



Western Riverside Council of Governments Planning Directors' Committee

AGENDA

**Thursday, December 8, 2016
9:00 a.m.**

**Temecula City Hall
41000 Main Street
Great Oak Room
Temecula, CA 92590**

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 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 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 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 October 13, 2016, Planning Directors' Committee meeting P. 1
are available for consideration.

Requested Action: 1. Approve Summary Minutes from the October 13, 2016, Planning Directors' Committee meeting.

- B. PACE Program Activities Update Michael Wasgatt P. 9

Requested Action: 1. Receive and file.

- C. BEYOND Framework Fund Program Andrea Howard P. 25

Requested Action: 1. Receive and file.

5. REPORTS/DISCUSSION

- A. TUMF Fee Calculation Handbook Update Daniel Ramirez-Cornejo, WRCOG P. 37

Requested Action: 1. Discuss and provide input.

- B. Active Transportation Plan Update Christopher Tzeng, WRCOG P. 39

Requested Action: 1. Discuss and provide input.

- C. Analysis of Fees and Their Potential Impact on Economic Development in Western Riverside County Christopher Tzeng, WRCOG P. 49

Requested Action: 1. Receive and file.

- D. WRCOG 2016 Activities Review Jennifer Ward, WRCOG P. 53

Requested Action: 1. Receive and file.

- E. 2017 Planning Directors' Committee Meeting Schedule Andrea Howard, WRCOG P. 55

Requested Action: 1. Approve the schedule of meetings for 2017 for the Planning Directors' Committee.

6. ITEMS FOR FUTURE AGENDAS Members

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

7. GENERAL ANNOUNCEMENTS Members

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

8. NEXT MEETING: The next Planning Directors' Committee meeting is scheduled for Thursday, January 12, 2017, at 9:00 a.m. at a location to be determined.

9. ADJOURNMENT

1. CALL TO ORDER

The meeting of the Planning Directors' Committee (PDC) was called to order at 9:12 a.m. by Chair Matt Bassi in the City of Riverside.

2. SELF INTRODUCTIONS

Members present:

Brian Guillot, City of Banning
Mary Wright, City of Jurupa Valley
Richard MacHott, City of Lake Elsinore
Rick Sandzimier, City of Moreno Valley
Cynthia Kinser, City of Murrieta
Clara Miramontes, City of Perris
Jay Eastman, City of Riverside
Matt Bassi, City of Wildomar (Chair)
Steven Weiss, County of Riverside Planning Department
Joe Forgiarini, Riverside Transit Agency
Dan Fairbanks, March Joint Powers Authority

Staff present:

Jennifer Ward, Director of Government Relations
Christopher Gray, Director of Transportation
Christopher Tzeng, Program Manager
Andrea Howard, Staff Analyst

Guests Present:

Clint Lorimore, City of Eastvale
Paul Mittica, Michael Baker, Intl.
Joe Punsalan, KTU+A
Leif Lovegren, Riverside Transit Agency
William Hwang, WSP / Parsons Brinkerhoff

3. PUBLIC COMMENTS

None.

4. CONSENT CALENDAR - (MacHott/Weiss) 7 yes; 0 no; 4 abstention. Items 4.B through 4.E were approved by a unanimous vote of those members present. The Cities of Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Menifee, Norco, San Jacinto, and Temecula; and the Morongo Band of Mission Indians were not present. The Cities of Jurupa Valley, Murrieta, and Wildomar, and the Riverside Transit Agency abstained from Item 4.A only.

A. Summary Minutes from the September 8, 2016, Planning Directors' Committee meeting were available for consideration.

Action: 1. *Approved Summary Minutes from the September 8, 2016,*

B. HERO Program Activities Update

Action: 1. *Received and filed.*

C. Preliminary Examinations of Riverside County as a Metropolitan Planning Organization

Action: 1. *Received and filed.*

D. Riverside County Traffic Analysis Model (RIVTAM)

Action: 1. *Received and filed.*

E. Legislative Activities Update

Action: 1. *Received and filed.*

5. REPORTS / DISCUSSIONS

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

Joe Punsalan provided an update on the RTA First and Last Mile Mobility Plan which is aimed at improving safety and connectivity in RTA's service area. After conducting an initial phase of data collection, consultants identified six transit station typologies and selected a priority pilot study station to represent each of the typologies: Urban Core, Core District, Suburban, Rural, Commercial District, and Industrial and Business Park.

Mr. Punsalan provided an overview of the preliminary findings in each of the selected pilot study stations:

- The Urban Core pilot study station in Downtown Riverside revealed challenges crossing from the Metrolink Station into Downtown. Identified opportunities included amenities such as buffered bike lanes.
- The Core District pilot study station in Perris revealed a lack of traffic control (such as cross walks) as challenges; appealing streetscapes were cited as opportunities.
- The Suburban pilot study station in Temecula revealed challenges with wide, high-speed roadways. The site's opportunities included connections to the nearby commercial district.
- The Rural pilot study station analyzed the County's unincorporated territory on Winchester Road. This station's bus shelter was credited as being an opportunity, but a lack of sidewalks or proximal access to other transit stations were recognized as challenges.
- The Commercial pilot study station in Jurupa Valley revealed challenges stemming from missing sidewalks and poor access to the adjacent park and ride, though station fixtures and amenities were listed as opportunities.
- The Industrial and Business Park pilot study station in Moreno Valley revealed challenges with wide, high-speed roadways and a lack of station amenities, such as a bus shelter. Because this site is proximally located to Amazon, the station will be used to analyze transportation demand management strategies and access to Amazon in particular.

Next steps include the development of a toolbox of strategies for the six pilot study locations. RTA will partner with relevant jurisdictions to provide support implementing the recommended strategies, and ranking priorities to increase ridership and improve first and last mile access to transit. The draft plan is anticipated to be available for review in late 2016.

Chairman Bassi asked whether the finalized study would be made available to PDC members or only to jurisdictions involved in the study.

Mr. Punsalan responded that all Committee members would have access to the final study and emphasized that the pilot study stations are intended to be representative of the station typologies found throughout the region and recommendations should therefore be beneficial to all.

Action: 1. *Received and filed.*

B. Southern California Association of Governments Activities Update

Andrea Howard reported that the Federal Transportation Improvement Program (FTIP) was approved by SCAG's Regional Council in September 2016. The remainder of the update focused on SCAG's Sustainability Planning Grants (SPG) 2016 Call for Proposals, which opened in October; applications are due November 18, 2016.

Due to funding constraints, the 2016 SPG Program is anticipated to be more competitive than in previous funding cycles. To be eligible, applications must show support for the goals of the recently adopted Regional Transportation Plan and Sustainable Communities Strategy, and will need to make a nexus to transportation. There are three project categories: Active Transportation (AT), Integrated Land Use (ILU), and Green Region Initiative (GRI). There are six distinct applications, depending on the project type; submitted applications will likely involve a maximum of five written pages in response to short-answer questions. Any unsuccessful applicants for the Statewide Competitive Safe Routes to School funds will be able to resubmit applications to be considered for SPG funding. Scoring criteria is based on project need and readiness; goals, objectives, and outcomes; and partnerships and leveraging.

