0.7% 2.4%
MI-Detroit	4.8%	5.4%	NY-New York	2.9% 2.0%

What innning is it?

S&P 500 Index



**There is STILL no bubble...
(at least not yet)**

Why?

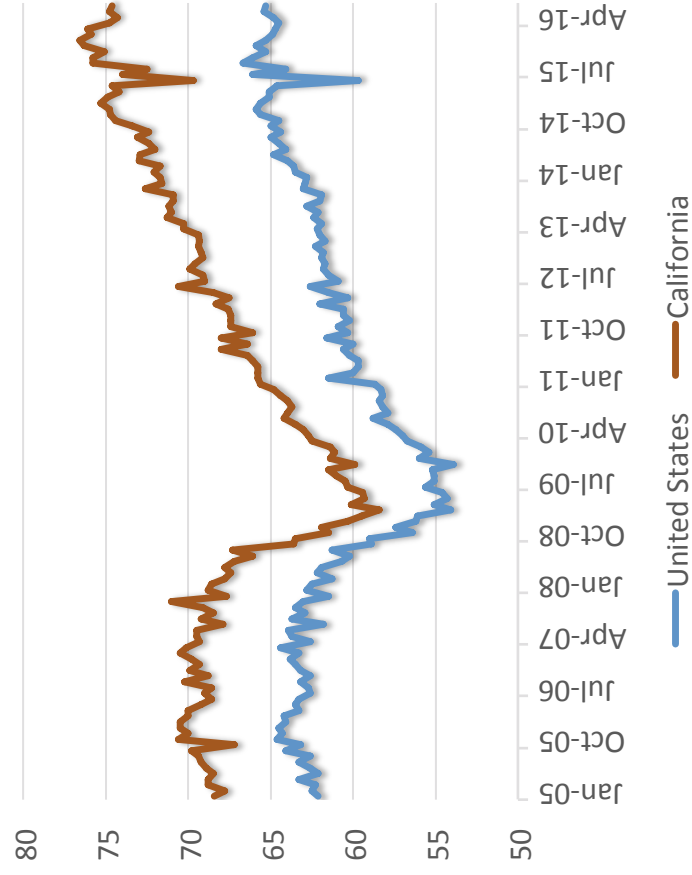
1. Asset prices are being driven by fundamentals, not speculation
2. The global savings glut is driving interest rates, not Fed policy
3. Leverage is not a factor
4. The real economy is in balance

Regional Patterns

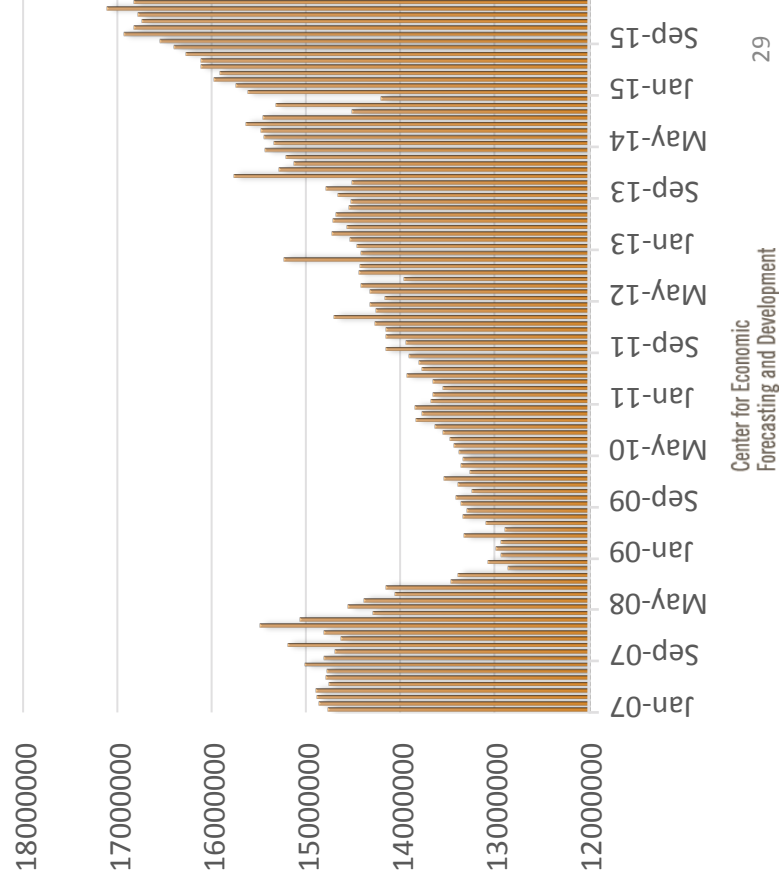
	Unemp Jul-16	3 Yr Ch	Payrolls Jul-16	Growth 3 Yr	1 Yr
Unemployment Rate					
California	5.5	-3.3	16,489.0	8.8%	2.3%
Santa Rosa	4.1	-3.0	205.1	13.9%	3.7%
San Jose	4.0	-2.5	1,086.4	13.2%	3.1%
San Francisco (MD)	3.3	-2.0	1,084.8	13.1%	2.6%
Inland Empire	6.2	-3.5	1,381.6	12.1%	2.0%
Fresno	9.7	-3.4	335.4	11.4%	3.3%
Stockton	8.4	-3.6	227.9	10.4%	4.1%
Oakland (MD)	4.5	-2.7	1,128.3	8.9%	2.9%
Orange County (MD)	4.2	-2.3	1,588.9	8.6%	2.8%
Sacramento	5.5	-3.0	937.4	8.0%	1.7%
San Diego	4.9	-2.8	1,421.8	7.9%	2.0%
Los Angeles (MD)	4.8	-5.2	4,354.5	5.8%	1.7%
Bakersfield	10.5	-1.0	262.4	4.8%	0.7%
Ventura	5.4	-2.4	298.4	3.4%	1.1%

