



Western Riverside Council of Governments Planning Directors Committee

AGENDA

**Thursday, December 14, 2017
9:00 a.m.**

**Menifee City Hall
Council Chambers
29714 Haun Road
Menifee, CA 92584**

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 Director Committee meeting, please contact WRCOG at (951) 955-8515. 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 Director Committee may take any action on any item listed on the agenda, regardless of the Requested Action.

- 1. CALL TO ORDER (Patty Nevins, Chairwoman)**
- 2. SELF INTRODUCTIONS**
- 3. PUBLIC COMMENTS**

At this time members of the public can address the Planning Director 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 August 10, 2017, Planning Directors Committee Meeting are Available for Consideration.** **P. 1**

Requested Action: 1. *Approve Summary Minutes from the August 10, 2017, Planning Directors Committee meeting.*

- B. **Summary Minutes from the October 12, 2017, Planning Directors Committee Meeting are Available for Consideration.** **P. 5**

Requested Action: 1. *Approve Summary Minutes from the October 12, 2017, Planning Directors Committee meeting.*

- C. **PACE Programs Activities Update** **Casey Dailey** **P. 9**

Requested Action: 1. *Receive and file.*

- D. **WRCOG Committees and Agency Activities Update** **Andrea Howard** **P. 15**

Requested Action: 1. *Receive and file.*

- E. **Planning Directors Committee 2018 Meeting Schedule** **Andrea Howard** **P. 19**

Requested Action: 1. *Approve the Schedule of Planning Directors Committee meetings for 2018.*

- F. **Regional Transportation Summit** **Christopher Gray** **P. 25**

Requested Action: 1. *Receive and file.*

5. REPORTS / DISCUSSION

- A. **Healthy Development Checklist Update** **Michael Osur, RUHS-PH** **P. 27**

Requested Action: 1. *Receive and file.*

- B. **Affordable Housing Package Overview** **Alexa Washburn, National Community Renaissance** **P. 63**

Requested Action: 1. *Receive and file.*

- C. **Grant Writing Assistance Program** **Christopher Tzeng, WRCOG** **P. 67**

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 Planning Director Committee meetings.

7. GENERAL ANNOUNCEMENTS **Members**

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

8. **NEXT MEETING:** The next Planning Directors Committee meeting is scheduled for Thursday, January 11, 2018, at 9:00 a.m. at WRCOG's new office located at 3390 University Avenue, Suite 450, Riverside.
9. **ADJOURNMENT**

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1. CALL TO ORDER

The meeting of the Planning Directors Committee (PDC) was called to order at 9:07 a.m. by Vice-Chairwoman Charissa Leach at the Tukwet Canyon Golf Club in Beaumont.

2. SELF INTRODUCTIONS

Members present:

Rebecca Deming, City of Beaumont
Cathy Perring, City of Eastvale
Mary Wright, City of Jurupa Valley
Cheryl Kitzerow, City of Menifee
Rick Sandzimier, City of Moreno Valley
Cynthia Kinser, City of Murrieta
Luke Watson, City of Temecula
Matt Bassi, City of Wildomar
Charissa Leach, County of Riverside (Vice-Chairwoman)
Dan Fairbanks, March JPA
Kristin Warsinski, Riverside Transit Agency

Staff present:

Chris Gray, Director of Transportation
Jennifer Ward, Director of Government Relations
Tyler Masters, Program Manager
Anthony Segura, Staff Analyst
Cynthia Mejia, Staff Analyst

Guests present:

Shirley Medina, Riverside County Transportation Commission
Raymond Huaute, Morongo Band of Mission Indians
Terrie L. Robinson, Native American Heritage Commission
Dr. Newman, Community Resident

3. PUBLIC COMMENTS

Dr. Newman spoke in opposition to the Regional Streetlight Program.

4. CONSENT CALENDAR - (Wildomar / Murrieta) 11 yes; 0 no; 0 abstentions. Items 4.A through 4.C were approved by a unanimous vote of those members present. The Cities of Banning, Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Norco, Perris, Riverside, San Jacinto, and the Morongo Band of Mission Indians were not present.

A. Summary Minutes from the July 13, 2017, Planning Directors Committee Meeting are Available for Consideration.

Action: 1. *Approved Summary Minutes from the July 13, 2017, Planning Directors Committee meeting.*

B. WRCOG Committees and Agency Activities Update

Action: 1. *Received and filed.*

C. Regional Streetlight Program Activities Update

Action: 1. *Received and filed.*

5. REPORTS / DISCUSSIONS

A. Senate Bill (SB) 1 Update

Shirley Medina provided an update on important funding application deadlines for SB 1. Ms. Medina encouraged member jurisdictions to keep a list of documents needed to apply for funding and emphasized the importance of including line items relating to what the funding would be utilized for. Multimodal projects with environmental justice, public health and/or greenhouse gas emissions reducing components will score higher on the funding scale.

Committee member Matt Bassi asked if the gas tax will go into effect in November.

Ms. Medina confirmed that, yes, the tax will go into effect in November.

Action: 1. *Received and filed.*

B. Assembly Bill (AB) 52: Tribal Consultation Requirements and Best Practices

Terrie Robinson provided a thorough overview of the statutory California Environmental Quality Act (CEQA) requirements relating to cultural resources. Ms. Robinson also provided relevant feedback that can assist local planning departments with these requirements moving forward. Ms. Robinson offered to share sample letters with interested parties to facilitate meeting the requirements under AB 52. Because AB 52 contains highly confidential components in reporting documents, her office recommends protecting documents. Finally, Ms. Robinson reviewed the consultation requirements under AB 52 and identified best practices including sending more than one consultation notice and working with the tribe(s) to discuss mitigation measures for environmental documents.

Action: 1. *Received and filed.*

C. Assembly Bill (AB) 52: Tribal Perspective

Raymond Haute emphasized that the technical advisory reports under CEQA may not address mitigation efforts that tribes find important, so it is crucial that local government(s) communicate with the local tribe(s) and have a meaningful consultation. A meaningful consultation to a tribe may signify receiving a phone call from the Lead Agency to ensure that a notification document was received and/or to extend an introduction. Mr. Haute stressed that tribes find cultural resources sacred and potential destruction of sacred resources can result in irreparable harm to the geographic area's history.

Action: 1. *Received and filed.*

D. Western Riverside Energy Partnership Activities Update

Anthony Segura reported that the Western Riverside Energy Partnership (WREP) is a collaboration between Southern California Edison (SCE), SoCal Gas, and member jurisdictions to promote sustainable practices within jurisdictional facilities and local homes. WREP began in 2010 with 11 member jurisdictions throughout the subregion. This year, the partnership expanded to the Cities of Corona and Moreno Valley. One of the primary offerings of WREP is the Direct Install provided by SCE that facilitates municipal energy efficient retrofits at no cost. Mr. Segura emphasized that there is still funding for projects and the availability remains at a first-come, first-served basis.

Committee member Mary Wright asked which municipal facilities are eligible for upgrades.

Mr. Segura stated that only municipal facilities within the WREP are eligible for the no-cost upgrades.

Committee member Cheryl Kitzerow asked if the municipal building must be owned by the jurisdiction.

Tyler Masters confirmed that the city does not need to own the building. A facility will qualify so long as it is leased by the municipality and under SCE's portfolio.

Mr. Segura added that SoCal Gas is exploring the option of developing its own direct install program as well.

Action: 1. *Received and filed.*

6. ITEMS FOR FUTURE AGENDAS

There were no items for future agendas.

7. GENERAL ANNOUNCEMENTS

Anthony Segura announced that the Energy and Environmental Programs Department will be hosting a tour of IceEnergy on Thursday, August 31, 2017, from 1:00 p.m. to 3:00 p.m. IceEnergy is an energy and cooling business located in the City of Riverside that provides cooling structures that can be installed in commercial, industrial, or residential buildings in order to lower energy costs and decrease carbon emissions.

Mary Wright announced that she is running for Vice President of Marketing for the American Planning Association.

Jennifer Ward informed the Committee that the League of California Cities will be hosting a webinar on SB 1 on August 11, 2017.

8. NEXT MEETING: The next Planning Directors Committee meeting is scheduled for Thursday, September 14, 2017; location to be announced.

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

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**Planning Directors Committee
October 12, 2017
Summary Minutes**

Item 4.B

1. CALL TO ORDER

The meeting of the Planning Directors Committee (PDC) was called to order at 2:04 p.m. by Chairwoman Patty Nevins at the Riverside County Administrative Center.

2. SELF INTRODUCTIONS

Members present:

Patty Nevins, City of Banning (Chairwoman)
Mark DeManincor, City of Calimesa
Joanne Coletta, City of Corona
Keith Gardner, County of Riverside
Kristin Warsinski, Riverside Transit Agency
Jeff Smith, March Joint Powers Authority

Staff present:

Christopher Gray, Director of Transportation
Jennifer Ward, Director of Government Relations
Andrew Ruiz, Program Manager
Christopher Tzeng, Program Manager
Andrea Howard, Senior Analyst
Cynthia Mejia, Staff Analyst
Suzy Nelson, Administrative Assistant

Guests present:

Alexa Washburn, National Community Renaissance
Ma'Ayn Johnson, Southern California Association of Governments (SCAG)
Kimberly Clark, Southern California Association of Governments (SCAG)
Arnold San Miguel, Southern California Association of Governments (SCAG)

3. PUBLIC COMMENTS

There were no public comments.