Ms. Howard reported that WRCOG is considering submitting applications for the following five projects:

1. Safe Routes to School (SRTS) Plan: create a strategic SRTS plan to inventory schools and identify needed improvements (AT)
2. Smart Cities Readiness Plan: regional effort to identify specific implementation actions local agencies can undertake related to technologies (ILU)
3. SB 743 Implementation: update traffic study guidelines and develop a local agency VMT calculator (ILU)
4. WRCOG Climate Action Plan (CAP) Update: update and expand the CAP to include an Health Impact Assessment, and/or economic impact analysis (ILU)
5. Sustainability Demonstration Center Feasibility Analysis: assess feasibility of developing regional demonstration facility (ILU)

While SCAG member jurisdictions, including cities, counties, and transportation commissions, are eligible to apply independently for all three of the project categories, Councils of Government, including WRCOG, are required to partner with a SCAG member jurisdiction to apply for funding outside of the Active Transportation category. WRCOG is seeking feedback on proposed project ideas and application partners or sponsors.

Committee member Rick Sandzimier asked if there is a benefit to the cities to partner with WRCOG.

Christopher Gray responded that WRCOG would welcome the opportunity to work with any partner or sponsoring jurisdictions to tailor the application to fit some of the jurisdiction's specific interests.

Committee member Jay Eastman commented that the City of Riverside expressed interest in WRCOG conducting an Environmental Impact Report (EIR) for the subregional CAP.

Christopher Tzeng responded that SCAG will not fund EIRs, which is a challenge for many cities.

Mr. Gray commented that, given sufficient interest, WRCOG could potentially move forward with an EIR for the subregional CAP with agency funds.

Committee member Cynthia Kinser commented that the City of Murrieta has already secured a funding commitment to support a CAP update for the City's local plan. Given the reporting burden of having a CAP, the City is interested in updating its CAP to match the subregional CAP in order to take advantage of regional reporting opportunities. The City of Murrieta is interested partnering with or sponsoring WRCOG for an SPG application related to the CAP and SB 743 Implementation.

Committee member Steven Weiss asked how realistic it might be to have a sustainability plan funded by the SPG Program.

Mr. Gray responded that a sustainability plan would likely be eligible, noting that previous rounds of the SPG Program funded sustainability elements and WRCOG's Sustainability Framework.

Committee member Clara Miramontes commented that the City of Perris is interested in applying for funds to update the City's bicycle master plan.

Committee member Rick Sandzimier asked whether SPG funds can be applied to staff or consultant fees for project administration.

Mr. Gray responded that fees are only paid directly to consultants working explicitly on the approved plan.

Action: 1. *Received and filed.*

C. Proposed Grant Writing Assistance Program for Local Jurisdictions

Christopher Tzeng announced that WRCOG has secured startup funding for the proposed Grant Writing Assistance Program for local jurisdictions and sought two nominees from the this Committee to serve on a focus group to lead WRCOG in the development of programmatic guidelines. WRCOG will seek two additional nominees from the Public Works Committee.

Committee members Steven Weiss and Rick Sandzimier volunteered to serve on the focus group.

Action: 1. *Designated two Planning Directors' Committee members (Weiss and Sandzimier) to serve on a Grant Writing Assistance Program focus group.*

(Kinser/Wright) 11 yes; 0 no; 0 abstention. Item 5.C was approved by a unanimous vote of those members present. The Cities of Calimesa, Canyon Lake, Corona, Eastvale, Hemet,

Menifee, Norco, San Jacinto, and Temecula; and the Morongo Band of Mission Indians were not present.

D. Summary of the 7th Annual Inland Empire Economic Forecast Conference

Christopher Tzeng provided an overview of the September 29, 2016, Inland Empire Economic Forecast Conference. The overall message of the conference conveyed a positive outlook for the region's economy: employment, new business establishment, and sales tax revenues are on the rise. Riverside County has surpassed San Bernardino County for the total number of businesses. The housing market, however, has not recovered. New construction remains low, which may be a result of difficulty obtaining loans, land use restrictions, NIMBYism, or CEQA challenges. Median home prices are trending upward, but have not yet caught up with pre-recession prices. The number of housing sales has similarly not rebounded.

An additional point of concern is the composition of industries within the County; while most industries, including logistics and tourism, are performing well, the County lags in the development of professional and technical jobs, which are considered to be more stable in the long-run and higher paying. The County's focus on education is noted as a positive sign for the growth of professional and scientific jobs.

Committee member Steven Weiss asked if the impending addition of the California Air Resources Board (CARB) facility in the City of Riverside is anticipated to impact the economy.

Mr. Gray responded that the CARB facilities are not likely to have a significant impact, noting that, while the facility is a step in the right direction, the region will need to do a lot to reduce the outflow of technically trained students.

Committee member Eastman added that though CARB will only bring 400 jobs on its own, it creates a synergy of growth in the technical industry, which has the potential to attract additional jobs.

Committee member Rick Sandzimier commented that planners should be considerate of future needs, ensuring that facilities and structures built now for industries seen as declining are made conducive with the long-term growth goals of the region.

Mr. Gray added that if WRCOG and its member agencies want the County to grow in a certain way, we will need to make strategic education and land use decisions.

Committee member Sandzimier asked what, if anything, is being done by professionals to help the educational sector, and noted that Moreno Valley is engaging in several efforts aimed at invigorating youth and engaging them in the local community.

Mr. Gray responded that some sectors of the economy are well suited for automation, noting that retail is one of those sectors. As the economy evolves, the professional and technical jobs are those least likely to be replaced by automation.

Committee member Richard MacHott added that being a region with a large portion of commuters impacts economic opportunity. For example, a day-time population is generally needed to sustain the vendors and overall economy that the region would like to see.

Mr. Gray concluded that the overall tone of the conference was positive. Some notes of concern for the region included housing, jobs, education, and water. However, there is also a tremendous amount of opportunity in Riverside County, including the location. Many of the problems faced are self-inflicted, meaning that we have control over these issues. While the

global economy has been cast in a negative light most recently, locally we are in much better shape.

Action: 1. *Received and filed.*

E. WRCOG Committees Update

Jennifer Ward reported that WRCOG is in the process of broadening the WRCOG PACE Program umbrella to include PACE operators in addition to the HERO Program. Since September, the Executive Committee has approved the addition of two new providers: CaliforniaFirst and Spruce Finance. All new PACE providers are automatically able to operate in each WRCOG member jurisdiction unless a jurisdiction takes action to prohibit their inclusion. By operating under WRCOG's umbrella, PACE providers are required to adopt and implement the same extensive consumer protections that WRCOG imposes on the HERO Program.

WRCOG's Streetlights Demonstration Area is now live for viewing and surveying. The goal of the demonstration area is to collect enough feedback from residents and professionals to inform the selection of recommended technology for new streetlights throughout the subregion. The Demonstration Area is open to the public, but WRCOG will also be holding guided tours.

The 2016 Air Quality Management Plan is available in draft form for comment. Christopher Gray has conducted a review of the plan and will be submitting public comments. These are available upon request.

The feasibility study for the Community Choice Aggregation (CCA) Program has been completed in draft form. The study examines the possibility of entering into a CCA on our own or in partnership with CVAG and/or SANBAG. WRCOG is also working with the County, which is currently conducting a similar study.

Action: 1. *Received and filed.*

6. ITEMS FOR FUTURE AGENDAS

Committee member Cynthia Kinser asked if there is any precedent for introducing a reduced TUMF rate for a specific area that could incentivize initial development.

Mr. Gray noted that once the Nexus Study is completed that staff will update the TUMF Fee Calculation Handbook, which will include a new way of calculating fees for mixed-use projects. When this is underway, staff will bring back these options to this Committee for review.

Committee member Rick Sandzimier asked staff to consider the potential impact of legalized recreational marijuana.

7. GENERAL ANNOUNCEMENTS

Committee member Steven Weiss shared that the County Planning Commissioners' Association state conference is scheduled for Friday, October 14, 2016, at the Mission Inn.