Tourism / Travel

Hotel Occupancy Rates

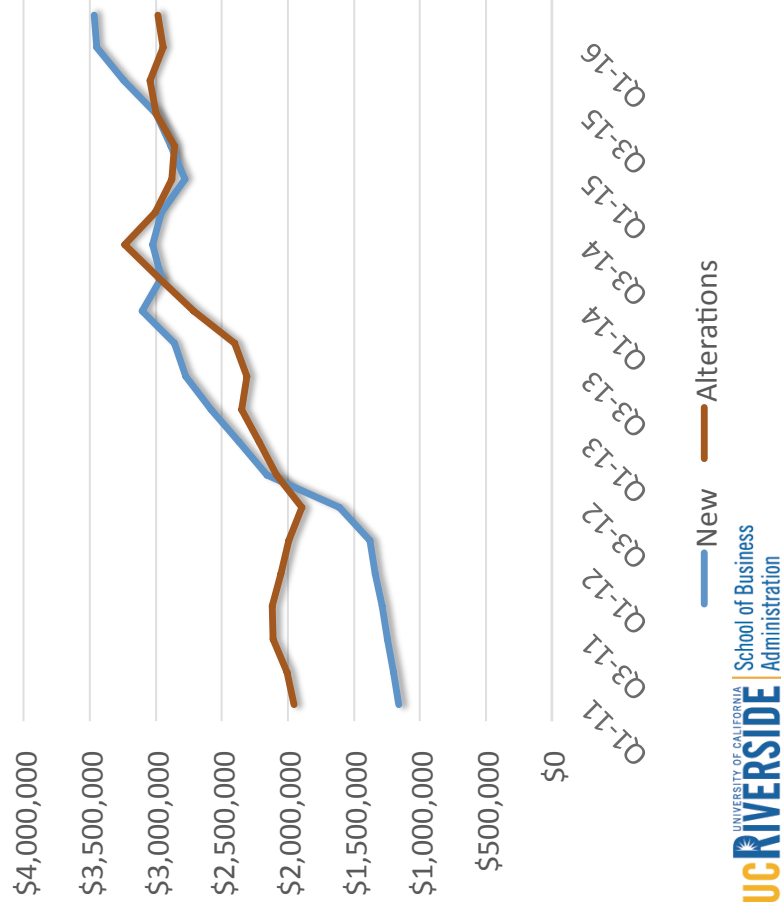


California Airport Traffic



Non Residential Trends

Non Residential Permit Values

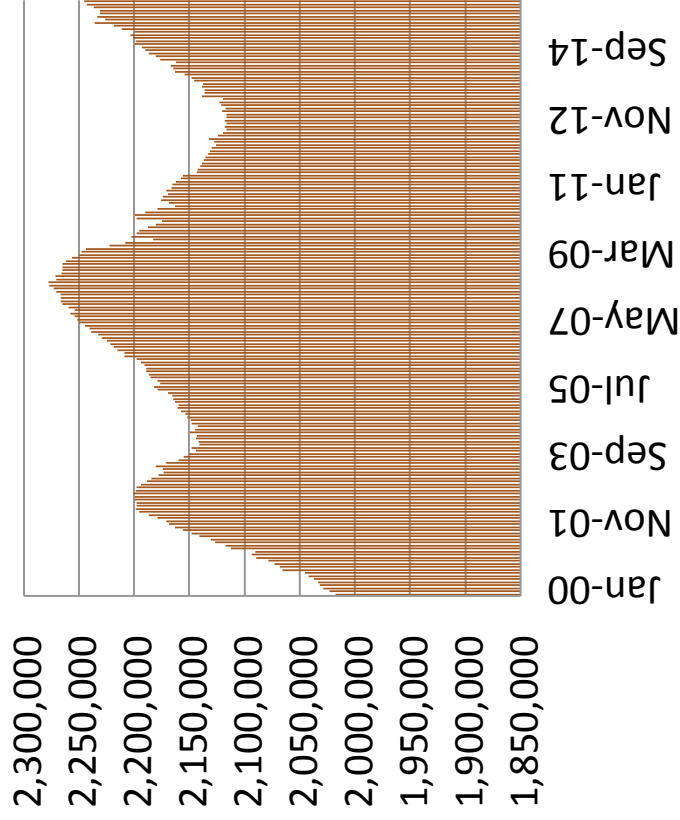


Office Vacancies (REIS)

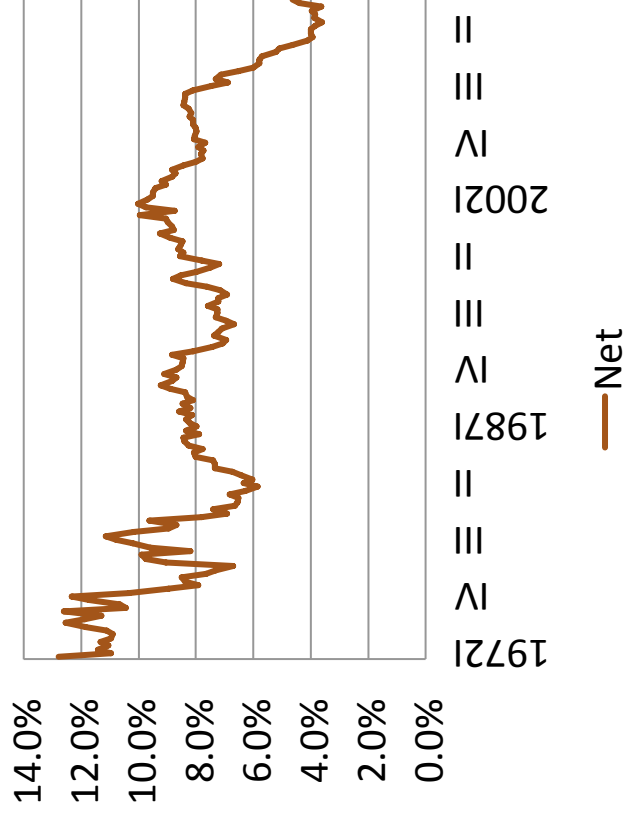
Vacancy Rate	Q2-16	
Inland Empire	22	-1.9
Los Angeles (MD)	13.6	-1.3
Oakland (MD)	15.1	-1.3
Seattle	10.9	-1.3
Ventura	17	-1
Sacramento	18.7	-0.9
San Diego	14.6	-0.6
San Francisco (MD)	10.1	-0.6
Phoenix	24.6	-0.6
San Jose	16.7	-0.4
Orange County (MD)	16.1	-0.4
Denver	18.1	0.7