4. CONSENT CALENDAR - Item 4.A will be brought back at the next meeting as there was no quorum.

- A. Summary Minutes from the August 10, 2017, Planning Directors Committee Meeting are Available for Consideration.**
- B. WRCOG Committees and Agency Activities Update**

Action: 1. *Received and filed.*

5. REPORTS / DISCUSSION

A. Senate Bill 1 – Climate Adaptation Application

Alexa Washburn, WRCOG consultant, presented on a joint application WRCOG and San Bernardino County Transportation Authority are preparing for climate adaptation funding through SB 1. Building from WRCOG's Vulnerability Assessment, prepared with the Subregional Climate Action Plan, the application seeks funding to support development of local Emergency Evacuation Plans and Maps that will account for current roadway infrastructure and address the specific needs of disadvantaged communities in addition to a Transportation Infrastructure Resiliency Guidebook. The proposal also calls for developing adaptation and resiliency plan template language, which will aid jurisdictions in complying with SB 379. SB 379 requires that any jurisdiction updating its Local Hazard Mitigation Plan (LHMP) after January 1, 2017, must include adaptation and resiliency planning in the Safety Element of the General Plan; all jurisdictions must meet this requirement by January 1, 2022.

Andrea Howard shared that WRCOG surveyed member jurisdictions and found that each member does have an LHMP, and could be impacted by the new requirements before 2022, if the plan is updated. If members are interested, staff can arrange for an expert to present on this topic at a future meeting.

Action: 1. *Received and filed.*

B. Bottom-Up Local Input Process for the 2020 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)

Kimberly Clark provided an overview of the planned "bottom-up local input and envisioning process" for planning and preparing for both the RTP/SCS and Regional Housing Needs Assessment (RHNA). The process involves four phases: 1) regular technical consultation; 2) one-on-one outreach and local input on planned growth; 3) regional collaboration on portions of the SCS; and 4) engagement with the general public on potential options for the SCS.

Ms. Clark shared that recognizing the far reaching implications of the growth forecasts that will come out of the process and the strain on local resources to review these, WRCOG and SCAG are exploring opportunities to support members through the process and will provide updates to PDC members as the plan evolves.

Action: 1. *Received and filed.*

C. Regional Housing Needs Assessment (RHNA) Overview

Ma'Ayn Johnson provided an overview of the purpose and goals of RHNA and the methodologies used in past rounds. Ms. Johnson stated that SCAG staff are currently seeking input on the process and methodology to be used in developing the 6th RHNA Cycle, scheduled for adoption by no later than October 2020, to cover October 2021-2029. SCAG will be contacting local jurisdictions to hold one-on-one meetings in the coming months.

Ms. Johnson also added that in an attempt to offset the potential constraints on jurisdictional staff time, SCAG is making interns available to perform work in member agencies for up to two weeks. Lastly, the RHNA will be developed concurrently with the RTP/SCS utilizing the same outreach process.

Action: 1. *Received and filed.*

D. Cannabis Regulatory Updates

Cynthia Mejia shared legislative background information on the cannabis industry and regulatory frameworks. Ms. Mejia shared details about how California's political climate has prepared itself along the years for the legalization of cannabis. Ms. Mejia discussed the regulations under the two pieces of legislation that led to the Medical and Adult Use Cannabis Regulation and Safety Act of 2017. Ms. Mejia broke down the legislative requirements for businesses in the State of California and shared with the

group the regulatory framework including regulatory agencies tasked with overseeing the cannabis industry effective January 1, 2018. In addition, Ms. Mejia shared the challenges with cannabis being a federally listed Schedule I drug and what that challenge means for local jurisdictions. Ms. Mejia also discussed the opportunities that local jurisdictions currently have to regulate, allow, or ban cannabis activity with the State of California, giving local governments' full control over their jurisdiction's policy stance.

Action: 1. *Received and filed.*

E. Grant Writing Assistance Program

Christopher Tzeng reminded members that the WRCOG Grant Writing Assistance Program is now live. WRCOG secured a bench of grant writers to assist member jurisdictions with grant writing or the application process. The bench of consultants have already begun working to support several members with Senate Bill 1 grant applications. Staff have also begun sending bi-monthly emails with regularly updated listings of upcoming grant opportunities, which are also archived on WRCOG's website. Mr. Tzeng reminded members that the Program operates on a first-come, first-served basis and, as such, member jurisdictions are encouraged to submit an Assistance Interest Form as soon as possible in order for staff to plan for grant opportunities later in the year. Mr. Tzeng stated that completing the interest form is optional, though recommended, while the Application for Assistance is required. Both forms are available on WRCOG's website.

Action: 1. *Received and filed.*

F. Transportation Uniform Mitigation Fee (TUMF) Calculation Handbook Update

Christopher Gray shared that WRCOG has drafted an updated Fee Calculation Handbook to reflect data in the 2016 TUMF Nexus Study, which was adopted in July 2017. He stated that the updated handbook also includes an updated pass by ratio for gas stations, which are often miscalculated. WRCOG is continuing to seek comments or questions on the draft handbook by end of day Thursday, October 12. Finally, Mr. Gray shared that the Handbook is anticipated to be brought back to PDC and other technical advisory committees for consideration in November and approved by the Executive Committee in December.

Action: 1. *Received and filed.*

6. ITEMS FOR FUTURE AGENDAS

Staff provided an overview of topics previously discussed for future agendas, which included a Joint Planning Directors and Public Works Committee meeting and a presentation on WRCOG's feasibility analysis for a regional sustainability center, branded "EXPERIENCE."

Staff also introduced that the University of Redlands has done a study on the impact of automation on future employment, and staff are working to coordinate a presentation with representation from the University on the study.

7. GENERAL ANNOUNCEMENTS

Jennifer Ward reminded the Committee that WRCOG is moving. WRCOG anticipates relocating to its new downtown Riverside office, located at 3390 University Avenue in mid-December. Mr. Ward shared that WRCOG is looking forward to hosting regular Committee meetings at the new office, effective January 2018.

Ms. Ward also updated the Committee on WRCOG's Agency Visioning Session, which was hosted on October 12, 2017. The Visioning Session was a joint meeting of WRCOG's Committees and was designed for policy makers from the subregion to come together and plan for future Agency priorities. Ms. Ward shared that all members in attendance reaffirmed their commitment to the goal areas established by WRCOG's Sustainability

Framework (Economy, Transportation, Water/Waste Water, Energy/Environment, Health, and Education) and established a filter process for considering new initiatives, and for reviewing the effectiveness of older initiatives as they compare to the Agency's mission and goals.

Finally, Ms. Ward shared that SCAG will be hosting an Economic Summit on "The Cost of Not Housing" on Thursday, November 9, 2017, from 8:00 a.m. to 2:00 p.m. at the Los Angeles Hotel.

8. NEXT MEETING: Members present agreed to cancel the November 2017, Committee meeting. The next Planning Directors Committee meeting is scheduled for Thursday, December 14, 2017, at 9:00 a.m., at the City of Menifee.

9. ADJOURNMENT: The meeting of the Planning Directors Committee adjourned at 3:31 p.m.



Western Riverside Council of Governments

Planning Directors Committee

Staff Report

Subject: PACE Programs Activities Update

Contact: Casey Dailey, Director of Energy and Environmental Programs, cdailey@wrcog.us, (951) 955-7282

Date: December 14, 2017

The purpose of this item is to provide an update on the WRCOG PACE Programs.

Requested Action:

1. Receive and file.

Launch of New PACE Programs

WRCOG is pleased to announce that two additional PACE Programs have launched in the subregion. PACE Funding, based in Los Gatos, launched on November 10, 2017. Spruce PACE, based in San Francisco, launched on November 14, 2017. Both Programs are now accepting project applications, and expect to fund projects by the end of 2017.

A WRCOG member agency always retains the right to adopt any PACE Program that is not participating under WRCOG's PACE umbrella. The member agency also may "opt-out" of any WRCOG PACE Program and would do so by adopting a resolution that can be requested from WRCOG staff.

Overall PACE Program Update

The following table provides a summary of all residential projects that have been completed under the WRCOG PACE Programs through December 7, 2017:

WRCOG Residential PACE Programs			
PACE Program	Projects Completed	Total Project Value	Product Type Installed
WRCOG HERO	25,395	\$499,479,362	HVAC: 31.6% Solar: 25.3% Windows/Doors: 16.6% Roofing: 5.2% Landscape: 9.6%
California HERO	56,289	\$1,218,281,825	HVAC: 32.2% Solar: 21.8% Windows/Doors: 17.5% Roofing: 10.2% Landscape: 8.2%
CaliforniaFIRST	102	\$3,253,041	Solar: 45.9% Windows/Doors: 14.3% HVAC: 14.1% Roofing: 11.5% Landscape: 8.5%
Total:	81,786	\$1,721,014,228	

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

Economic and Environmental Impacts Calculations	
KW Hours Saved – Annually	768 GWh
GHG Reductions – Annually	189,526 Tons
Gallons Saved – Annually	510 Million
\$ Saved – Annually	\$98 Million
Projected Annual Economic Impact	\$2.9 Billion
Projected Annual Job Creation/Retention	14,586 Jobs

Prior Actions:

December 11, 2017: Administration & Finance Committee received and filed.
December 4, 2017: The Executive Committee 1) received WRCOG PACE Program Summary; 2) conducted a Public Hearing regarding the inclusion of the City of Petaluma for purposes of considering the modification of the Program Report for the California HERO Program to increase the Program Area to include such additional jurisdictions and to hear all interested persons that may appear to support or object to, or inquire about the Program; 3) adopted WRCOG Resolution Number 46-17; A Resolution of the Executive Committee of the Western Riverside Council of Governments confirming modification of the California HERO Program Report so as to expand the Program area within which contractual assessments may be offered; 4) authorized the Executive Director to continue utilizing Baker Tilly to conduct future operational analyses / audits of its residential PACE Programs; and 5) authorized the Executive Director to execute a Professional Service Contract with Baker Tilly for operational analysis / audit of Renovate America, in an amount not to exceed \$140,000 for the Fiscal Year 2016/2017.