Committee member Jay Eastman announced that the City of Riverside is taking a report to its City Council next month regarding the Good Neighbor Guidelines Update, and shared his thanks with everyone who supported the process.

Mr. Gray asked Committee member Eastman to present the updated guidelines once approved.

Chairman Bassi announced that there is a new player in CEQA litigation, Blum Collins LLP, who has been targeting plans along the freeway.

Mr. Gray noted that WRCOG has been asked to form an Ad Hoc CEQA Committee, which will likely hold its first meeting in November and will help inform WRCOG's future role in pursuing CEQA reform. Staff will keep Committee members apprised of developments with this Ad Hoc Committee. Mr. Gray also noted that there are a lot of people in power who benefit from the current form of CEQA and for the foreseeable future, without gubernatorial intervention, there likely will not be significant change.

Council Member Clint Lorimore shared that at SCAG's recent Housing Summit one attorney specializing in CEQA noted that going through the EIR process opens up a project to vulnerability to other litigation. As an alternative, the attorney recommended taking the RTP / SCS and making a local project a tier off of that document with a Negative Declaration.

Jennifer Ward noted that she attended a workshop on homelessness hosted by the Riverside City Council addressing the issue of homelessness in the City and County overall. The topic of homelessness has been a recurring topic for WRCOG's City Managers Technical Advisory Committee and one which WRCOG will continue to track.

Chairman Bassi shared that the CalAPA conference is coming up and that he will be in attendance.

8. NEXT MEETING:

The next Planning Directors' Committee (PDC) meeting is scheduled for Thursday, December 8, 2016, at 9:00 a.m. at the Temecula City Hall, 4100 Main Street, Great Oak Room, Temecula, CA 92590. The scheduled November 10, 2016, PDC meeting has been cancelled.

9. ADJOURNMENT:

The meeting of the Planning Directors' Committee adjourned at 10:52 a.m.

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Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: PACE Program Activities Update

Contact: Michael Wasgatt, Program Manager, wasgatt@wrcog.cog.ca.us, (951) 955-8301

Date: December 8, 2016

The purpose of this item is to provide the Committee with an update on the PACE Programs that WRCOG oversees. This includes the HERO Program, CaliforniaFIRST and Spruce Finance.

Requested Action:

1. Receive and file.

WRCOG's PACE Programs provide 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. The CaliforniaFirst and Spruce Programs will launch in 4th Quarter 2016 and 1st Quarter 2017, respectively.

Overall HERO Program Activities Update

Residential: As of this writing, over 102,000 homeowners in both the WRCOG and California HERO Programs have been approved to fund more than \$6.1 billion in eligible renewable energy, energy efficiency and water efficiency projects.

WRCOG Subregion: Over 21,300 projects, totaling over \$410 million, have been completed (Attachments 1 and 2).

Statewide Program: As of this writing, 359 jurisdictions outside the WRCOG and San Bernardino Associated Governments' subregions have adopted Resolutions of Participation for the California HERO Program. Nearly 37,000 projects have been completed, totaling nearly \$785 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	545 GWh
GHG Reductions – Annually	141,624 Tons
Gallons Saved – Annually	349 Million
\$ Saved – Annually	\$71 Million

Projected Annual Economic Impact	\$2.07 Billion
Projected Annual Job Creation/Retention	10,155 Jobs

The table below provides a summary of the estimated work breakdown of projects completed in both the WRCOG and the California HERO Programs:

Project Data	
Central Air	23.6%
Windows/Doors	18.4%
Solar	18.4%
Landscape	10.0%
Roofing	9.3%

Additional PACE Providers Update: The Executive Committee authorized WRCOG to bring the CaliforniaFIRST PACE Program in under the WRCOG PACE Program umbrella at its September meeting. Currently, staff is in discussion with CaliforniaFIRST to confirm Program details and to launch its Program in the subregion by the end of 2016.

On October 3, 2016, the Executive Committee elected to also authorize the Spruce Finance PACE Program to operate under WRCOG's PACE Program umbrella. Staff has anticipated that the Spruce Program will launch sometime in the first quarter of 2017.

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 are required to adopt, implement, and be audited on the same consumer protections that WRCOG requires on the HERO Program.

Member jurisdictions will always retain the right to include or exclude additional PACE providers who are not participating under the WRCOG umbrella.

With the Executive Committee's actions to adopt these additional providers, the Programs will be 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 to opt out of the Program (Attachment 10).

Prior WRCOG Actions:

November 7, 2016: The Executive Committee 1) approved a Custom Product Application for installation of a natural gas fireplace insert and include the product as an eligible improvement for future projects; 2) received summary of the Revised California HERO Program Report; 3) conducted a Public Hearing Regarding the Inclusion of the Cities of Belmont, Fort Bragg, Grass Valley, Half Moon Bay, Newark, Pacifica, Paradise, Point Arena, Redding, Watsonville, and Weed, for purposes of considering the modification of the Program Report for the California HERO Program to increase the Program Area to include such additional jurisdictions and to hear all interested persons that may appear to support or object to, or inquire about the Program; 4) adopted WRCOG Resolution Number 37-16; A Resolution of the Executive Committee of the Western Riverside Council of Governments Confirming Modification of the California HERO Program Report so as to expand the Program Area within which Contractual Assessments may be offered; 5) accepted the Town of Hillsborough, the City of Yreka, and the County of Colusa as Associate Members of the Western Riverside Council of Governments; and 6) adopted

WRCOG Resolution Number 38-16; 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.

October 20, 2016: The Technical Advisory Committee received report.

WRCOG Fiscal Impact:

HERO revenues and expenditures for the WRCOG and California HERO Programs are allocated in the Fiscal Year 2016/2017 Budget under the Energy Department.

Attachments:

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

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Item 4.B

PACE Program Activities Update

Attachment 1

WRCOG HERO Program Summary

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HERO Program Summary Update

(Launch through 11/23/16)

City	Approved Apps	Approved Amount
Banning	475	\$12,661,446
Calimesa	159	\$5,897,040
Canyon Lake	508	\$26,411,785
Corona	2,906	\$157,776,032
County	5,610	\$275,836,453
Eastvale	794	\$49,907,880
Hemet	1,039	\$26,158,015
Jurupa Valley	1,885	\$76,339,760
Lake Elsinore	1,274	\$48,475,066
Menifee	2,331	\$82,620,827
Moreno Valley	4,303	\$143,953,151
Murrieta	2,489	\$115,771,691
Norco	675	\$38,729,721
Perris	869	\$27,526,477
Riverside	5,603	\$235,925,107
San Jacinto	661	\$18,802,844
Temecula	2,351	\$121,589,633
Wildomar	820	\$31,732,398
	34,746	\$1,496,115,328