Public Sector

State and Local Employment

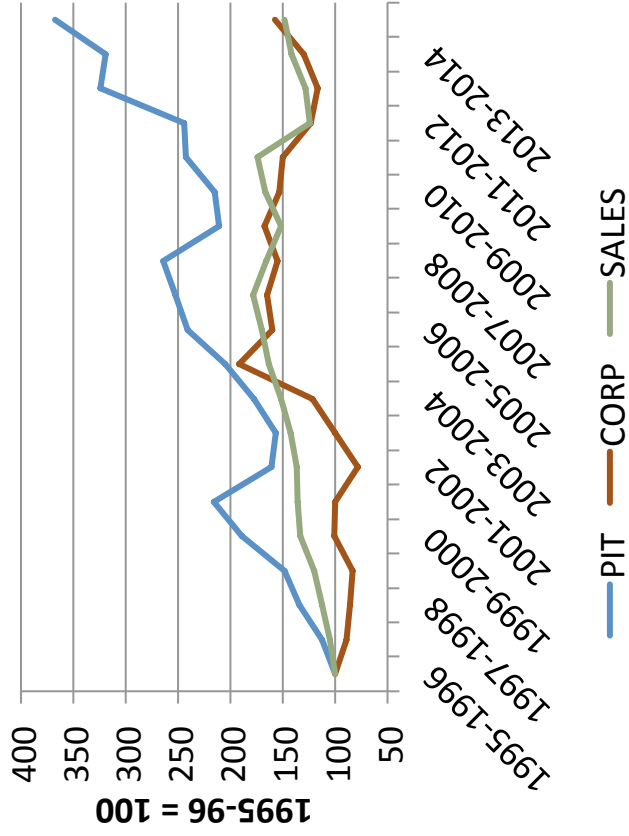


State & Local Gov. Capital Investments as % Revenues

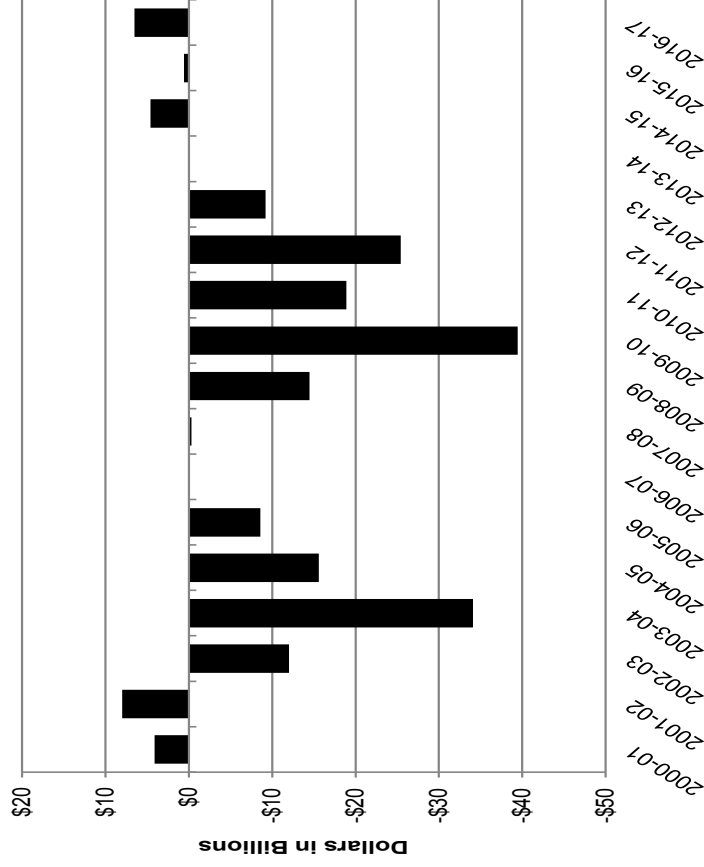


Income tax driving the show

Index: California Revenue by Major Source

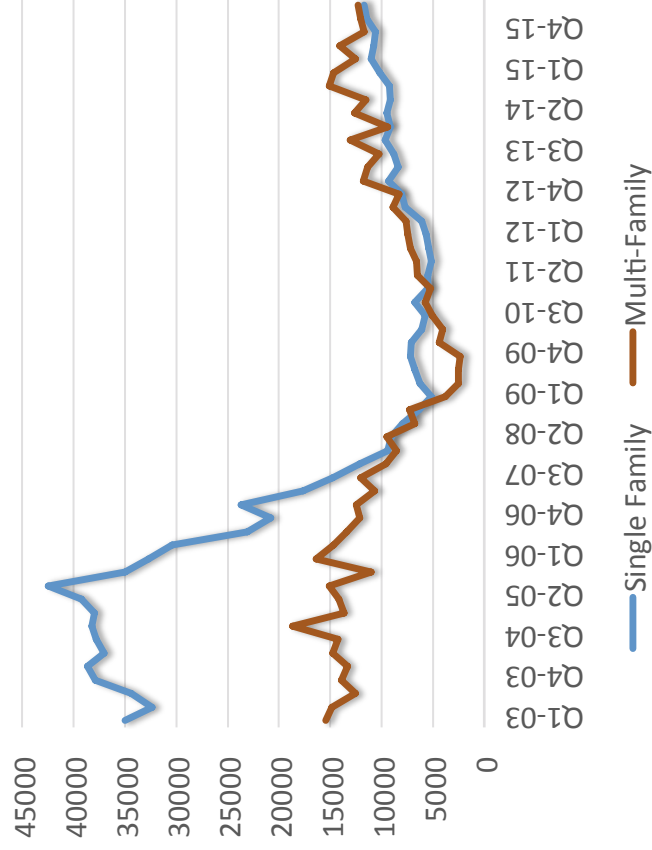


Balanced Budgets Have Been Quickly Followed by Huge Deficits¹



State Housing

**State Residential Permits
(Units)**



Problems
Urban Centers Built Out. No Land.
Land use restrictions / Zoning
Regulatory costs, both in dollars and time, at the state and local levels
Bureaucracies have nor incentive to be creative
CEQA/Local interpretations of code
Local resistance to residential/NIMBYism
Current Issues
Rent Control
Use of Ballot for Development
Density Bonuses Being Shrunk
Controls on Variances

In Summary

What not to worry about.

- The US Dollar
- Asset Bubbles
- Drought
- Labor Markets
- California Business
- Taxes
- California Tax Levels
- Politics

What to worry about.