Fiscal Impact:

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

Attachment:

1. HERO Program Activity Summary for Western Riverside County.

Item 4.C

PACE Programs Activities Update

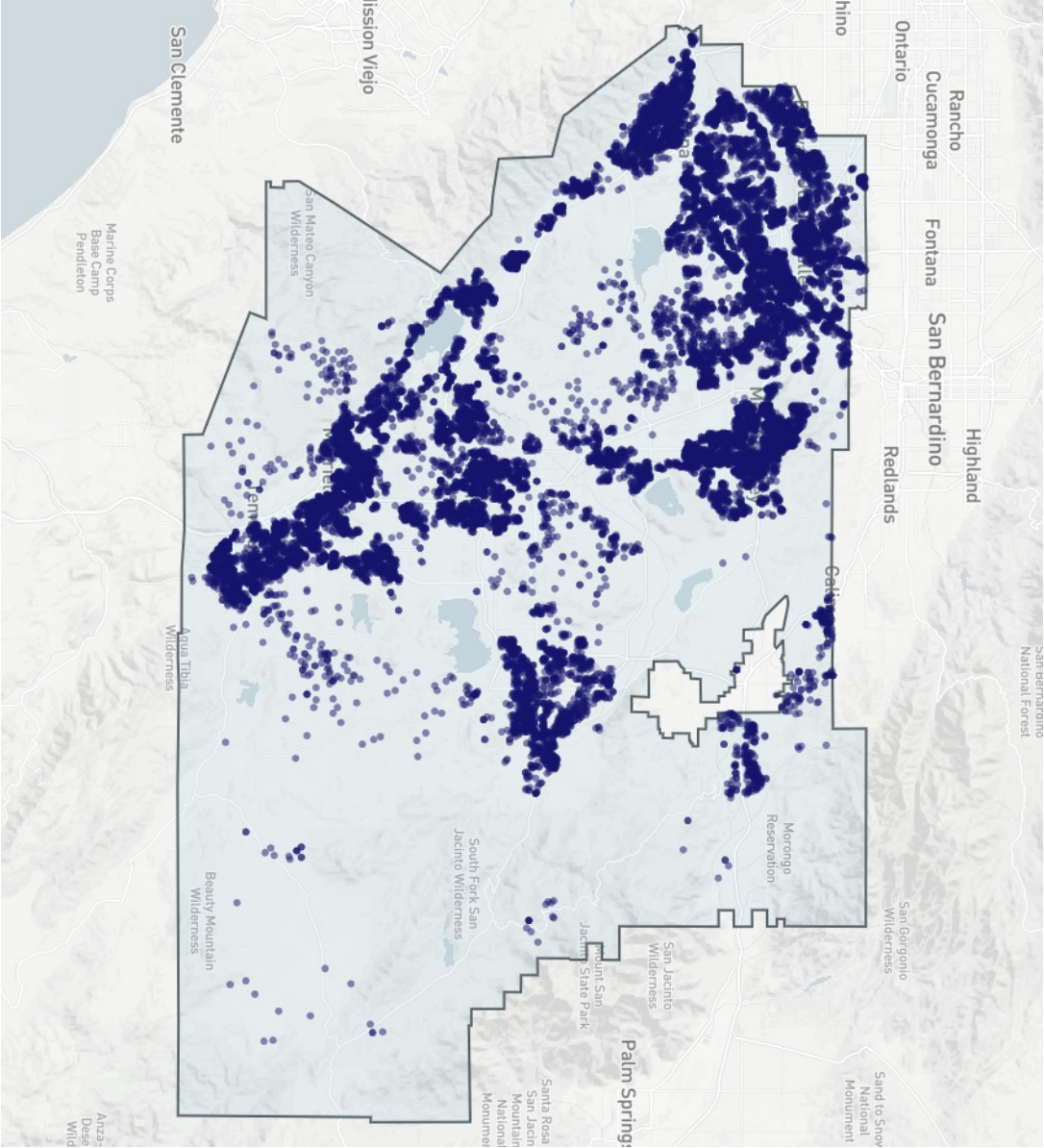
Attachment 1

HERO Program Activity Summary for Western Riverside County

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21,512 Homes Improved

12/14/2011
HERO Launch Date 922,405
Housing Count



12/14/2011 - 11/21/2017
Report Range

Improvements

Type	Total Installed	Bill Savings
Energy	29.0K	\$331M
Solar	13.8K	\$584M
Water	2,100	\$18.3M

Lifetime Impact

Applications Submitted	59.0K
Applications Approved	40.3K
Funded Amount	\$497M
Economic Stimulus	\$861M
Jobs Created	4,220
Energy Saved	3.56B kWh
Emissions Reduced	963K tons
Water Saved	1.94B 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: WRCOG Committees and Agency Activities Update

Contact: Andrea Howard, Senior Analyst, ahoward@wrcog.us, (951) 955-8515

Date: December 14, 2017

The purpose of this item is to update the Committee on noteworthy actions and discussions held in WRCOG's recent standing Committee meetings, and general WRCOG project updates.

Requested Action:

1. Receive and file.

Agency Activities

WRCOG is Moving! On Friday, December 15, and Monday, December 18, 2017, WRCOG will be closed for moving. On Tuesday, December 19, 2017, the Agency will re-open at its new location at 3390 University Avenue, Suite 450, in Riverside.

WRCOG Awarded Funding for Adaptation Toolkit: Caltrans has announced that it will award the full ask of the joint grant application from WRCOG and the San Bernardino Transportation Commission of \$683,431 to develop a Regional Climate Adaptation Toolkit. The Toolkit will include city-level climate-related transportation hazards and evacuation maps; a climate resilient transportation infrastructure (or green streets) guidebook; and a regional climate adaptation and resiliency template, to support Senate Bill 379 compliance.

WRCOG Named Top Workplace in the Inland Empire: For the second year in a row, the Press Enterprise has identified WRCOG as a Top Workplace. The selection process involves surveys from staff.

WRCOG Committees Activities

Following is summary of items that have been discussed at recent WRCOG standing Committee meetings.

December 4, 2017, Executive Committee Items of Interest

Riverside County Office of Education (RCOE): Dr. Judy White, Riverside County Superintendent of Schools, provided an overview of the activities undertaken by RCOE and her Office's goals for improving educational outcomes in the region. The presentation is available [online](#).

Inland Empire Growth Opportunity: Representatives from UC Riverside who are leading the Inland Empire Growth Opportunity (IEGO) effort, conducted in partnership with the Brookings Institute, provided a presentation on the economic / workforce data and findings the effort prepared for Riverside and San Bernardino Counties. The presentation is available [online](#) and more information is at www.inlandgrowth.com.

Grant Writing Assistance Program Expanded: Due to popularity of the Grant Writing Assistance program WRCOG launched earlier this year, the Executive Committee allocated an additional \$500,000 to provide funding for a “bench” of grant writing consultants that can assist member jurisdictions.

Member agencies can [apply](#) for assistance preparing grant applications for planning, affordable housing and sustainable communities planning, electric vehicle and alternative fuel infrastructure projects, and other initiatives.

TUMF Update: The Executive Committee approved reimbursement agreements for of the Moreno Valley Heacock St. widening project (\$611,000 for planning and engineering and \$311,000 for right-of-way). Updates to the TUMF Administrative Plan, Calculation Handbook, and Improvement and Credit Agreement templates were also approved; revised documents are available [online](#).

Western Riverside Energy Partnership (WREP) Renewed: WRCOG renewed its seventh contract with Southern California Edison and SoCal Gas to administer the WREP Program, which helps municipalities advance energy efficiency, reduce greenhouse gas emissions, increase renewable energy usage, and improve air quality.

Regional Streetlight Program Seeks California Environmental Quality Act (CEQA) Exemption: The Executive Committee approved a resolution to initiate the process for the Regional Streetlight Program – which is transferring Southern California Edison-owned streetlights to local government ownership and retrofitting them to energy-efficient LED technology – to seek exemption from CEQA.

November 9, 2017, Public Works Committee Items of Interest

Western Community Energy Activities Update: Barbara Spoonhour, Director of Community Choice Aggregation (CCA) Development, announced that template JPA and Bylaws have been drafted for the Western Riverside County CCA as it progresses to become its own stand-alone Agency. WRCOG hired a local marketing firm to develop a brand, logo, and marketing strategy for the CCA. Moving forward, the CCA will be referred to by its newly adopted name: Western Community Energy: Your Neighborhood Power Authority. In addition, WRCOG is coordinating educational meetings and presentations to member jurisdictions on what a CCA is and how jurisdictions can join. WRCOG is continuing to work with The Energy Authority and EES Consulting to finalize the Agency’s prospective implementation process.