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Item 4.B

PACE Program Activities Update

Attachment 2

WRCOG HERO Snapshot

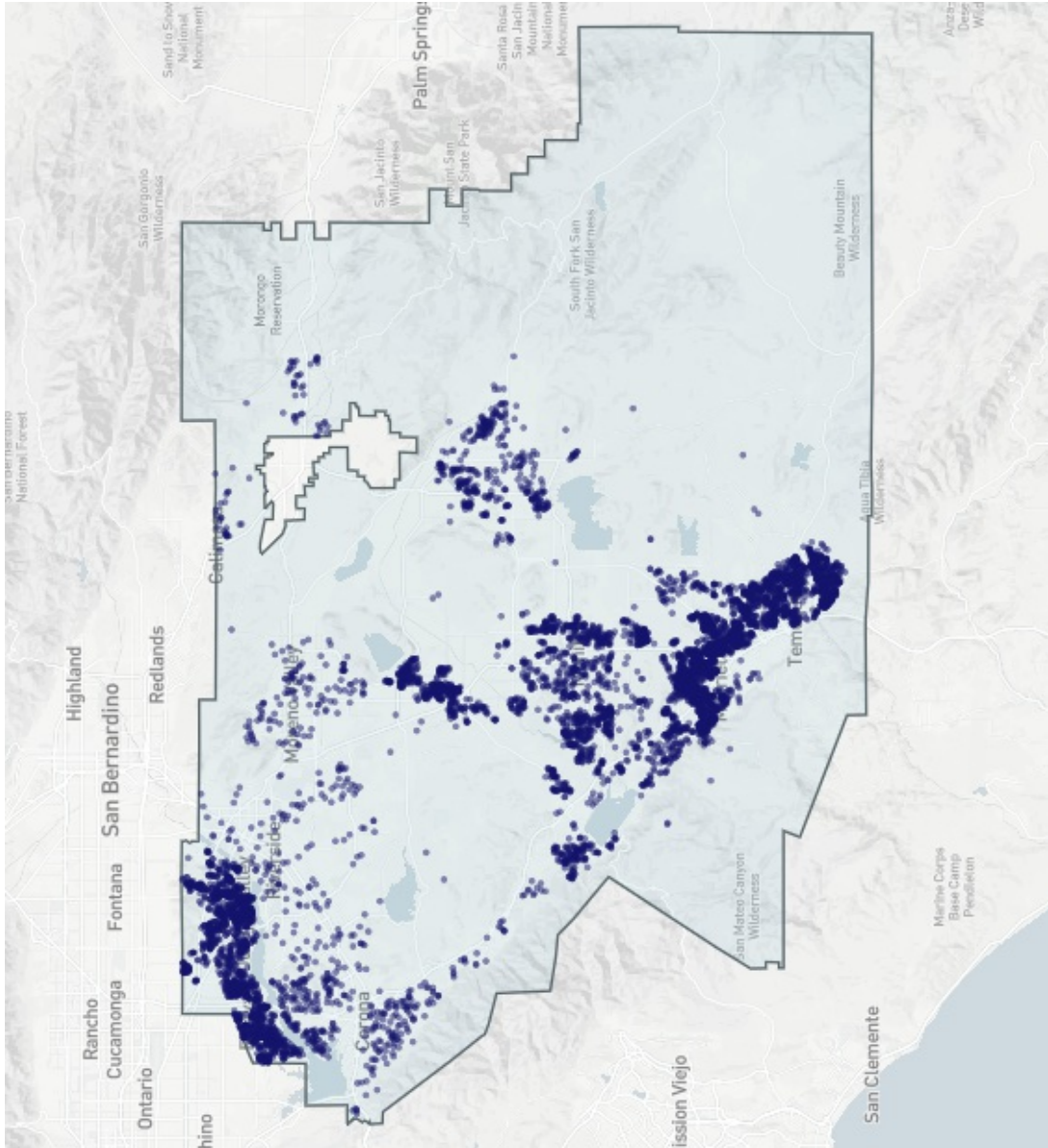
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18,688
Homes Improved

12/14/2011
HERO Launch Date

460,635
Housing Count

01/01/2011 - 11/23/2016
Report Range



Improvements

Type	Total Installed	Bill Savings
Energy	24.8K	\$288M
Solar	12.1K	\$507M
Water	1,603	\$11.5M

Lifetime Impact

Applications Submitted	51.2K
Applications Approved	34.7K
Funded Amount	\$419M
Economic Stimulus	\$726M
Jobs Created	3,558
Energy Saved	3.09B kWh
Emissions Reduced	836K tons
Water Saved	1.26B gal

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

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Item 4.B

PACE Program Activities Update

Attachment 3

California HERO Program Snapshot

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34,863

Homes Improved

02/10/2014

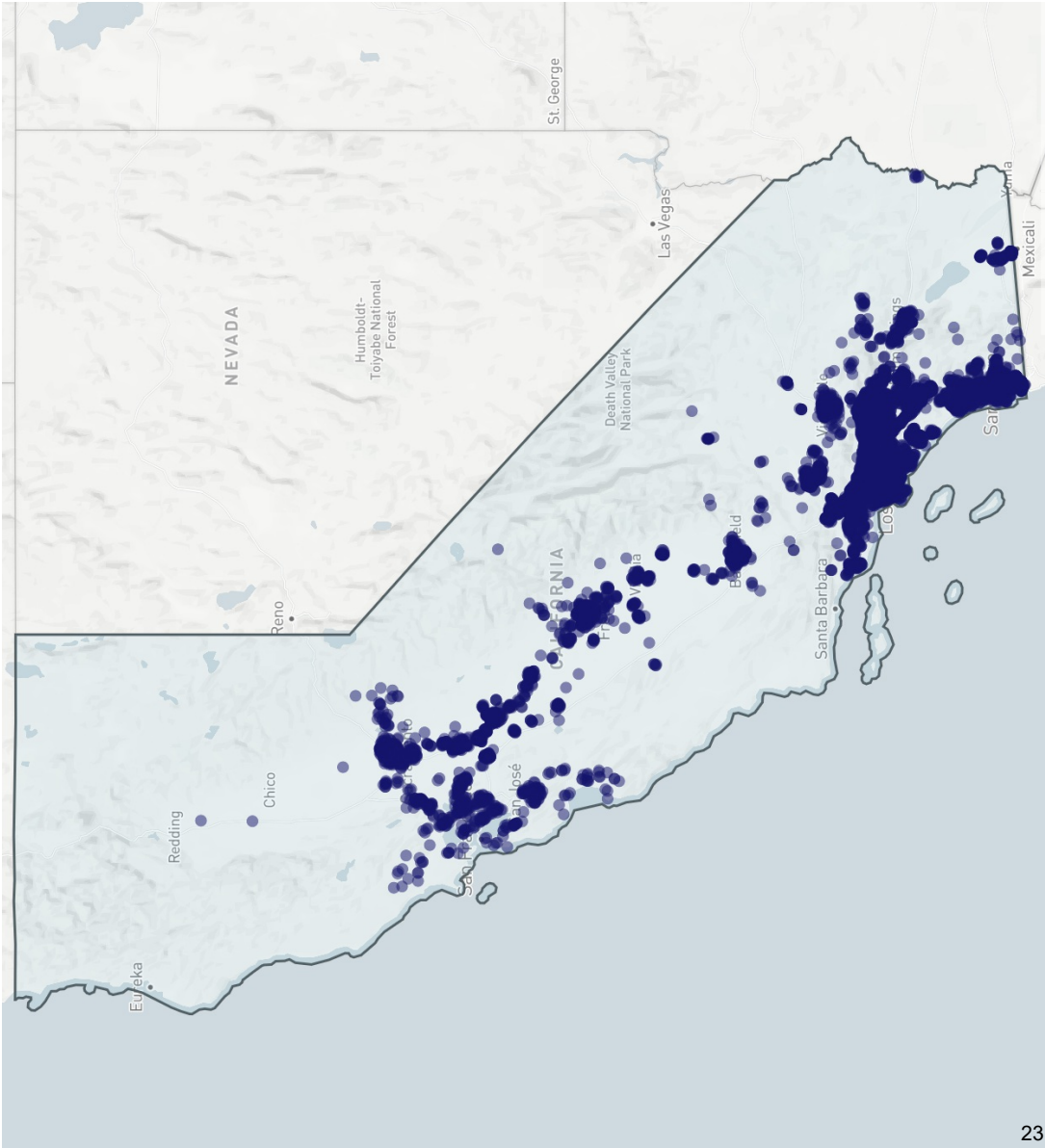
HERO Launch Date

5,644,977

Housing Count

02/10/2014 - 11/23/2016

Report Range



Improvements

Type	Total Installed	Bill Savings
Energy	48.5K	\$584M
Solar	19.9K	\$918M
Water	3,618	\$28.5M