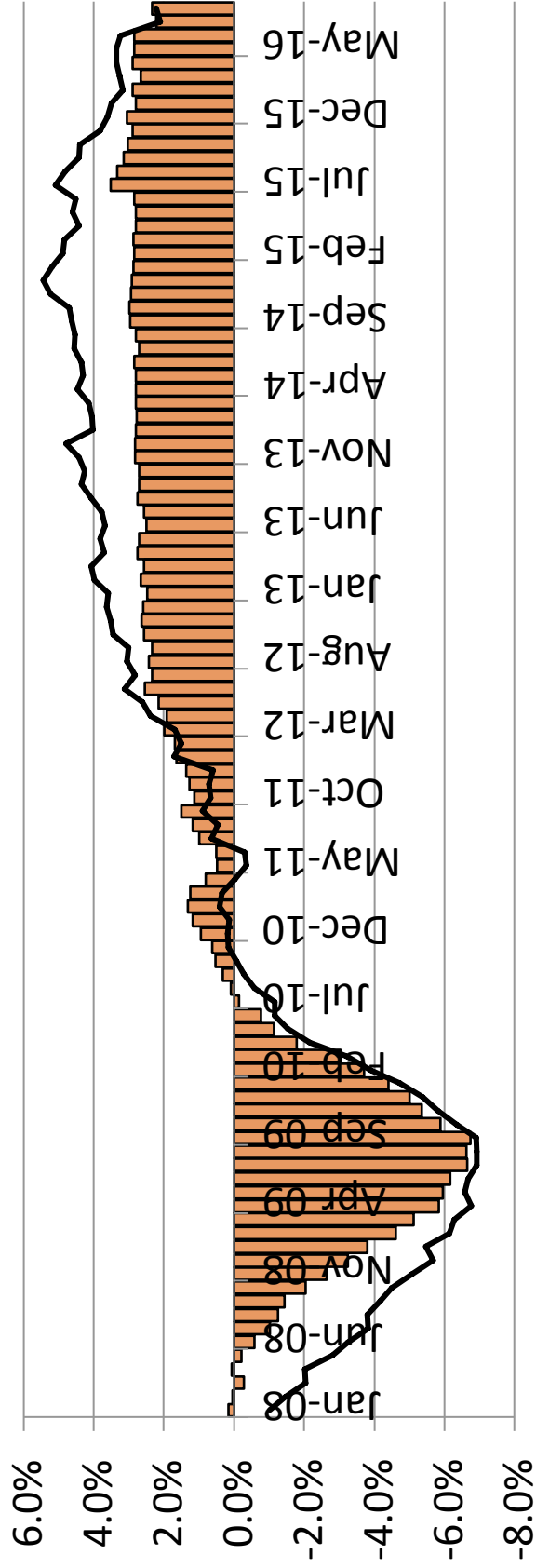
- China
- Bad financial regulation
- Water Policy
- Growing Wealth Inequality
- California Housing
- Lack of public investment
- California Tax Structure
- A lack of engagement

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IE Job Changes vs. CA

YTY % change in nonfarm jobs, seasonally adjusted

■ CA: +2.3% — IE: 2.2%

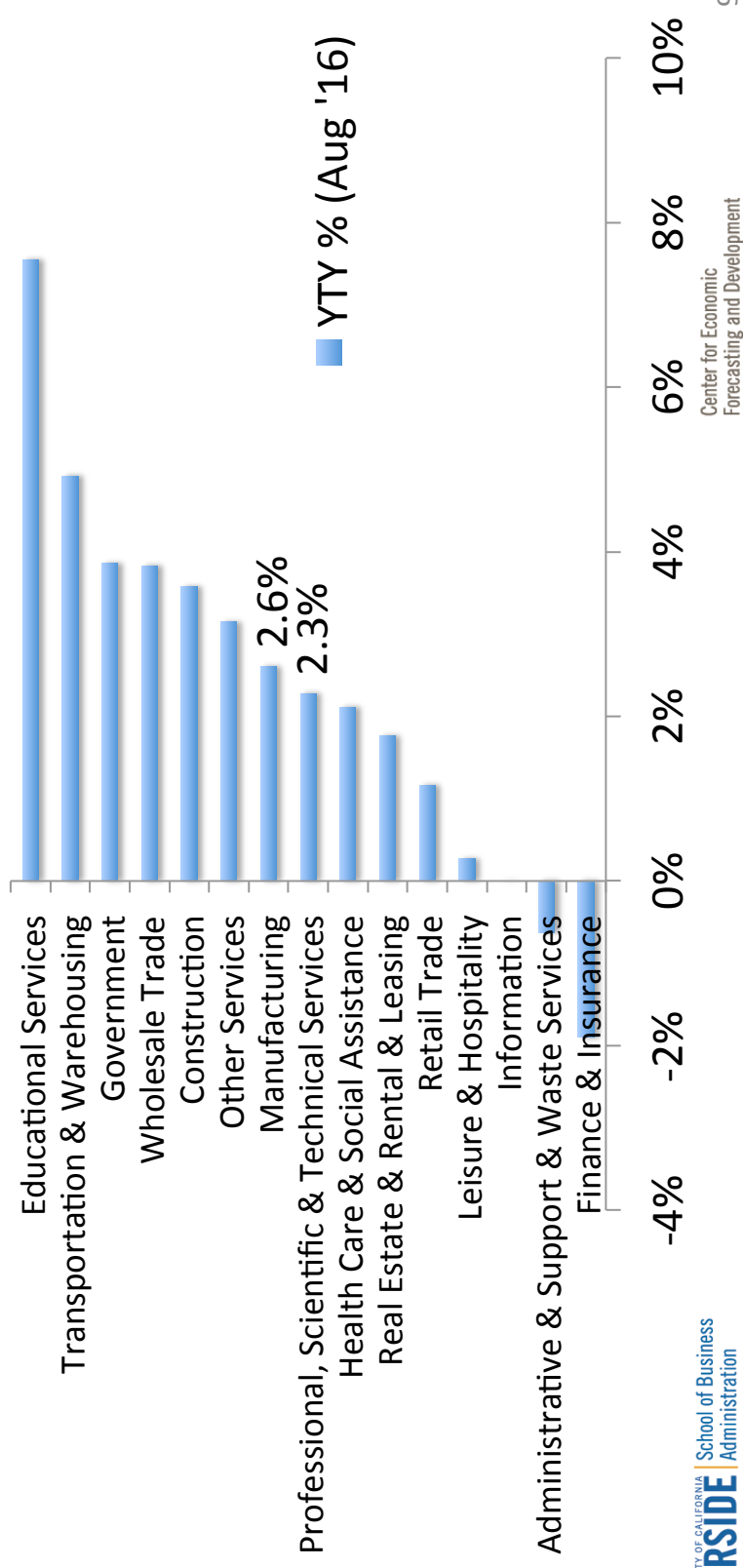


Absolute Job Gains, Selected MSAs

MSA	YTY
Oxnard-Thousand Oaks-Ventura MSA	3,200
Bakersfield MSA	5,200
Santa Rosa MSA	6,100
Stockton-Lodi MSA	7,500
Fresno MSA	10,400
Sacramento--Roseville--Arden-Arcade MSA	22,300
Oakland-Hayward-Berkeley Metro Div	27,100
San Diego-Carlsbad MSA	27,100
Riverside-San Bernardino-Ontario MSA	30,100
San Jose-Sunnyvale-Santa Clara MSA	34,300
Anaheim-Santa Ana-Irvine Metro Div	40,800
Los Angeles-Long Beach-Glendale Metro Div	76,100