Public Service Fellowship Activities Update: Round I of the Public Service Fellowship Program matched 13 Fellows throughout member jurisdictions and to staff’s knowledge most Round I Fellows are gainfully employed with 8 of those Fellows currently working throughout the public sector in Western Riverside County. Because of the success of Round I, a second round was launched earlier this year. Round II Fellows are currently working on a broad range of projects spanning from grant writing to general plan updates. Both the Technical Advisory and Administration & Finance Committees have voiced strong support of the Program’s achievements and are in support of launching a third round of the Fellowship.

Regional Streetlight Program Activities Update: Tyler Masters, WRCOG staff, provided a Program update and announced that 11 member jurisdictions have been confirmed to acquire streetlights from Southern California Edison. All 11 of the participating jurisdictions are moving through the process and are in line to transition ownership of the lights from Southern California Edison by the end of the year. WRCOG has released a Request for Qualifications to solicit suppliers interested in retrofitting jurisdiction-owned streetlights to LED lightbulbs.

October 19, 2017, Technical Advisory Committee Items of Interest

Regional Stormwater Permit Update: Riverside County Flood Control & Water Conservation District provided an update on the NPDES MS4 Permit process and mandates for stormwater management and water quality protections.

Jurisdictions are encouraged to review their compliance with the Permit and work with the regional Water Boards to address new regulations for trash management and water quality.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

None.

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Western Riverside Council of Governments Planning Directors Committee

Staff Report

Subject: Planning Directors Committee 2018 Meeting Schedule

Contact: Andrea Howard, Senior Analyst, ahoward@wrcog.us, (951) 955-8515

Date: December 14, 2017

The purpose of this item is to provide and obtain approval of a meeting schedule for 2018.

Requested Action:

1. Approve the Schedule of Planning Directors Committee meetings for 2018.
-

Attached are the proposed meeting dates for the 2018 Planning Directors Committee. All meeting dates are proposed for the second Thursday of the month, with the exception of being dark in June, and are scheduled to begin at 9:00 a.m., at rotating locations between a northwest county location and a southwest county location.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

1. Schedule of Planning Directors Committee meetings for 2018.

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Item 4.E

2018 Schedule of PDC Meetings

Attachment 1

Schedule of Planning Directors
Committee meetings for 2018

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WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS SCHEDULE OF MEETINGS FOR 2018

WRCOG Standing Committee	Day	Time	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
Planning Directors Committee	Monthly 2nd Thurs.	9:00 a.m.	11	8	8	12	10	DARK	12	9	13	11	8	13

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Western Riverside Council of Governments

Planning Directors Committee

Staff Report

Subject: Regional Transportation Summit

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

Date: December 14, 2017

The purpose of this item is to announce the Regional Transportation Summit that will take place on January 17, 2018, at the City of Moreno Valley Conference and Recreation Center from 10:00 a.m. – 2:00 p.m.

Requested Action:

1. Receive and file.

WRCOG has held conferences in the past that provide opportunities to learn more about sectors and emerging technologies that can help create healthier communities. WRCOG will be holding a Regional Transportation Summit to provide information on the future of transportation and preparing for it.

Regional Transportation Summit

WRCOG is pleased to partner with the City of Moreno Valley to present information to attendees about upcoming transportation technologies, and providing a chance for industry professionals to network. Topics to be covered: autonomous vehicles, alternative fuels, active transportation, transportation management, mass transit, air quality, transportation funding, and others topics. The Summit will feature a keynote speaker and two panels – the first will highlight where transportation is going, and the second will describe how local jurisdictions can get there. The first panel will feature speakers on prevalent technologies that local jurisdictions must consider when planning and making decisions that will affect the future. The second panel will feature speakers on possible funding mechanisms local jurisdictions to take advantage.

The Summit will also include an exhibitor area that will feature alternative fuel vehicles, transportation technology booths, Big Data, partner agencies, and alternative fuels. It is also hopeful that alternative fuel vehicles will be available for test driving purposes. Invited attendees will include local leaders, transportation industry stakeholders, transit agencies, fuel providers, vehicle and transportation technology manufactures, among others. Registration will be free to representatives of WRCOG member jurisdictions.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

None.

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Western Riverside Council of Governments

Planning Directors Committee

Staff Report

Subject: Healthy Development Checklist Update

Contact: Michael Osur, Assistant Director, Chief Health Strategist, Riverside University Health System—Public Health, mosur@rivcocha.org, (951) 358-5074

Date: December 14, 2017

The purpose of this item is to introduce the Final Draft Healthy Development Checklist, a planning tool prepared on behalf of Riverside University Health System—Public Health with BEYOND Program funding, to facilitate health considerations early in the development process.

Requested Action:

1. Receive and file.

Background

This item is reserved for a presentation by Riverside University Health System-Public Health (Public Health) representatives, Michael Osur, Assistant Director and Chief Health Strategist, and Miguel Vasquez, Healthy Communities Urban Regional Planner. Mr. Osur and Mr. Vasquez will introduce the final draft Healthy Development Checklist (Checklist), a planning tool designed to address the particular health challenges experienced in Riverside and San Bernardino Counties. The Checklist was developed to promote greater consideration for health in the development process in the two Counties and reduce the need for costly Health Impact Assessments, and was funded by Round I of WRCOG's BEYOND Framework Fund Program (BEYOND).

Public Health has secured additional funding through Round II of BEYOND to support implementation of the Checklist through trainings and workshops for planners in the region, which will be held over the next year. The complete Checklist is included as Attachment 1 to this report.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

1. Riverside Unified Health System Healthy Development Checklist.

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Item 5.A

Healthy Development Checklist Update

Attachment 1

Riverside Unified Health System Healthy Development Checklist

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HEALTHY DEVELOPMENT CHECKLIST

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The Healthy Development Checklist was commissioned by the Riverside University Health System-Public Health and produced by Raimi + Associates.

The project was funded with a BEYOND grant from the Western Riverside Council of Governments and produced in collaboration with the San Bernardino Council of Governments.

We wish to thank the following organizations and individuals for providing their valuable feedback on this checklist:

APA (Inland Empire chapter) - John Hildebrand
California Baptist University - Marshare Penny
ChangeLab Solutions - Eric Calloway
City of Rancho Cucamonga - John Gillison
City of Victorville - Michael Szarzynski
City of Coachella - Louis Lopez
City of Palm Desert - Lauri Aylaian & Ryan Stendell
City of Jurupa Valley - Laura Roughton
City of Riverside - Al Zelinka
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Lewis-San Antonio Healthy Communities Institute - Angelica Baltazar
National Community Renaissance - Alexa Washburn
Partners for Better Health - Evette de Luca
Prevention Institute - Rachel Bennett
Public Health Alliance - Carla Blackwater
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San Bernardino County Land Use Services - Tom Hudson, Karen Watkins, & Linda Mawby
San Bernardino Council of Governments - Josh Lee
Transportation & Land Management Agency - Steve Weiss
Western Riverside County of Governments - Jennifer Ward and Andrea Howard

The Healthy Development Checklist is intended to help communities across the region incorporate health into everyday life. It is a major step forward in Riverside County's (also known as the Riverside University Health System) continuing drive to build healthy communities. Beginning in 2011, with the adoption of the [Healthy Communities Element](#) as part of the County's General Plan and the [Healthy Riverside County Resolution](#), we have continued to encourage the inclusion of health in planning and transportation policy in the County and in its 28 cities.¹ The Checklist has also garnered the support of regional partners, including the San Bernardino County Transportation Authority and Western Riverside Council of Governments. Both of these partners are working with Riverside County to promote a broader use of this Health Development Checklist, including in San Bernardino County.

An overarching principle in the Healthy Development Checklist is Equity. Health equity is ensuring that all people have full and equal access to opportunities that enable them to lead healthy lives. This approach to health equity has informed the content and strategies in the Healthy Development Checklist.

E Engagement and Empowerment.

All of us must work collectively to ensure our communities are engaged in the planning process. We must empower our constituents to be engaged in decision-making by providing accurate, easy to understand and timely information. Engagement and Empowerment of our communities allows for inclusion and a higher sense of buy-in.

Q Quality.

We must ensure that our communities are built to the highest quality possible. This means keeping healthy communities as the focus and ensuring that where people live, work, play and learn provides them with opportunities to build health into their everyday life.

U Utilization.

How we utilize our limited resources is essential to ensure we can serve our growing population. We must build complete streets that encourage active transportation, healthy eating and active living.

I Increase healthy behaviors.

We must build our communities so that there is easy access to parks, open spaces, recreational activities, shopping, jobs and educational opportunities. Healthy behaviors lead to lower morbidity and mortality rates thereby, improving and extending an overall quality of life.

T Transportation.

The provision of active transportation infrastructure for walking, biking and access to transit ensures greater healthy options for our residents.

Y Youth.

By building healthy communities where youth can thrive and grow with clean air, water, access to healthy foods, parks and active transportation we can increase the opportunities for our children to live a healthier life.

¹ For additional information on community health data in Riverside County, you can visit [SHAPE Riverside County](#).

HEALTHY DEVELOPMENT CHECKLIST & CRITERIA

The design of our communities has a great impact on our health and the well-being of our residents. This checklist provides criteria, empirical evidence, and best practices for new healthy development. Our goal is to encourage developers, city officials, and decision makers to use this tool to help guide the development of neighborhoods that promote physical and mental health, encourage community engagement, and improve quality of life for all. Community members may also find this tool as a useful resource to better understand healthy development practices.