Lifetime Impact

Applications Submitted	97.8K
Applications Approved	72.2K
Funded Amount	836M
Economic Stimulus	\$1.45B
Jobs Created	7,101
Energy Saved	5.34B kWh
Emissions Reduced	1.42M tons
Water Saved	3.09B 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: BEYOND Framework Fund Program

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

Date: December 8, 2016

The purpose of this item is to provide the Committee with an overview of current progress on Round I funded BEYOND projects. To date, three Round I projects have been completed and many projects have reached impressive milestones. Three Round I project plans are undergoing significant revisions. Staff are working with project managers to support the new plans and enable project approval as soon as possible. Round II project logistics are being developed by staff and will be brought to the Committee for consideration and approval in the coming months.

Requested Action:

1. Receive and file.

Background

On June 12, 2015, the Executive Committee approved the allocation of \$1.8 million for a pilot, Round I of the BEYOND Framework Fund Program. BEYOND is an economic development and sustainability local assistance funding program intended to help member agencies make progress toward the six goal areas identified in the 2012 Economic Development and Sustainability Framework: economy, water, education, environment, health, and transportation. The Framework serves as a guide for members to improve their communities. The premise of the Framework is that economic development is tied to quality of life which is influenced by education, water quality and supply, health, transportation, energy, and environment. In adopting the Framework, the Executive Committee recognized that when attention is given to each of these components, the subregion's quality of life improves, thereby increasing the potential for economic investment and growth. The Framework can be accessed on WRCOG's website at www.wrcog.cog.ca.us/community/sustainability.

BEYOND Framework Fund – Round I

The total Round I funding allocation of \$1.8 million for BEYOND (approved by the Executive Committee in June 2015) is broken-down by member agency below. The Executive Committee has indicated that the distribution formula will be revisited for each upcoming fiscal year.

Member Agency	Total Funds Allocated	Member Agency	Total Funds Allocated
Banning	\$39,300	Norco	\$38,650
Calimesa	\$36,177	Perris	\$85,280
Canyon Lake	\$36,537	Riverside	\$169,740
Corona	\$147,600	San Jacinto	\$41,471
Eastvale	\$83,549	Temecula	\$140,357

Member Agency	Total Funds Allocated	Member Agency	Total Funds Allocated
Hemet	\$86,597	Wildomar	\$39,814
Jurupa Valley	\$88,942	County of Riverside	\$161,402
Lake Elsinore	\$83,238	Eastern Municipal Water District	\$35,000
Menifee	\$87,039	Western Municipal Water District	\$35,000
Moreno Valley	\$153,294	Riverside County Superintendent of Schools	\$35,000
Murrieta	\$140,126	Morongo Band of Mission Indians	\$35,000

Member jurisdictions have proposed a total of 32 unique projects to receive Round I BEYOND Program funding. All of the proposed projects have been approved and are currently underway, with the exception of one project each from the City of Canyon Lake, City of Riverside, and County of Riverside. Agency staff from each of these jurisdictions are working with WRCOG to finalize project logistics. Several project managers have worked with WRCOG staff to attain approval for amendments to the originally submitted scope of work, budget, and/or timeline in order to accommodate unforeseen challenges or opportunities. The changes approved to date include some timeline extensions allowing for projects to be completed after the initial Round I completion goal of July 31, 2017.

Three Round I BEYOND projects have been successfully completed to date:

- The City of Perris' Green City Farm project
- The City of Lake Elsinore's Synthetic Turf Installation project at the Rosetta Canyon Sports Park
- The City of Temecula's Emergency Management Video Vignette (available for viewing at the following link: https://www.youtube.com/watch?v=Nomd_GpKEmo)

Additional project milestones of note include the following:

- The City of Moreno Valley's Community Enhancement Project has replaced 38 computers at the Employment Resources Center – the City has made additional facility upgrades enhancing the quality and usability of the resource center
- The Healthy San Jacinto project has established the foundations of a healthy city initiative and is growing its membership
- The City of Temecula's TVE2 STEM and Youth Enrichment Program has purchased 30 Chrome Book computers for youth use
- The City of Temecula's Global Citizens Vocational Training program has conducted two complete sessions providing vocational training for adults with special needs in the viticulture and hospitality industries
- The Morongo Dial-A-Ride Program has finalized the purchase of an additional dial-a-ride passenger van
- The RCOE Scholars Program has awarded scholarships to 19 students ranging from \$2,500 to \$5,000 to support post-secondary education

A summary of all projects is attached this this staff report.

More information, BEYOND Program Guidelines, and Application materials can be found on WRCOG's website at www.wrcog.cog.ca.us/community/beyond-program.

BEYOND Framework Fund – Round II

On June 24, 2016, the Executive Committee approved funding for the BEYOND Framework Fund Round II in the amount of \$2.1 million: \$1.8 million for individual projects to be allocated on a non-competitive basis; an additional \$200,000 for collaborative projects between two or more WRCOG jurisdictions; and an additional \$100,000 for projects supporting improved health outcomes. WRCOG staff are working to develop a funding allocation formula for Round II and guidelines for the two new funding streams. Staff will present the proposed allocation formula and guidelines for Committee consideration in the coming months.

Prior WRCOG Actions:

November 7, 2016: The Executive Committee received report.

October 20, 2016: The Technical Advisory Committee received report.

WRCOG Fiscal Impact:

Funding for the First round of the BEYOND Framework Fund Program, totaling \$1.8 million, was allocated in the Agency's Fiscal Year 2015/2016 Budget and future funding will be programed by way of Budget Amendments.

Attachment:

1. BEYOND Framework Fund Summary Project Overview.

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Item 4.C

BEYOND Framework Fund Program

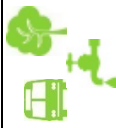
Attachment 1

BEYOND Framework Fund Summary
Project Overview

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City / Agency	Project Name	Goal Area(s) Supported	Project Description
City of Banning	Park Facilities Improvements		The City of Banning has been approved to leverage BEYOND money as matching funds to finance an expansion and facilities update of Lions Park. If no match is available, they have proposed using the funds for smaller park facilities updates.
City of Calimesa	Clean Energy Vehicles for Calimesa		The City of Calimesa is utilizing BEYOND funding as a match with AQMD AB 2766 funds to replace two vehicles in the City's hybrid/electric fleet.
City of Canyon Lake	Canyon Lake Water Monitoring		The City of Canyon Lake is dedicating BEYOND funds to facilitate more frequent water testing of the Lake as necessitated by anticipated increases of run-off from El Nino storms.
City of Corona	Corona Innovation Center		The City of Corona is utilizing BEYOND funds to support improvements to a previously underutilized facility for use as a business development center.
City of Eastvale	Safe Routes To Schools (SRTS): Radar Display Signs	 	The City of Eastvale is utilizing BEYOND funds to support its Safe Routes to School campaign through the purchase and installation of 12 radar speed display signs.
City of Hemet	Downtown Specific Plan	  	The City of Hemet is applying BEYOND funds, in conjunction with a SCAG planning grant, to support development of the City's updated Specific Plan and related documents.
City of Jurupa Valley	Farmer's Market	 	The City of Jurupa Valley's Farmers' Market BEYOND project is utilizing funds to make requisite updates to the City's zoning code to allow for a Farmers' Market and will also support the establishment of the Farmer's Market.
	Healthy Jurupa Valley Support		The City of Jurupa Valley's Healthy Jurupa Valley BEYOND project funds are supporting the initiative's five action teams which work to promote and implement healthy living initiatives in the city.
	Pedestrian and Bicycle Mobility Improvements		The City of Jurupa Valley's Pedestrian and Bicycle Mobility Improvements BEYOND project will dedicate funds to identify city arterials appropriate for walking and biking corridors. Funds will then be used to install appropriate signage and perform necessary walkway upgrades.
	Chamber of Commerce Partnership		The City of Jurupa Valley's Chamber of Commerce BEYOND project is supporting an initiative to build a partnership with the Chamber of Commerce and to develop educational programs that will promote the City's economic vitality.