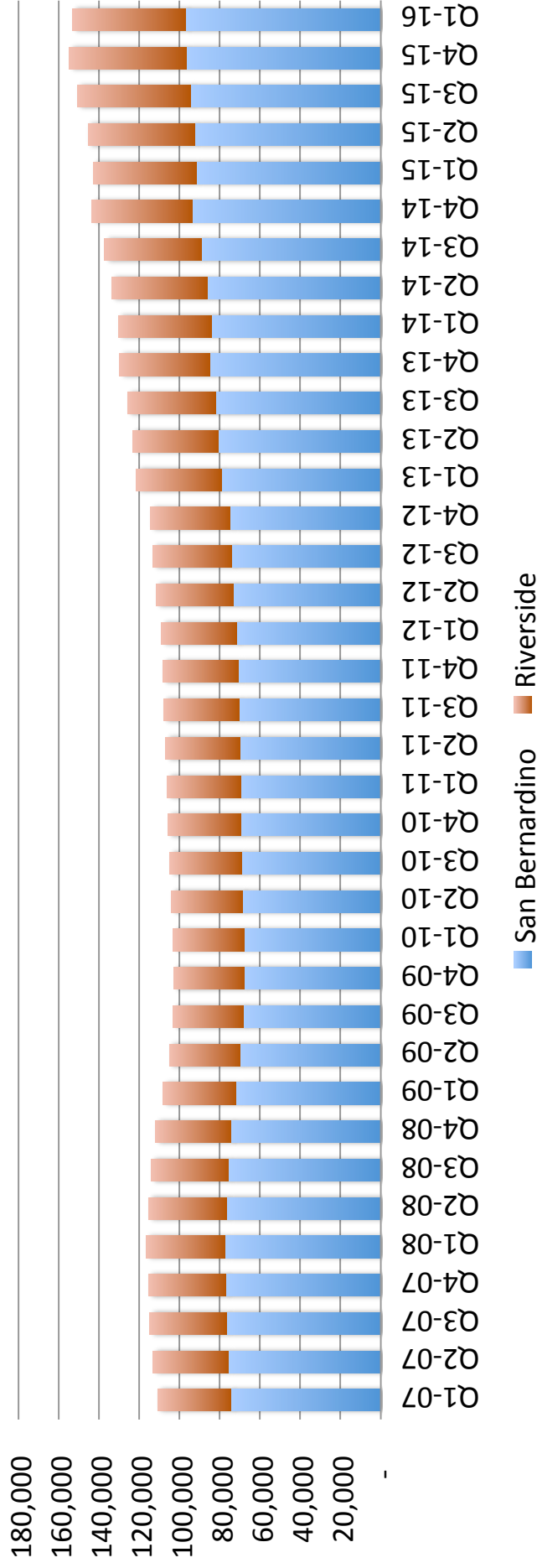
Note: Seasonally Adjusted Figures by MSA Shown

Inland Empire Job Changes by Industry



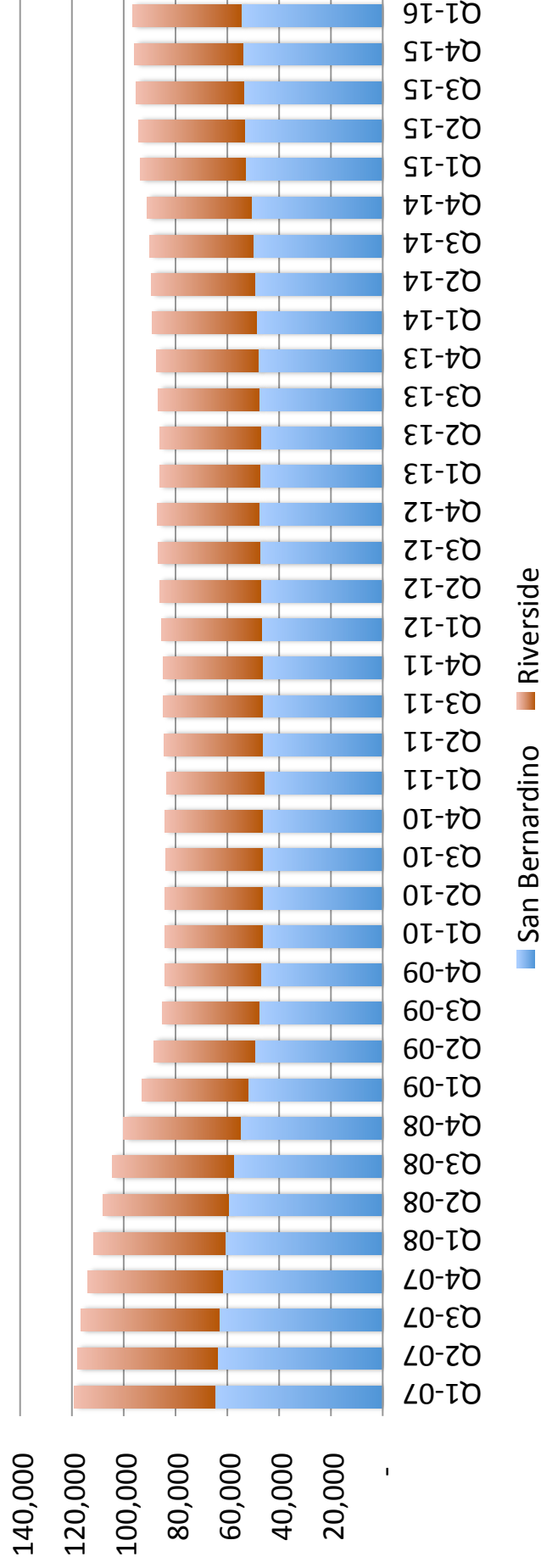
Wholesale Trade and Transportation/ Warehousing Employment