WHAT IS THE PURPOSE OF THE CHECKLIST?

The Healthy Development Checklist was developed to provide criteria for healthy development practices in the Inland Empire. It is intended to be used as a tool to judge the overall health performance and supportiveness of new development projects. While not every criterion will apply to every development project, projects should aim to comply with as many of the criteria as possible to promote health through their development project.

HOW TO USE THE CHECKLIST?

The Healthy Development Checklist is organized into six topical categories:

- 1) Active Design
- 2) Connectivity
- 3) Public Safety
- 4) Environmental Health
- 5) Community Cohesion
- 6) Access to Food, Services, and Jobs

A summary checklist is followed by a more detailed catalogue of the checklist. For each checklist question, projects can assess their performance as follows:

- **"COMPLIES WITH ALL CRITERIA"** (if a project meets all criteria)
- **"COMPLIES WITH SOME CRITERIA"** (if the project meets some, but not all of the bulleted criteria)
- **"DOES NOT COMPLY"** (if the project does not meet any of the criteria)
- **"N/A"** (if the criteria does not apply to this project)

WHO SHOULD USE THE CHECKLIST?

Developers, planning staff, and decision-makers should use the Healthy Development Criteria:

- Developers should refer to the criteria and checklist as a guide for the design and planning of a project in the early stages, preferably before submitting an application for development review.
- City staff can use the checklist to review development proposals and make recommendations to both developers and decision-makers. The checklist can also be used to inform staff reports and public meetings on projects.
- Decision-makers are encouraged to use the completed project checklist to better understand the health outcomes of a proposed project.
- Community members and advocates can use the checklist as a resource and tool to guide healthy development in their communities.

SUMMARY CHECKLIST

ACTIVE DESIGN

1. NEIGHBORHOOD AMENITIES. How well does the project support access to neighborhood amenities (e.g., convenience store, dry cleaning, community center, café, etc.) within reasonable walking distance from residential developments?

Complies with
all criteria

Complies with
some criteria

Does not
comply

N/A

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2. PARKS AND OPEN SPACE. How well does the project incorporate a park or open space within reasonable walking distance of all residential development?

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3. PEDESTRIAN ENVIRONMENT. How well does the project contribute to creating a safe and comfortable pedestrian environment for residents of all ages?

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4. SIDEWALKS. How well does the project create or contribute to a complete network of sidewalks?

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5. FRONTAGE DESIGN. How well does the project incorporate attractive, pedestrian-scale exteriors and massing to encourage walkability for people of all ages?

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6. PHYSICAL ACTIVITY. How well does the project incorporate design features to promote the physical activity of all building occupants?

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CONNECTIVITY

7. NETWORK. How well does the project leverage public open space, sidewalks, pedestrian amenities, bicycle facilities, and multi-use trails to connect safely and comfortably to surrounding neighborhoods?

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8. WALKABILITY. How well does the project enhance walkability by providing a highly-connected street network?

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9. TRANSIT ACCESS. How well does the project provide all residents with safe access to transit and transit facilities within reasonable walking distance?

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10. BICYCLE CONNECTIVITY. How well does the project provide high levels of bicycle connectivity through a safe, well-marked and complete bicycle network?

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PUBLIC SAFETY

11. INJURY PREVENTION. How well does the project foster injury prevention through the use of traffic calming features, such as bulb outs and speed humps, safe pedestrian crossings, and moderate roadway speeds?

Complies with
all criteria

Complies with
some criteria

Does not
comply

N/A

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12. SAFE ACCESS TO SCHOOLS. How well does the project incorporate safe access to schools within a reasonable walking distance?

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13. LIGHTING. How well does the project provide adequate neighborhood lighting to prevent crime and increase safety?

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ENVIRONMENTAL HEALTH

14. SMOKING. How well does the project incorporate efforts to restrict smoking in multi-family development and open spaces?

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15. NEAR-ROAD POLLUTION. How well does the project incorporate efforts to protect residents from the harmful effects of high volume roads?

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16. NOISE POLLUTION. How well does the project mitigate noise pollution for all residents?

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17. ENVIRONMENTAL JUSTICE. How well does the project mitigate any impacts that would disproportionately affect disadvantaged communities?

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18. INDOOR AIR QUALITY. How well does the project incorporate the use of materials and products that support healthy indoor quality?

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COMMUNITY COHESION

19. PASSIVE SPACES. How well does the project incorporate spaces that facilitate social engagement?

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20. RECREATIONAL SPACES. How well does the project incorporate facilities and access to a variety of recreational opportunities for all users?

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21. COMMUNITY SPACES. How well does the project incorporate facilities and access to a multi-purpose community space accessible to the public?

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ACCESS TO FOOD, JOBS, AND SERVICES

22. GROCERY. How well does the project integrate access to a full-service grocery store (e.g., sells meat, dairy, fruits and vegetables) within reasonable walking distance of all residents?

Complies with
all criteria

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Complies with
some criteria

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Does not
comply

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N/A

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23. COMMUNITY GARDEN. How well does the project incorporate space for growing food onsite through community gardens, edible landscaping, or small-scale farming within a reasonable walking distance from residential development?

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24. FARMER'S MARKET. How well does the project designate space or provide access to a farmer's market within a reasonable walking distance?

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25. HEALTHY FOOD. How well does the project maintain a balance of healthy and unhealthy food retailers?

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26. JOBS. How well does the project design promote shorter commutes and better access to jobs?

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27. HEALTH SERVICES. How well does the project provide future residents with access to health services?

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28. CHILDCARE. How well does the project support increased access to affordable and high-quality childcare?

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29. MIXED-USE. How well does the project integrate mixed-use development?

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30. MIXED HOUSING. How well does the project contribute to a mix of housing options that will allow all potential household sizes, incomes, and types to become neighbors and share available amenities?

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DETAILED HEALTHY DEVELOPMENT CRITERIA

ACTIVE DESIGN

- 1. NEIGHBORHOOD AMENITIES.** How well does the project support access to neighborhood amenities (e.g., convenience store, dry cleaning, community center, café, etc.) within reasonable walking distance from residential developments?

RATIONALE:

Neighborhoods that include destinations within reasonable walking distance are linked to increased total physical activity of residents. A “walk shed” radius is a useful measure to delineate the area from which a place is reachable by a short walk, commonly understood as up to one half mile.² An effective circulation system links people to key neighborhood destinations efficiently and safely.

CRITERIA:

Review the project for the following features:

- Access to one or more existing or planned transit stops (including bus, streetcar, informal transit stop, rapid transit, light or heavy rail stations, commuter rail stations) within a ½ mile walk distance; and
- At least two destinations within a ½ mile walking distance of all or most residents, including parks, schools, commercial centers, and offices.

EVIDENCE:

Congress for New Urbanism. 2001. “Ped Sheds.” *Transportation Tech Sheet*. Retrieved from: http://cnu.civicaactions.net/sites/www.cnu.org/files/CNU_Ped_Sheds.pdf

Frumkin, H. and L. Frank, R. Jackson. 2004. *Urban Sprawl and Public Health: Designing, Planning, and Building for Healthy Communities*. Washington, DC: Island Press.

Klingerman M. and J. Sallis, S. Ryan, L. Frank, P. Nader. 2007. “Association of neighborhood design and recreation environment variables with physical activity and body mass index in adolescents.” *American Journal of Health Promotion* 21(4): 274-77.

Mouzon, S. 2012. “Walk Appeal.” *Better Cities and Towns*. Retrieved from: <http://bettercities.net/news-opinion/blogs/steve-mouzon/18645/walk-appeal>

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- 2. PARKS AND OPEN SPACE.** How well does the project incorporate a park or open space within reasonable walking distance of all residential development?

RATIONALE:

The close proximity of parks and recreation services encourages use, physical activity, and mental health benefits for people of all ages. Parks can also be used as spaces for community events and civic engagement. People living within a half mile of a park consider facilities close enough to walk to.

² For the purposes of this Checklist, any references to a “reasonable walking distance” should consider the walk shed as a measure for walkability and also the best applicability to the local community context (e.g., urban, suburban, rural). While practical influences should always be considered (e.g., safety, shortcuts, etc.), projects should aim for at least a ½ mile walk distance, but a ¼ mile walk distance is preferred.

CRITERIA:

Review the project for the following features:

- Every resident lives within ½ of a park or public open space; and
- A ratio of at least 5 acres of parkland per 1,000 residents; and
- Joint-use agreements with local school districts or other entities (if necessary, to achieve these park standards.)

EVIDENCE:

Louv, Richard. 2008. *Last Child in the Woods*. New York: Algonquin Books.

Trust for Public Land. 2016. "Parks on the Clock: Why we Believe in the 10-minute walk." Retrieved from: <https://www.tpl.org/blog/why-the-10-minute-walk#sm.0001bo0t0r4t1d50von1fn8ldyt18>

Westrup, L. 2002. "Quimby Act 101: An Abbreviated Overview." California Department of Parks and Recreation. Retrieved from: <https://www.parks.ca.gov/pages/795/files/quimby101.pdf>

3. PEDESTRIAN ENVIRONMENT. How well does the project contribute to creating a safe and comfortable pedestrian environment for residents of all ages?

RATIONALE:

Walking is positively correlated with the presence of sidewalks and perceived neighborhood aesthetics and safety. Perceptions matter: the extent to which a neighborhood is perceived as walkable is correlated with residents' likelihood of participating in regular physical activity. A quality pedestrian environment also creates a physical and psychological buffer between pedestrians, bikes and cars, in addition to providing shade. A carefully planned built environment can be highly effective in preventing pedestrian injuries.