City / Agency	Project Name	Goal Area(s) Supported	Project Description
City of Lake Elsinore	Rosetta Canyon Park - Artificial Turf	 	The City of Lake Elsinore is devoting BEYOND funds to finance a portion of the City's artificial turf installation at Rosetta Canyon Community Park which will include five softball/baseball fields, and one soccer/football field.
City of Menifee	Citywide Branding Effort - An Economic Driver		The City of Menifee is dedicating BEYOND funds to support a two-stage economic development project beginning with a comprehensive evaluation of the City's economic environment, Stakeholder attitudes and perceptions, to inform the second stage development of a citywide branding effort.
City of Moreno Valley	Community Enhancement Program	  	The City of Moreno Valley is dividing funds between 12 initiatives including a water station installation, materials and supplies support for three Safe Routes to School events, the replacement of 38 computers at the employment resource center, and bike rack installations.
City of Murrieta	Murrieta Energy Efficiency Project		The City of Murrieta is utilizing BEYOND funds to finance energy improvement projects identified utilizing an energy audit under the direction of the Energy Network and the Western Riverside Energy Leadership Partnership (WRELP).
City of Norco	Two-Pronged Economic Development Marketing Strategy		The City of Norco is utilizing BEYOND funds to support a two-pronged branding effort highlighting Norco as a dynamic business, and friendly environment; and hospitable destination of choice focusing on equine and related attractions.
City of Perris	Gateway Enhancement Signage Program		The City of Perris is dedicating a portion of the City's BEYOND allocation to support the Gateway Enhancement Signage program--an effort to overcome perception challenges faced by the city and to optimize economic opportunities by installing a series of entry, way finding, and branding signs throughout the City's gateway streets and places of interest.
	Green City Farm Program	 	The City of Perris is dedicating a portion of its BEYOND allocation to fund the Green City Farm project which will develop a Community Garden Demonstration Center exhibiting best practices in water-wise gardening, and healthy living opportunities.
City of Riverside	Marketplace SPOT + TOD	 	The City of Riverside is using BEYOND moneys to fund a SPOT+TOD project which is a community-based development plan and policy framework that will plan for a pedestrian bridge from Metrolink to downtown and development of the Metrolink area as a node of activity.

City / Agency	Project Name	Goal Area(s) Supported	Project Description
City of San Jacinto	Healthy San Jacinto		The City of San Jacinto is leveraging BEYOND funding to meet a portion of its required match for its Strategic Growth Council Sustainable Communities Grant, which is funding the development of a comprehensive downtown specific plan. BEYOND funds will be specifically dedicated to the development of a Healthy San Jacinto Coalition which will mobilize community efforts around creating a healthy and sustainable community.
	Global Citizens Special needs Vocation Training (Teen Job Readiness)		The City of Temecula is dedicating a portion of its BEYOND allocation to support the Global Citizens Teens with Special Needs program which provides jobs readiness training for adults with special needs. This project includes a comprehensive curriculum training participants for jobs in the viticulture and hospitality industries.
City of Temecula	Sam Hick's Monument Park Sustainable Landscaping Project		The City of Temecula is dedicating a portion of its BEYOND allocation to support the Sam Hicks Monument Park Project which will replace existing landscaping with indigenous plants and permeable surfaces and install drip irrigation and interpretive signage.
	Emergency Management - Video Vignette		The City of Temecula is requesting to dedicate a portion of its BEYOND allocation to support the production of a video vignette which will educate the public about best practices for local emergency preparedness efforts before, during, and after a catastrophic event.
	TVE2 Stem and Youth Enrichment Program		The City of Temecula is dedicating a portion of its BEYOND allocation to support the TVE2 Stem and Youth Enrichment Program. BEYOND funds are being used to purchase 25 computer stations for the Junior Women's STEM Program , Future Physician Leaders , and Youth Legal Program.
	Grow Temecula Valley		The City of Temecula is dedicating a portion of its BEYOND allocation to support the Grow Temecula Valley project's effort to promote buying local food and to highlight the region for tourists.
City of Wildomar	Sixth Street Sidewalk Improvements		The City of Temecula is dedicating a portion of its BEYOND allocation to support the Sixth Street Sidewalk Improvements project to regrade the sidewalks and install rolled curbs, promoting mobility for all abilities.
	Website Improvements Project		The City of Wildomar is making improvements to the City website and updating its server to enhance the user interface for business owners and developers utilizing online permitting capabilities and optimized website capabilities.

City / Agency	Project Name	Goal Area(s) Supported	Description
RCOE	RCOE Foundation Scholars Program		With BEYOND funds and an \$85,000 grant from SCE, the Riverside County Superintendent of Schools' RCOE Foundation anticipates awarding between 7-14 student scholarships to "opportunity youth"/ at-risk students enrolled in RCOE programs such as Alternative Education, Court and Community Schools, County Foster Youth programs, Come Back Kids Charter and Riverside County Education Academy students. Student scholarships are anticipated to range between \$2,500 and \$5,000 per student.
Riverside County	County: Riverside County Sustainability Inventory		The County is utilizing funds to identify existing sustainability plans and measure the scope of these against a common standard. The County will then develop a single, comprehensive plan for sustainability and greenhouse gas reduction that can be implemented across departments.
	Riverside University Health System - Public Health: Healthy Development Checklist		The County has allot \$25,000 of its allocation to the Department of Public Health to support development of a "Healthy Development Checklist" that will serve as a tool for planners to make recommendations to improve County of Riverside's residents' health through community design.
Eastern Municipal Water District	Diamond Valley Lake & Skinner Lake Trails		Eastern Municipal Water District is engaging Fehr & Peers to develop up to five project description sheets and photosimulations for Diamond Valley Lake & Lake Skinner trails or related active transportation facilities which will describe proposed active transportation routes, route segments, or intersections.
Western Municipal Water District	Customer Handbook: Using Water Efficiently in the Landscape		WMWD will dedicate funds to support the creation of a water wise Landscaping web-based handbook with engaging written content, photos, links, and embedded videos. WMWD anticipates water savings of 7,240 acre feet and greater per year.
Morongo Band of Mission Indians	Dial-A-Ride Expansion		The Morongo Band of Mission Indians is utilizing BEYOND funding to purchase an additional vehicle and fund a new full-time employee to operate an expanded Dial-A-Ride route to support transportation to jobs, medical services, education centers and other needs.