Wholesale Trade and Transportation/Warehouse Employment in the Inland Empire



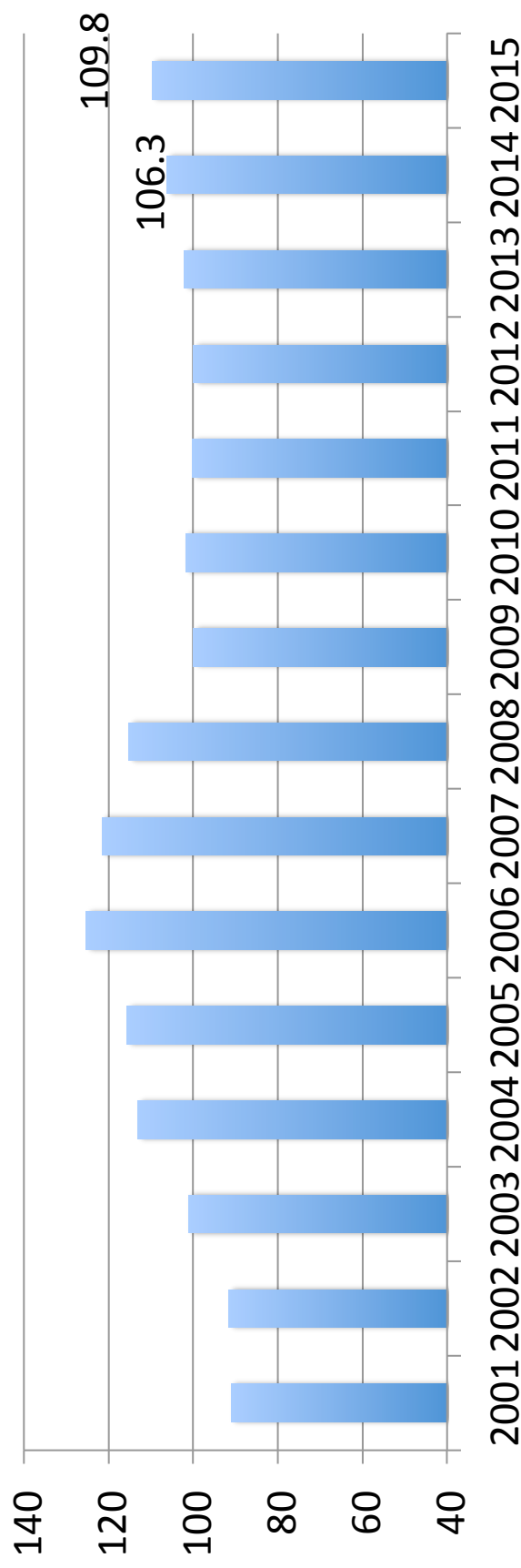
Manufacturing Employment

Manufacturing Employment in the Inland Empire



IE Manufacturing Output Rising

GDP Qty Index for Mfg, IE (2009=100)



So Cal Residential Outlook

	Aug-15	Jul-16	Aug-16	Price Change		Sales Change	
				MTM	YTY	MTM	YTY
Los Angeles	\$492,360	\$513,700	\$517,400	0.7%	5.1%	2.6%	5.4%
Orange	\$714,380	\$734,000	\$749,000	2.0%	4.8%	8.2%	9.3%
Riverside	\$335,000	\$359,900	\$355,000	-1.4%	6.0%	0.9%	12.1%
San Bernardino	\$230,530	\$248,210	\$243,370	-1.9%	5.6%	1.9%	1.4%
San Diego	\$539,000	\$560,000	\$563,000	0.5%	4.5%	2.6%	7.6%
Ventura	\$620,150	\$644,010	\$652,330	1.3%	5.2%	-3.4%	-5.7%

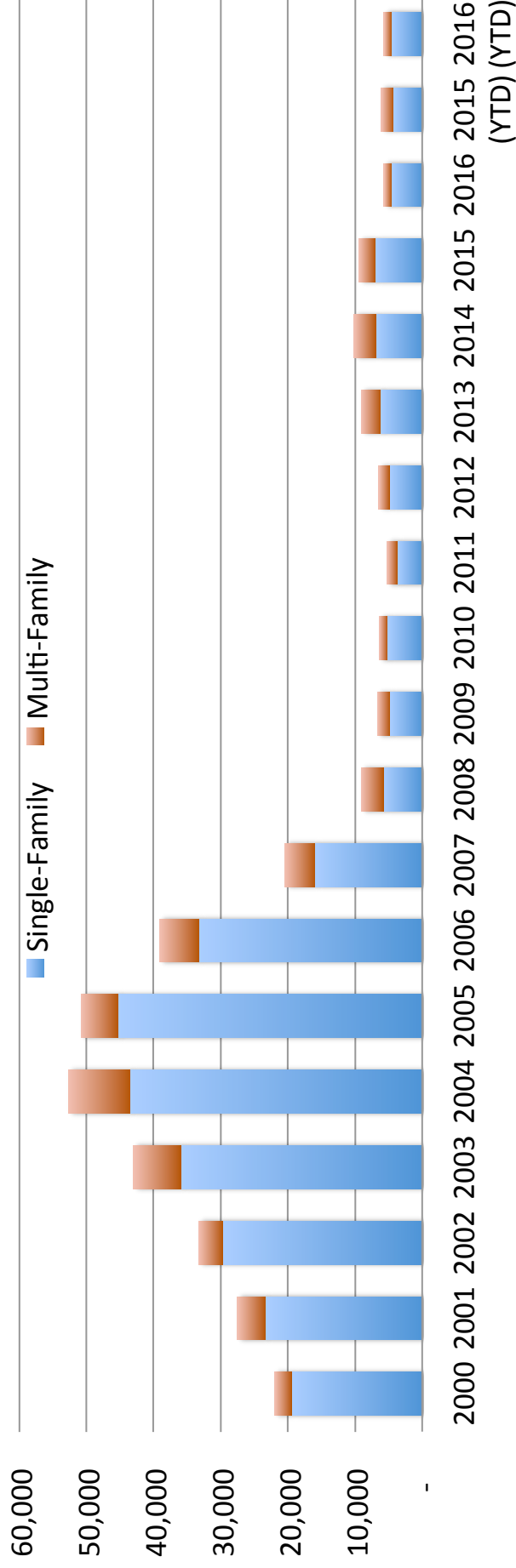
- Lean inventories
- Demand Drivers: job/income growth, low rates, demographics
- Supply Drivers: rising prices, low rates
- Constraints: time, development costs