CRITERIA:

Review the project for the following features:

- Pedestrian signals, in-pavement flashing lights, four-way stops, crosswalks, and/or pedestrian overpasses to ensure pedestrian safety; and
- Gently sloped walks instead of or in addition to steps in public open spaces; and
- Barrier-free paths that facilitate access for all users; and
- Legible signage that minimizes confusion and communicates important wayfinding information to all users (e.g., seniors, deaf, multi-language); and
- Street trees planted between the vehicle travel way and sidewalk at intervals of no more than 50 feet along at least 60% of the total existing and planned block length within a project and on blocks bordering the project; and
- Within ten years, shade from trees or permanent structures over at least 40% of the total length of the existing and planned sidewalks within or bordering the project (measured from the estimated crown diameter).

EVIDENCE:

Retting, R. A., and A. T. McCartt, S. A. Ferguson. 2003. "A review of evidence-based traffic engineering measures designed to reduce pedestrian-motor vehicle crashes." *American Journal of Public Health* 93(9): 1456-1462.

Sacramento Transportation and Air Quality Collaborative. "Best Practices for Complete Streets." Retrieved from: <https://www.smartgrowthamerica.org/app/legacy/documents/cs/resources/cs-bestpractices-sacramento.pdf>

U.S. Green Building Council. 2016. *LEED v4 for Neighborhood Development*. Retrieved from: <http://www.usgbc.org/resources/leed-v4-neighborhood-development-current-version>

4. SIDEWALKS. How well does the project create or contribute to a complete network of sidewalks?

RATIONALE:

The presence of a complete sidewalk network is a major determinant of whether or not someone may choose walking for any given trip. Walking is positively correlated with the presence of sidewalks and perceived neighborhood aesthetics and safety. Lack of physical activity is a major factor in Americans' health. The provision of a network that facilitates walking can help bridge this physical activity gap and directly influence measurable health indicators.

CRITERIA:

Review the project for the following features:

- *Sidewalks on both sides of all new and redeveloped streets; and*
- *Minimum sidewalk width of 6 feet along residential streets and 8 feet along commercial or mixed-use streets; and*
- *Continuous sidewalks across the entire project street network (excepting alleys and service-oriented streets); and*
- *Incorporation of universal design features to ensure that all users (including those using wheelchairs, walkers, pushing strollers, and hand carts) can easily travel to neighborhood destinations, including:*
 - *Multi-use pathways that are separated from vehicular traffic and that facilitate pedestrian and wheelchair access,*
 - *Planting strips on both sides of all streets without protruding into the path of travel; and*
 - *Short right-turn radii for major roads and ramps crossing pedestrian rights-of-way.*

EVIDENCE:

American Association of State Highway and Transportation Officials. 2011. A Policy on Geometric Design of Highways and Streets. Washington, DC: American Association of State Highway and Transportation Officials.

Boodlal, L. 2003. "Accessible Sidewalks and Street Crossings - an informational guide." US Department of Transportation, Federal Highway Administration. Retrieved from: http://www.bikewalk.org/pdfs/sopada_fhwa.pdf

5. FRONTAGE DESIGN. How well does the project incorporate attractive, pedestrian-scale exteriors and massing to encourage walkability for people of all ages?

RATIONALE:

Building design greatly affects our sense of comfort while walking, biking, or driving, as well as our connection to a place and our neighbors. Providing opportunities to have frequent face-to-face contact in a neighborhood has been shown to promote social ties among neighbors. Architectural features such as porches and transparent shop fronts that promote visibility from a building's exterior have been linked to higher levels of perceived social support and lower levels of psychological distress.

CRITERIA:

Review the project for the following features:

- *Buildings with primary entrances oriented towards the sidewalk/street or public open spaces; and*

- Buildings that are scaled appropriately to the width of the street to create a pleasant public realm environment (generally using a rule of thumb of at least 1 foot of building height for every 1.5 feet from street centerline to building façade); and
- Surface parking is located behind buildings (or to the side in certain contexts).

EVIDENCE:

ChangeLab Solutions. (n.d.) "Pedestrian Friendly Code Directory: Eyes on the Street." Retrieved from: <http://www.changelabsolutions.org/childhood-obesity/eyes-street>

Lund, Hollie. 2002. "Pedestrian Environments and Sense of Community." *Journal of Planning Education and Research*. 21 (3): 301-312.

Speck, J. 2012. *Walkable City: How Downtown can Save America, One Step at a Time*. New York: North Point Press.

Wekerly, G. 2000. "From Eyes on the Street to Safe Cities." *Places* 13(1): 44-49.

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- 6. PHYSICAL ACTIVITY.** How well does the project incorporate design features to promote the physical activity of all building occupants?

RATIONALE:

Certain features can be incorporated into the design of buildings that help people increase their physical activity as a part of daily life. Active design strategies include the convenient placement of stairs, building and site design to encourage walking, and the provision of spaces for physical activity.

CRITERIA:

Review the project for the following features:

- Placement of stairs within 25' of an entrance and before any elevator;
- Stair prompts and signage at elevator banks;
- Windows & skylights to make enclosed stairs more visible and appealing;
- No unnecessary escalators and elevators;
- Elimination of physical barriers (such as walls, door locks, and poor placement of building elements) that can deter physical activity.

EVIDENCE:

Center for Active Design. 2010. "Active Design Guidelines: Promoting Physical Activity and Health In Design." City of New York.

CONNECTIVITY

7. **NETWORK.** How well does the project leverage public open space, sidewalks, pedestrian amenities, bicycle facilities, and multi-use trails to connect safely and comfortably to surrounding neighborhoods?

RATIONALE:

Research indicates that children who bike or walk to recreational sites (parks, playgrounds, etc.) use sites more often. The safer it is to bike or walk to play sites, the more likely it is that kids will bike or walk there. Furthermore, trail use is significantly correlated with user proximity, with evidence showing that trails within at least ½ mile of every residence is ideal for maximizing access and use. Trails and parks that are well maintained, safe, clean, well-lit, and have facilities, such as restrooms, drinking fountains, and exercise equipment, are used more and contribute to higher physical activity levels among users.

CRITERIA:

Review the project for the following features:

- *Pedestrian amenities at parks and on trails, including seating, restrooms, signage, lighting, landscaping, shade structure, trash cans and drinking fountains; and*
- *Park design that emphasizes connectivity to other park/trail access points within reasonable walking distance, including complete streets design, close proximity to transit stops, and safe pedestrian and bike routes.*

EVIDENCE:

Kaczynski, A. and K. Henderson. 2007. "Environmental correlates of physical activity: a review of evidence about parks and recreation." *Leisure Sciences* 29(4): 315-354.

National Center for Environmental Health. 2013. *Parks and Trails Health Impact Assessment*. Centers for Disease Control and Prevention. Retrieved from: https://www.cdc.gov/healthyplaces/parks_trails/sectionc.htm#1

Shulaker, B. and J. Isacoff, T. Kjer, and K. Hart. 2016. *Park Design for Physical Activity and Health*. San Francisco: Trust for Public Land.

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8. **WALKABILITY.** How well does the project enhance walkability by providing a highly-connected street network?

RATIONALE:

There is ample evidence that greater street connectivity and higher residential density are related to higher total physical activity and lower BMI. Adults are more likely to walk if they live in neighborhoods with high connectivity and intersection density, high population density, and a mix of land uses.

A high intersection density is one of the single most important variables for determining whether a place will have high enough levels of connectivity to foster increased levels of walking, as well as for increasing transit use and reducing vehicle distance traveled. Grid street patterns that decrease distance between destinations encourage walking and help foster physical activity.

CRITERIA:

Review the project for the following features:

- No cul-de-sacs, courts, and paseos without through access by pedestrians and bicyclists to other streets, courts, paseos, or parks;
- An internal connectivity of at least 140 motorized/non-motorized intersections per square mile; and
- Small, walkable blocks with perimeters no more than 1600 feet long; and
- At least one through connection (street, alley, trail/path) of all blocks and the project boundary every 800 feet. Does not apply to blocks or portions of the boundary where connections cannot be made due to physical obstacles.

EVIDENCE:

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

Stangl, P. 2015. "Block size-based measures of street connectivity: A Critical Assessment and new approach." *Urban Design International* 20(1); 1-12.

U.S. Green Building Council. 2016. *LEED v4 for Neighborhood Development*. Retrieved from: <http://www.usgbc.org/resources/leed-v4-neighborhood-development-current-version>

9. TRANSIT ACCESS. How well does the project provide all residents with safe access to transit and transit facilities within reasonable walking distance?

RATIONALE:

In addition to walking and biking, public transit offers a potential alternative to driving. Public transit improvements can also result in other benefits, including reduced traffic crashes, improved physical fitness and health, energy conservation, increased community livability, increased affordability, and economic development. Urban form, including the presence of compact development and access to public transit, tend to have a positive association with physical activity.

CRITERIA:

Review the project for the following features:

- At least 50% of dwelling units and nonresidential use entrances have access to existing or planned transit stops (including bus, streetcar, informal transit stop, rapid transit, light or heavy rail stations, commuter rail stations) within a ½ mile walk distance; and
- Compact development and mixed land use that maximizes walkable access to public transit; and
- Transit facilities designed to maximize user comfort while waiting by incorporating shade structures, street furniture and relevant information/signage.