City / Agency	Project Name	Goal Area(s) Supported	Description
EMWD / WMWD	Water Task Force		Eastern Municipal Water District and Western Municipal Water District have each dedicated a portion of their BEYOND allocation to fund the ongoing operation of the Water Task Force which may help to cover administrative costs, guest speaker expenses, marketing and meeting expenses.

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Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: TUMF Fee Calculation Handbook Update

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

Date: December 8, 2016

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

Requested Action:

1. Discuss and provide input.

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

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

Fee Calculation Handbook Update

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

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

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

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

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

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

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

Prior WRCOG Action:

November 10, 2016: The Public Works Committee received report.

WRCOG Fiscal Impact:

TUMF Fee Calculation Handbook Update activities are included in the Agency’s adopted Fiscal Year 2016/2017 Budget under the Transportation Department.

Attachment:

None.



Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: Active Transportation Plan Update

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

Date: December 8, 2016

The purpose of this item is to provide an update to the Planning Directors' Committee (PDC) on the Western Riverside County Active Transportation Plan (ATP). Staff provided an update to the PDC in June on the draft Existing Conditions report. Since then, the project team has worked on finalizing the Existing Conditions report, and finalizing the Goals, Objectives, and Strategies for the Plan. Staff will provide an overview of the Goals and Objectives, and provide a roadmap on how the Plan will move forward, in the coming months. The ATP will identify challenges to and opportunities for creating a safe, efficient, and complete active transportation network that will expand the availability of active modes of transportation for users both within the region and between neighboring regions.

Requested Action:

1. Discuss and provide input.

Existing Conditions

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

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

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

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

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

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

In an effort to better understand and inform regional trends and solutions, next steps for the collision mapping and analysis include:

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

Draft Goals, Objectives, and Strategies

The project team has drafted Goals, Objectives, and Strategies intended to guide the Plan and its development. The draft Goals and Objectives are meant to be action-oriented, achievable, and easy to implement for the WRCOG subregion. They were shared with the Riverside County Active Transportation Network (ATN) at its meeting on November 16, 2016. The draft Goals and Objectives are included as an attachment to the report.

Active Transportation Project Input

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

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

Prior WRCOG Action:

November 10, 2016: The Public Works Committee received report.

WRCOG Fiscal Impact:

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

Attachment:

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

Item 5.B

Active Transportation Plan Update

Attachment 1

Western Riverside ATP Draft Goals,
Objectives, and Strategies

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Mission:

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

Goals:

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

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

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

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

Objectives:

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

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

The seven objectives of the ATP are as follows:

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

Strategies

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

Safety:

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

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

Accessibility

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

Maintenance and Funding

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

Education/Community Involvement

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

Encouragement/Evaluation

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

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

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

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

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

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

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

Equity

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

Performance Metrics

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

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

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



Western Riverside Council of Governments

Planning Directors' Committee

Staff Report

Subject: Analysis of Fees and Their Potential Impact on Economic Development in Western Riverside County

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

Date: December 8, 2016

The purpose of this item is to update Committee members on the Fee Comparison Analysis and provide the overall findings from the analysis.

Requested Action:

1. Receive and file.

As part of the efforts being undertaken to update the TUMF Program Nexus Study, WRCOG has received comments from public and private stakeholders regarding the impact of TUMF on the regional economy and the fees' effect on development in the subregion. WRCOG has conducted a study to analyze fees / exactions required and collected by jurisdictions / agencies in, and immediately adjacent to, the WRCOG subregion.

Fee Analysis

In July 2015, WRCOG distributed the draft 2015 TUMF Nexus Study for review and comment. During the comment period, WRCOG received various comments from public and private stakeholders regarding the impact of TUMF on the regional economy and the fees' effect on development in the subregion. In response to the comments received on the draft Nexus Study, WRCOG released a Request for Proposal (RFP) to solicit firms interested in performing an analysis of fees / exactions required and collected by jurisdictions / agencies in and immediately adjacent to the WRCOG subregion. In March 2016, the Executive Committee authorized a Professional Services Agreement with Economic & Planning Systems (EPS), in association with Rodriguez Consulting Group (RCG), to conduct the fee analysis.

The Fee Comparison Analysis is near completion and staff is currently reviewing a draft final report. The Analysis has provided WRCOG jurisdictions with comprehensive fee comparisons. It also discusses the effect of other development costs, such as the cost of land and interest rates, within the overall development framework. Lastly, the Analysis analyzes and documents the economic benefits of transportation investment.

Jurisdictions included for fee comparison: In addition to the jurisdictions within the WRCOG subregion, the Analysis analyzed jurisdictions within the Coachella Valley, and San Bernardino County. The inclusion of additional neighboring / peer communities will allow for consideration of relative fee levels between the WRCOG subregion and jurisdictions in surrounding areas that may compete for new development. At its April 14, 2016, meeting, the Planning Directors' Committee provided input on the additional jurisdictions to be studied – an additional 11 jurisdictions surrounding the WRCOG subregion were selected for comparison.

Land uses and development prototypes: Fee comparisons were conducted for five key land use categories, "development prototypes," including single-family residential, multi-family residential, office, retail, and industrial developments. Since every development project is different, and because fee structures are often

complex and derived based on different development characteristics, it was helpful to create “development prototypes” for each of the land uses studied. The use of consistent development prototypes increased the extent to which the fee comparison was an “apples-to-apples comparison.”

Development prototypes were selected based on recent trends in new development in Western Riverside County. For single-family development, the selected prototype represents the median home and lot size characteristics of homes built and sold in Western Riverside County since 2014. Development prototypes for the multi-family residential, office, retail, and industrial buildings represent the average building sizes for similar buildings developed since 2010 in Western Riverside County. The prototypical projects analyzed were as follows:

- **Single-Family Residential Development:** 50 unit residential subdivision with 2,700 square foot homes and 7,200 square foot lots
- **Multi-Family Residential Development:** 200 unit market-rate, multi-family residential development in 260,000 gross square foot of building space
- **Retail Development:** 10,000 square foot retail building
- **Office Development:** 20,000 square foot, Class A or Class B office building
- **Industrial Development:** 265,000 square foot “high cube” industrial building

Fee categories: The primary focus of the Analysis was on the array of fees charged on new development to pay for a range of infrastructure / capital facilities. The major categories of fees include: 1) school development impact fees; 2) water / sewer connection / capacity fees; 3) city capital facilities fees; 4) regional transportation fees (TUMF in Western Riverside County), and 5) other capital facilities / infrastructure / mitigation fees charged by other regional / subregional agencies. As noted in prior fee comparisons, these fees typically represent 90 to 95 percent of the overall development fees on new development. Additional processing, permitting, and entitlement fees are not included in this Analysis. Based on the consultant team’s review of fees, they concluded that the scale of planning / processing fees versus development impact fees was different in that most jurisdictions charge moderate levels of planning / processing fees as compared to development impact fees – meaning the development impact fees are much higher than the planning / processing fees. The analysis focused on development impact fees, as they are much larger than planning / processing fees for comparison purposes.

Service providers and development prototypes: The system of infrastructure and capital facilities fees in most California jurisdictions is complicated by multiple service providers and, often, differential fees in different parts of individual cities. Multiple entities charge infrastructure / capital facilities fees, e.g., City, Water Districts, School Districts, and Regional Agencies. Additionally, individual jurisdictions are often served by different service providers (e.g., more than one Water District or School District) with different subareas within a jurisdiction, sometimes paying different fees for water facilities and school facilities. Additionally, some City fees, such as storm drain fees, are sometimes differentiated by jurisdictional subareas.