Housing Affordability: % of HHs Affording Median Priced Home

State/Region/County	Q2-15	Q2-16
Los Angeles	30	30
Orange County	21	22
Riverside County	40	41
San Bernardino County	56	56
San Diego County	25	26
Ventura	25	29
California	30	31
United States-All Existing	57	57

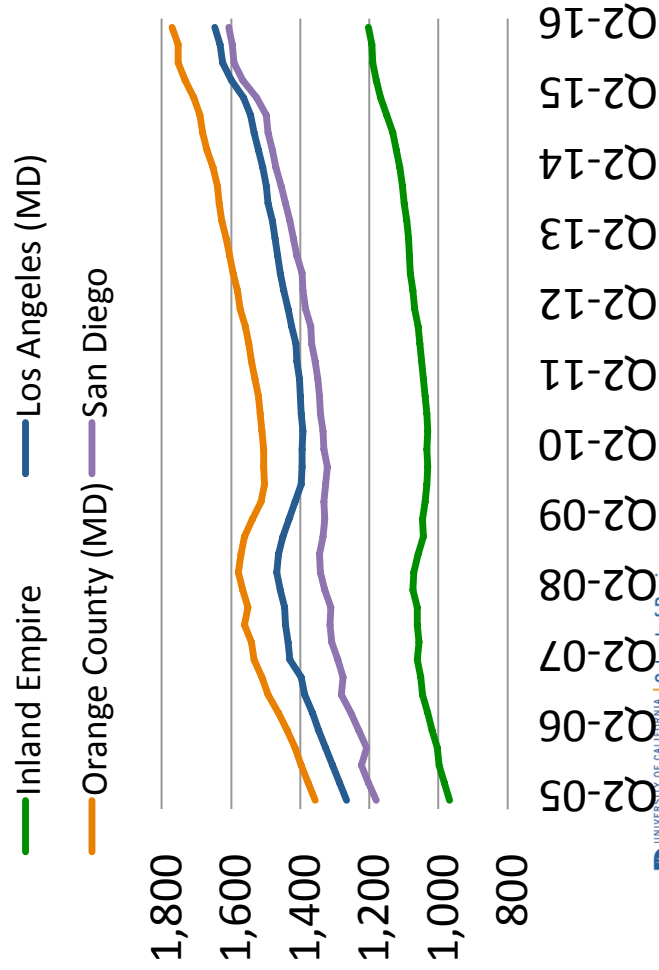
Residential Housing Construction

**Housing Units Permitted for Construction
Inland Empire, 2000-2016YTD**



Apartment Rents

Rents in Southern California



	Wages	Rents	Share
Santa Cruz	\$46,133	\$1,774	46%
Sonoma	\$48,290	\$1,465	36%
San Joaquin	\$42,850	\$1,275	36%
Orange	\$59,274	\$1,724	35%
Monterey	\$43,463	\$1,243	34%
Tulare	\$35,701	\$986	33%
Santa Barbara	\$51,015	\$1,408	33%
San Bernardino	\$43,094	\$1,168	33%
Riverside	\$43,313	\$1,168	32%
Contra Costa	\$63,087	\$1,701	32%
San Diego	\$57,702	\$1,532	32%
San Francisco	\$97,903	\$2,517	31%
Alameda	\$68,326	\$1,701	30%
Fresno	\$40,473	\$885	26%
Kern	\$43,387	\$922	26%
Sacramento	\$56,477	\$1,063	23%
Santa Clara	\$115,437	\$2,074	22%

Center for Economic
Forecasting and Development

Mix of Industries Matters

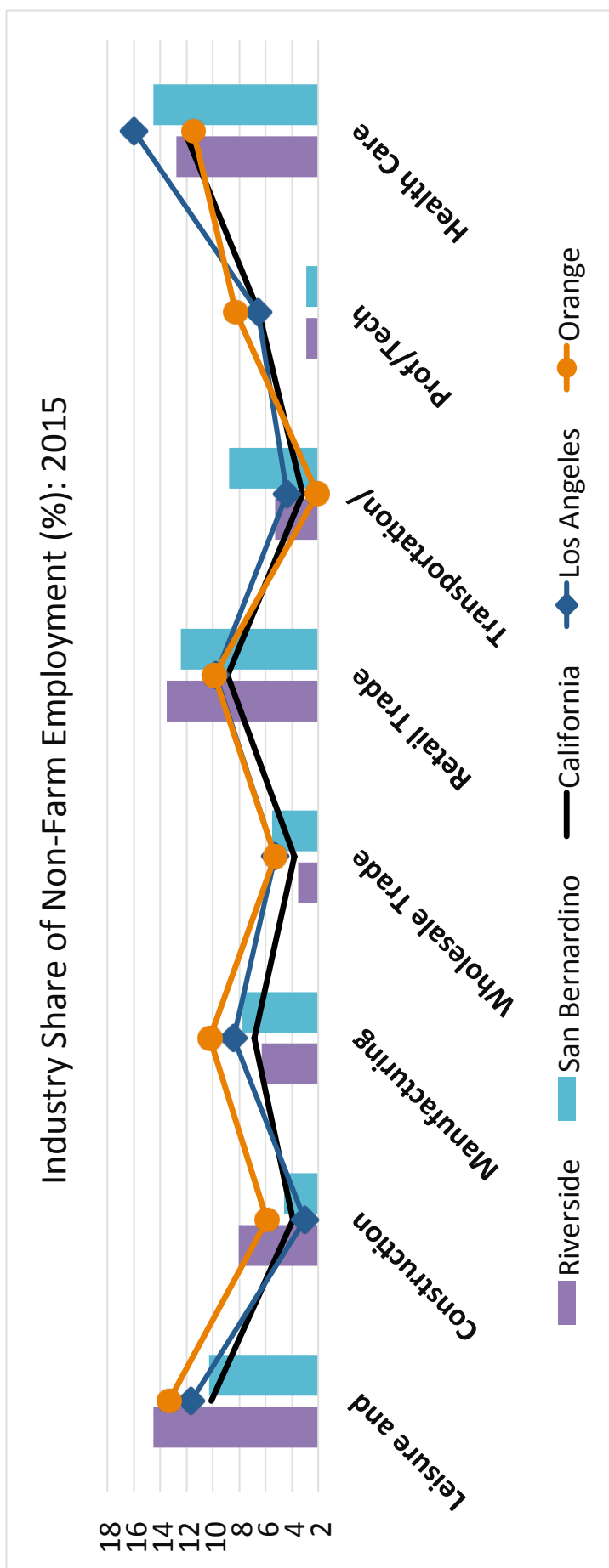
EXPORT-ORIENTED – enormous potential

- Logistics = Transportation & Warehousing + Wholesale Trade
- Manufacturing
- Tourism & Entertainment
- Professional, Scientific, and Technical Services