EVIDENCE:

American Public Transportation Association. 2009. "Defining Areas of Influence." (Recommended Practice). Retrieved from: <http://www.apta.com/resources/standards/Documents/APTA%20SUDS-UD-RP-001-09.pdf>

Convergence Partnership. 2006. *Healthy, Equitable Transportation Policy*. Retrieved from: http://www.convergencepartnership.org/sites/default/files/healthtrans_fullbook_final.PDF

Forsyth, A. and L. Smead (Eds.). 2015. *Mobility, Universal Design, Health, and Place (A Research Brief)*. Health and Places Initiative. Retrieved from: http://research.gsd.harvard.edu/hapi/files/2015/11/HAPI_ResearchBrief_UniversalDesign-112315.pdf

Litman, T. 2010. "Evaluating Public Transportation Health Benefits." American Public Transportation Association. Retrieved from: http://www.apta.com/resources/reportsandpublications/Documents/APTA_Health_Benefits_Litman.pdf

10. BICYCLE CONNECTIVITY. How well does the project provide high levels of bicycle connectivity through a safe, well-marked and complete bicycle network?

RATIONALE:

Good bicycle connectivity and safe bicycle facilities can have dramatic public health benefits. New bicycling facilities can dramatically lower health care costs. Additionally, communities that support transit use, walking, and bicycling are associated with more physical activity and lower body weights. Key metrics to the success of bicycle networks is trail/bikeway accessibility. Use of trails and bikeways is negatively correlated with distance to the facility.

CRITERIA:

Review the project for the following features:

- *On-street bicycle facilities (Class II or Class IV) on most streets; and*
- *Class IV facilities on limited access roadways with higher rates of speed and larger intersection spacing; and*
- *Highly visible or color-coded markings and/or bicycle lane striping on the road surface (or a painted buffer between the bicycle and travel lanes).; and*
- *Where appropriate, "bicycle boulevards" with narrower travel lanes, slower target speeds, unique signage, and bicycle prioritization through vehicle barriers or other visual cues.*

EVIDENCE:

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

Handy, S. L. 2004. Critical Assessment of the Literature on the Relationships among Transportation, Land Use, and Physical Activity. Washington, DC: Transportation Research board and Institutes of Medicine Committee on Physical Activity, Health Transportation, and Land Use.

Pucher J, and J. Dill, and S. Handy. 2010. "Infrastructure, programs, and policies to increase bicycling: an international review." Preventive Medicine 50: 106-25.

PUBLIC SAFETY

- 11. INJURY PREVENTION.** How well does the project foster injury prevention through the use of traffic calming features, such as bulb outs and speed humps, safe pedestrian crossings, and moderate roadway speeds?

RATIONALE:

Vehicle speed is one of the most critical variables that determines traffic collision severity. The use of design features that moderate traffic speeds and increase driver awareness of bicycle and pedestrian activity all help to reduce the occurrence and severity of injury of collisions. This is especially true for those with limited mobility, such as elderly pedestrians and children. Risk of injury is also greater on busier streets and streets with more than two lanes. However, pedestrian safety can be improved through the provision of continuous wide sidewalks, well-marked and signalized crosswalks, traffic controls at intersections; and traffic-calming infrastructure.

CRITERIA:

Review the project for the following features:

- *Traffic-calming infrastructure, such as speed humps, bulb-outs, and chicanes; and*
- *To the extent possible, neighborhood/local streets have a target speed limit of 20 miles per hour and collectors/arterials have a target speed limit of 30 miles per hour; and*
- *All vehicle travel lanes on local streets within the project area are no wider than 10 feet; collector streets and roads are no wider than 11 feet; and arterial roads have travel lanes no wider than 12 feet; and*
- *All two-lane streets have clearly marked space for on-street parking and/or bicycle lanes; and*
- *Outside lane striping to delineate the vehicle travel way from on-street parking, bicycle lanes, or unused shoulders; and*
- *Grade-separated cycle tracks OR wide parking lanes (up to 10 feet) where physical separation between bicycle lanes and on-street parking is not desirable or possible, such as in areas with high parking turnover.*

EVIDENCE:

Koepsell, T. 2002. "Crosswalk markings and the risk of pedestrian-motor vehicle collisions in older pedestrians." The Journal of the American Medical Association 288 (17): 2136-2143.

National Association of City Transportation Officials. Urban Street Design Guide. Washington, DC: Island Press.

Zegeer, C. 2001. "Safety effects of marked versus unmarked crosswalks at uncontrolled locations." Transportation Research Record (1773): 56-68.

- 12. SAFE ACCESS TO SCHOOLS.** How well does the project incorporate safe access to schools within reasonable walking distance?

RATIONALE:

The implementation of safe routes to school strategies have resulted in significant decreases in the number of child pedestrian deaths and injury rates. Additionally, improved safety for students walking and biking to school also has broader benefits, including reduced transportation costs, increased connectivity between neighborhoods, and improved student alertness.

CRITERIA:

Review the project for the following features:

- An attendance boundary that adheres to these specified distances: most or all students living within a 3/4-mile walking distance for grades 8 and below, and 1 1/2-mile walking distance for grades 9 and above, of a school building.

EVIDENCE:

Boarnet, MG, and CL Anderson, K. Day, T. McMillan, M. Alfonzo. 2005. "Evaluation of the California Safe Routes to School legislation: urban form changes and children's active transportation to school." *American Journal of Preventive Medicine* 28 (2): 134-40.

National Center for Safe Routes to School. 2015. *Creating Healthier Generations: A Look at the 10 Years of the Federal Safe Routes to School Program*. Retrieved from: http://saferoutesinfo.org/sites/default/files/SRTS_10YearReport_Final.pdf

U.S. Green Building Council. (n.d.) *LEED BD+C: Schools*. Access to Quality Transit. Retrieved from: <http://www.usgbc.org/credits/schools-new-construction/v4-draft/ltc5>

13. LIGHTING. How well does the project provide adequate neighborhood lighting to prevent crime and increase safety?

RATIONALE:

Street lighting improvements can help reduce both crime and people's perceptions of fear. In addition, street lighting can have the effect of increasing activity after dark.

CRITERIA:

Review the project for the following features:

- Lighting that enhances visibility of streets, alleys, windows, walkways, and bikeways for pedestrians and vehicle traffic; and
- Safe pedestrian path zones that align with traffic patterns and generate a sense of welcome at all hours of the day; and
- Enough lighting for safety, while ensuring lighting does not produce glare for users, including pedestrians, drivers, or light trespass to neighbors.

EVIDENCE:

IESNA Security Lighting Committee. 2003. "Guideline for Security Lighting for People, Property, and Public Spaces." New York: Illuminating Engineering Society of America.

Painter, K. 1996. "The Influence of Street Lighting Improvements on Crime, Fear, and Pedestrian Street Use, after dark." *Landscape and Urban Planning* 35(2-3): 193-201.

ENVIRONMENTAL HEALTH

- 14. SMOKING.** How well does the project incorporate efforts to restrict smoking in multi-family development and open spaces?

RATIONALE:

Each year, smoking causes about one in five deaths in the United States. Smoking continues to be an ongoing health issue and is one of concern in the Inland Empire. Furthermore, there is extensive evidence that indicates second hand smoke, especially in shared spaces, such as multifamily residential buildings, can be a health hazard for non-smokers in adjoining units.

CRITERIA:

Review the project for the following features:

- *No smoking in parks and public plazas, and*
- *Signage stating smoking bans in parks and public plazas, and*
- *Restrict smoking in multifamily residential buildings so as to protect tenants from the effects of secondhand smoke generated in nearby or adjoining units.*

EVIDENCE:

Centers for Disease Control and Prevention. 2014. "Health Effects of Cigarette Smoking." Smoking and Tobacco Use, Data and Statistics, Fact Sheets. Retrieved from: http://www.cdc.gov/tobacco/data_statistics/fact_sheets/health_effects/effects_cig_smoking/

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- 15. NEAR-ROAD POLLUTION.** How well does the project incorporate efforts to protect residents from the harmful effects of high volume roads?

RATIONALE:

Pollutants from cars, trucks and other motor vehicles are found in higher concentrations near major roads. People who live, work or attend school near major roads appear to have an increased incidence and severity of health problems associated with air pollution exposures related to roadway traffic, including higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, pre-term and low-birthweight infants, childhood leukemia, and premature death.

CRITERIA:

Review the project for the following features:

- *Near-road landscaping that reduces particle concentrations and noise. Generally, include a context-appropriate vegetation barrier that is at least 20 feet and has full coverage (no gaps); and*
- *Locate homes at least 1,000 away from a high-volume road; and*
- *Install filtration systems for all buildings within 1,000 feet of a high-volume road.*

EVIDENCE:

California Department of Education. 2015. Sustainable Communities and School Planning. Retrieved from: <http://www.cde.ca.gov/ls/fa/bp/documents/bestprcticesustain.pdf>

California Environmental Protection Agency. 2017. Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways. Retrieved from: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF

16. NOISE POLLUTION. How well does the project mitigate noise pollution for all residents?

RATIONALE:

Noise pollution can negatively impact the physical and mental health of residents. Unwanted noise may increase due to population growth, street traffic changes, and even mobile technology. Long term exposure to excessive noise can lead to stress, fatigue, hearing loss, and loss of productivity.