For the purposes of the Analysis, an individual service provider was selected where multiple service providers were present, and an individual subarea was selected where different fees were charged by subarea. An effort was made to select service providers that cover a substantive portion of the jurisdiction, as well as to include service providers that serve multiple jurisdictions (e.g., Eastern Municipal Water District).

Fee Analysis: After identification of the cities for fee evaluation and development of prototypes by land use, the Analysis efforts collected fee schedules and applied them to the development prototypes. The research effort involved 1) reviewing available development impact fee schedules online; 2) reaching out to service providers (jurisdictions, Water Districts, School Districts) where fee levels or fee calculations were difficult to discern; 3) conducting necessary fee calculations; and 4) presenting initial fee estimates for all WRCOG jurisdictions.

Staff sent initial fee estimates for each jurisdiction to each jurisdiction’s representative on the Planning Directors’ and Public Works Committees for review and comment in June 2016. WRCOG staff presented an update of the Analysis to these same Committees on July 14, 2016. The update included a summary of jurisdictions that have provided confirmation and feedback on their initial fee analysis, and those whose

comments were pending. WRCOG followed up with those jurisdictions whose comments still had yet to be addressed and those that had not provided any comments.

Fee analysis comparisons: A fee comparison of WRCOG and neighboring jurisdictions was conducted, and, overall, total fees by development type were generally found to be uniform throughout the region for that development type, with one exception. For example, average total fees for single-family residential are similar throughout the WRCOG and neighboring San Bernardino County jurisdictions – there are differences in the types of fees charged, such as water fees fluctuating between water districts. Fees collected in San Bernardino County may invest in different categories and fee categories may be defined differently than those in WRCOG jurisdictions. It should also be noted that many fees on new development are outside the direct control of jurisdictions, such as MSHCP, School, TUMF, Water, etc.

The one exception in which fees are uniformly higher in the WRCOG subregion than in any other region is retail fees. Retail fees are shown to be higher in the WRCOG subregion because of TUMF, Water, and City fees.

Key Findings:

1. TUMF represents approximately 20 percent of total development impact fees for new single-family and multi-family residential development in Western Riverside County.
 - Single-family and multi-family development impact fees show a similar relationship among WRCOG jurisdictions though the fees do vary by jurisdiction. The average development impact fees for the 20s WRCOG jurisdictions / areas studied are about \$44,900 per single-family unit and about \$28,300 per multi-family unit (about 60 percent of single-family fees). Per-unit single-family fees range from \$32,900 per unit to \$59,400 per unit and per-unit multi-family fees from \$19,300 to \$40,600 per unit among the WRCOG jurisdictions / areas studied.
http://www.wrcog.cog.ca.us/uploads/media_items/pwc-120816-agendapk.original.pdf
2. Total development impacts fees and TUMF as a proportion of the total development impact fees show substantial variation among non-residential land uses.
 - Development impact fees on retail development are substantially higher than the fees on office development, primarily due to the difference in the TUMF. Fees on industrial development are lower for all categories.
3. For residential development, average WRCOG fees are modestly below those in San Bernardino County, but above those in Coachella Valley.
 - Average residential development impact fees for WRCOG jurisdictions are lower than the average of selected San Bernardino County cities, higher than the average of selected Coachella Valley cities, and varied relative to the City of Beaumont.
4. For non-residential development, average WRCOG fees are modestly below those in San Bernardino County with the exception of retail development, but above those in Coachella Valley.
 - Average retail development impact fees are about twice as high as the relatively similar average fee levels for San Bernardino County, Coachella Valley, and City of Beaumont.
 - For office and industrial development, the WRCOG average falls in the range defined by the three other areas of study.
5. TUMF fees were estimated to represent between 1.3 percent and 3.5 percent of total development costs / returns for the prototype feasible projects.
 - Total development impact fees represent between 4.1 percent and 9.3 percent of total development costs / returns for the prototype feasible projects.
 - TUMF represent between 1.3 percent and 3.5 percent of total development costs / returns for the prototype feasible projects.
6. Between the year 2002 and present, overall construction costs have increased more than the overall increases in the TUMF for all land use categories.
 - Overall construction costs increased by over 40 percent in nominal dollar terms between the years

2002 and 2014.

- When considered relative to the Consumer Price Index (a reasonable estimate of inflation), the Residential and Retail TUMF have increased consistently with inflation, while the Service and Industrial TUMF have declined in inflation-adjusted (real) terms.

7. Through its funding of key regional transportation infrastructure projects identified by WRCOG member jurisdictions, the TUMF supports substantial output, wages, and jobs in Western Riverside County.
 - TUMF revenues will support a total investment of \$3.13 billion in infrastructure development activity over the next 30 years resulting in an overall regional impact of \$4.56 billion in County economic output, \$1.3 billion in labor income, and 28,900 job-years.
 - When considered in conjunction with the complementary funding, including other regional / local funding, such as Measure A, and the attracted state / federal funding, the overall economic impacts are even greater.

Prior WRCOG Action:

September 12, 2016: The WRCOG Executive Committee received report.

WRCOG Fiscal Impact:

The fee analysis study is included in the Agency's adopted Fiscal Year 2016/2017 Budget under the Transportation Department.

Attachment:

None.



Western Riverside Council of Governments

Planning Directors' Committee

Staff Report

Subject: WRCOG 2016 Activities Review

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

Date: December 8, 2016

The purpose of this item is to provide Committee members with a status update of various WRCOG projects and activities.

Requested Action:

1. Receive and file.

Staff will provide a verbal status report of the following agency projects and activities:

- Grants: SCAG submissions, Grant Writing initiative
- BEYOND Framework Fund - Round II
- Public Service Fellowship Program
- PACE Programs
- Community Choice Aggregation (CCA) Study
- Regional Streetlights Program
- Pilot Litter Removal Program – Lake Elsinore
- Used Oil Program
- Events: Upcoming WRCOG and affiliate events, bus tour ideas
- Healthy Communities: Riverside County Health Coalition (RCHC), Healthy Cities Network (HCN)
- Homelessness issues
- Water Quality Enhancement Framework

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

None.

Attachment:

None.

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Western Riverside Council of Governments Planning Directors' Committee

Staff Report

Subject: 2017 Planning Directors' Committee Meeting Schedule

Contact: Andrea Howard, Staff Analyst, howard@wrcog.cog.ca.us, (951) 955-0186

Date: December 8, 2016

Requested Action:

1. Approve the schedule of meetings for 2017 for the Planning Directors' Committee.

The schedule of meetings for 2016 for the Planning Directors' Committee (PDC) is proposed below. The PDC will meet monthly, on the 2nd Thursday, at 9:00 a.m. at rotating locations between a northwest county location and a southwest county location.

Planning Directors' Committee	Time	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Monthly 2nd Thurs.	9:00 a.m.	12	9	9	13	11	DARK	13	10	14	12	9	14

The DRAFT 2017 meeting schedule for all WRCOG standing committees is attached for reference, and will be finalized once each Committee approves their respective meeting schedules.

Prior WRCOG Action:

None.

WRCOG Fiscal Impact:

This item does not have an impact on WRCOG's Fiscal Year 2016/2017 Budget; it is provided as an information item only.

Attachment:

1. WRCOG Schedule of Meetings for 2017 - DRAFT.

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WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS SCHEDULE OF MEETINGS FOR 2017

WRCOG Standing Committees	Day	Time	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
Planning Directors' Committee	Monthly 2nd Thurs.	9:00 a.m.	12	9	9	13	11	DARK	13	10	14	12	9	14

Agendas are available at www.wrcog.cog.ca.us approximately seven (7) days prior to the meeting. This schedule is subject to change by action of the committees.