LOCAL SERVING – enormous market

- Health Services
- Retail Trade
- Leisure & Hospitality

Composition of Industry by County



Commuting Patterns Will Evolve

	Live In...				
Work in	LA	OC	RV	SB	VN
LA	4,050,061	182,262	54,006	132,235	68,408
OC	178,536	1,195,005	71,355	34,568	1,052
RV	14,131	14,301	587,446	60,089	275
SB	55,014	12,369	92,082	550,372	378
VN	35,996	476	489	649	296,273
Rest of CA	25,793	20,603	46,661	6,449	14,018
Total	4,359,531	1,425,016	852,039	784,362	380,404
Work in Home County	92.9%	83.9%	68.9%	70.2%	77.9%

Bottom Line...Education Counts!

Educational Attainment	LA County	Orange County	Inland Empire	Ventura County
Less than high school diploma	21.9%	15.9%	20.4%	17.1%
High school graduate	21.2%	17.3%	26.8%	18.4%
Some college, no degree	19.2%	20.5%	25.1%	23.6%
Associate's degree	6.8%	7.6%	7.7%	8.2%
Bachelor's degree	20.2%	25.1%	12.9%	20.9%
Graduate or professional degree	10.7%	13.7%	7.2%	11.9%
Median Household Income	\$59,134	\$78,428	\$56,048	\$80,032

Conclusion

- Continued Economic Growth in IE
- Strength in Healthcare, Logistics, Construction, Leisure & Hospitality, Manufacturing
- Housing and Real Estate

Conclusion

- Regional Opportunities:
 - Proximity to Major So Cal Markets
 - Affordable Housing
 - Attracting Educated Workers
- Regional Challenges:
 - Educational Attainment



Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: WRCOG Committees Update

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

Date: October 13, 2016

Requested Action:

1. Receive and file.

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

- **Public Works Committee**
Next Meeting: Thursday, October 13, 2016, at 2:00 p.m.
- **Executive Committee**
Next Meeting: Monday, November 7, 2016 at 2:00 p.m.
- **Technical Advisory Committee**
Next Meeting: Thursday, October 20, 2016, at 9:30 a.m.
- **Administration & Finance Committee**
Next Meeting: Wednesday, November 9, 2016 at 2:00 p.m.
- **Finance Directors' Committee**
Next Meeting: Thursday, December 1, 2016, at 10:00 a.m.

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

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

Attachment:

1. WRCOG Executive Committee Recap: October 3, 2016.

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Item 5.E

WRCOG Committees Update

Attachment 1

WRCOG Executive Committee

Recap: October 3, 2016

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Western Riverside Council of Governments

Executive Committee Meeting Recap

October 3, 2016

HERO and other Property Assessed Clean Energy (PACE) Programs

- California HERO (the statewide program administered by WRCOG) now has 354 associate member jurisdictions throughout California who have adopted Resolutions of Participation.
- In the WRCOG subregion only, nearly 21,000 homes have been improved with the installation of energy efficient, renewal energy, and water conservation retrofits. This equates to the creation or retention of an estimated 9,774 jobs and a reduction of over 138,000 tons of greenhouse gasses.
- The Executive Committee authorized WRCOG to bring the Spruce Finance PACE Program in under WRCOG's PACE Program umbrella. This follows the Executive Committee's acceptance in September of the California First PACE Program.
- By administering multiple PACE Programs (in addition to HERO), WRCOG is implementing the Executive Committee's direction to be responsive to the desire among some jurisdictions to allow multiple programs in order to spur competition and provide more PACE choices for residents. Programs operating under WRCOG's umbrella would also be required to adopt and implement the same extensive consumer protections that WRCOG imposes on the HERO Program.
- All new PACE providers are automatically able to operate in each member jurisdiction, unless a jurisdiction takes action to prohibit their inclusion. If a jurisdiction desires NOT to have additional providers, it must adopt a resolution stating such. WRCOG will provide this resolution to staff.
- Member jurisdictions still retain the right to include/exclude additional PACE providers who are not participating in the WRCOG PACE umbrella.

Regional Streetlight Program Demonstration Areas in Hemet Open for Viewing and Comment

- Many member jurisdictions are working with WRCOG to examine the purchase, retrofit, and maintenance of the subregion's approximately 63,000 streetlights currently owned by Southern California Edison. Local ownership, retrofitting existing inefficient bulbs with LED lights, and a regional management approach is projected to save up to \$5 million in annual utility costs. Plus, local ownership of the lights can offer many additional revenue generating and community enhancement opportunities with the implementation of "Smart City" technologies.
- The City of Hemet is hosting several "Streetlight Demonstration Areas" in five different locations (including residential and commercial areas) in order for community members in WRCOG jurisdictions to view and comment on a range of LED lights from a number of different manufacturers. Each "Demonstration Area" streetlight has a QR code affixed to the light pole that can be scanned, and links to a survey that asks respondents to comment on the overall appearance of the replacement lights and whether they would like them in their community. Surveys can also be taken on line by accessing WRCOG's website at wrcog.cog.ca.us. This feedback will be critical as the region moves forward toward the purchase and retrofit of the streetlights.

Community Choice Aggregation (CCA) Program Gets Green Light for Further Study

- A CCA is a program that enables local governments to purchase electricity for constituents while retaining the existing electricity provider, Southern California Edison (SCE), for customer billing, transmission and distribution services. It enhances community choice, as utility customers would have more than one option to choose from to provide their electricity. Existing CCAs in California have found that they can provide electricity to constituents at less cost than can be provided by the utility company.
- A CCA feasibility study concluded that a CCA for the WRCOG geographic area would provide significant utility savings to consumers (about 4%).
- The Executive Committee directed staff to move forward in developing the CCA Program and to return with recommendations from the WRCOG Administration & Finance Committee regarding governance and operational preferences.

Presentation on Draft 2016 Air Quality Management Plan (AQMP)

- AQMD's Acting Executive Office Wayne Nastri provided an update on the Draft 2016 Air Quality Management Plan, a regional blueprint for achieving the federal air quality standards for healthful air. Topics discussed included ozone standard attainment goals, PM2.5 standard attainment goals, funding sources for existing and potential programs and operations, and overall Plan process and update.