CRITERIA:

Review the project for the following features:

- *Active rooms, such as kitchens, placed in locations that buffer sounds from roads in rooms where noise is more problematic, such as bedrooms; and*
- *Minimize exposure to noise pollution in outdoor spaces by planting earthen berms with grasses or shrubs; and*
- *Use of green roofs, which can absorb noise and reduce outside sound levels by up to 40-50 decibels; and*
- *Reduce exposure to noise pollution for building occupants by incorporating acoustically designed walls, double-glazed windows, and well-sealed doors.*

EVIDENCE:

Brophy, V. and JO Lewis. 2011. A Green Vitruvius. London: Earthscan.

Kryter, K. 1994. The Handbook of Hearing and the Effects of Noise: Physiology, Psychology, and Public Health. San Diego: Academic Press.

Office of Disease Prevention and Health Promotion. (n.d.) "Environmental Health." Healthy People 2020. Retrieved from: <https://www.healthypeople.gov/2020/topics-objectives/topic/environmental-health>

17. ENVIRONMENTAL JUSTICE. How well does the project mitigate any impacts that would disproportionately affect disadvantaged communities?

RATIONALE:

The negative impacts of the built environment disproportionately impact disadvantaged communities, including higher incidences of respiratory disease, cancer, obesity, and developmental diseases. Community design, together with planning decisions, can play a key role in making these communities healthier and mitigating the impacts of existing land use patterns and transportation investments in the region.

CRITERIA:

Review the project for the following features:

- *Minimize exposure to hazardous contaminants, including contaminated soils, pesticides, contaminated groundwater, and emissions by not siting residential development near or in the path of exposure sites (e.g., bus fleets stations, factories, power plants, landfills, and areas of pesticide spraying)*
- *Minimize development of sensitive land uses - defined as schools, hospitals, residences, and elder and childcare facilities - near air pollution sources - including freeways, high volume roads, airplane landing paths, and polluting industrial sites.*

EVIDENCE:

California Department of Education. 2015. Sustainable Communities and School Planning. Retrieved from: <http://www.cde.ca.gov/lr/fa/bp/documents/bestprcticesustain.pdf>

Environmental Protection Agency. 2016. "Technical Guidance for Assessing Environmental Justice in Regulatory Analysis." Retrieved from: https://www.epa.gov/sites/production/files/2016-06/documents/ejtg_5_6_16_v5.1.pdf

Srinivasan, S. and L. O'Fallon, A. Deary. 2003. "Creating Healthy Communities, Healthy Homes, Healthy People: Initiating a Research Agenda on the Built Environment and Public Health." American Journal of Public Health 93(9): 1446-1450.

18. INDOOR AIR QUALITY. How well does the project incorporate the use of materials and products that support healthy indoor quality?

RATIONALE:

Poor indoor quality can contribute to chronic disease, including asthma, heart disease, and cancer. Poor ventilation, humidity, and exposure to carbon monoxide can exacerbate negative impacts to health. Most exposure to environmental pollutants occurs by breathing air indoors.

CRITERIA:

Review the project for the following features:

- *Building materials that are not known to emit harmful toxins; and*
- *Reduce occupant exposure to VOCs by using cabinetry, doors, molding, shelving, and trim materials with low VOCs. Employ caulking, adhesives, paints, varnishes, and other finishes that are free of solvents and VOCs; and*
- *Reduce occupant exposure to molds by using mold resistant materials in community bathrooms and other water sensitive locations.*

EVIDENCE:

American Lung Association. (n.d). "Healthy Air at Home." Retrieved from: <http://www.lung.org/our-initiatives/healthy-air/indoor/at-home/>

Environmental Protection Agency. (n.d). "Improving Indoor Air Quality." Retrieved from: <https://www.epa.gov/indoor-air-quality-iaq/improving-indoor-air-quality>

COMMUNITY COHESION

19. PASSIVE SPACES. How well does the project incorporate spaces that facilitate social engagement?

RATIONALE:

Creating public spaces that promote the engagement of residents and high connectivity of neighborhoods and services have positive impacts on health. The good design of public spaces is important to ensuring not only their use, but the encouragement of socialization and activity.

CRITERIA:

Review the project for the following features:

- *Plazas, a central square, dog runs, and bbq areas that encourage social interaction and enhance opportunities for physical activity; and*
- *Seating that encourages people to be comfortable in parks and public spaces; and*
- *Design that promotes public gathering and use of open space for activities, places for food, and flexibility for multiple uses, including:*
 - *Visible and accessible entrances, spaces, and paths,*
 - *Functional structures,*
 - *Pedestrian and bicyclist access,*
 - *Public art,*
 - *Close access to public transit.*

EVIDENCE:

Eitler, Thomas W., E.T. McMahon, and T.C.Thoerig. 2013. Ten Principles for Building Healthy Places. Washington, D.C.: Urban Land Institute.

Project for Public Spaces. 2009. Why Public Spaces Fail. Retrieved from: <http://www.pps.org/reference/failedplacefeat/>

20. RECREATIONAL SPACES. How well does the project incorporate facilities and access to a variety of recreational opportunities for all users?

RATIONALE:

Having accessible recreation, exercise, or sports facilities in neighborhoods tends to be associated with active recreation. Additionally, research has shown that children are more physically active in preschools that have more available playground equipment and a larger space for outdoor play.

CRITERIA:

Review the project for the following features:

- *Sports fields, courts, swimming pools, tot lots, putting green, recreational gardening and fitness facilities, including:*
 - *Baseball or softball diamonds, soccer fields, an open play green, a skate park, basketball, tennis, sand volleyball, and/or practice fields; or*
 - *Swimming pools, which may include an adult lap pool and spa, a children's pool, a splash park; or*
 - *Equestrian staging area (if appropriate to the context).*
- *Parks that emphasize open space and natural habitat, have minimal development, and are well distributed throughout the site. Park amenities may include:*

- o *Open lawns*
- o *Restrooms*
- o *Shade structures*
- o *Picnic areas*
- o *Interpretive areas and interpretive signage*
- *Park facilities for users of all ages with different recreational needs, interests and abilities. Seniors and very young children in particular have unique needs. Consider the following age-specific park infrastructure:*
 - o *Very young children (age 0-6): tot lots, splash pads*
 - o *Older children (6-18): sports fields, courts, skate park*
 - o *Adults: sports fields, putting green, gardening and fitness facilities, adult lap pool*
 - o *Senior (age 60+): gardening and fitness facilities, adult lap pool, trails*

EVIDENCE:

Bauman, A. E., and F.C. Bull. *Environmental Correlates of Physical Activity and Walking in Adults and Children: A Review of the Reviews*. London: National Institute of Health and Clinical Excellence. Retrieved from: <http://www.nice.org.uk/nicemedia/pdf/word/environmental%20correlates%20of%20physical%activity%20review.pdf>

Harnik, P. and B. Welle. 2011. *From Fitness Zones to the Medical Mile: How Urban Park Systems Can Best Promote Health and Wellness*. Trust for Public Land. Retrieved from: <https://www.tpl.org/sites/default/files/cloud.tpl.org/pubs/ccpe-health-promoting-parks-rpt.pdf>

Ulrich, R. *Evidence Based Environmental Design for Improving Medical Outcomes*. Retrieved from: http://muhc-healing.mcgill.ca/english/Speakers/ulrich_p.html

21. COMMUNITY SPACES. How well does the project incorporate facilities and access to a multi-purpose community space accessible to the public?

RATIONALE:

Adaptable, multi-purpose community rooms can help foster a sense of social cohesion and offer space for education and health related programming. Education and lifelong learning can improve social well-being and help maintain cognitive function as people age.

CRITERIA:

Review the project for the following features:

- *At least one community space in every community and/or neighborhood; and*
- *Community room with multi-use spaces, including recreational rooms, auditoriums, outdoor plazas, and green building features; and*
- *Integration of community rooms with parks, open space facilities, and cultural centers.*

EVIDENCE:

American Society of Landscape Architects. 2014. *"Health Benefits of Nature." Professional Practice*. Retrieved from: <http://www.asla.org/healthbenefitsofnature.aspx>

Eitler, T. and E. McMahon, T. Thoeirig. 2013. *Ten Principles for Building Healthy Places*. Washington DC: Urban Land Institute.

ACCESS TO FOOD, JOBS, AND SERVICES

22. GROCERY. How well does the project integrate access to a full-service grocery store (e.g., sells meat, dairy, fruits and vegetables) within reasonable walking distance of all residents?

RATIONALE:

Residents of communities with access to healthy foods have healthier diets. Proximity to supermarkets is associated with lower rates of obesity and the presence of convenience stores is associated with higher rates of obesity.

CRITERIA:

Review the project for the following features:

- *A neighborhood market within the project design, or*
- *A public, multi-use space that allows for food markets, or*
- *Access to a full-service grocery store within reasonable walking distance.*

EVIDENCE

Sallis, J., and Karen Glanz. 2009. "Physical Activity and Food Environments: Solutions to the Obesity Epidemic." Milbank Quarterly. 87 (1): 123-154.

Wakefield, J. 2004. "Fighting Obesity Through the Built Environment." Environmental Health Perspectives 112(11): A616-A618.

23. COMMUNITY GARDEN. How well does the project incorporate space for growing food onsite through community gardens, edible landscaping, or small scale farming within a reasonable walking distance from residential development?

RATIONALE:

Community gardens provide a whole host of community benefits in addition to serving as an additional source of healthy food. Participation in community gardening is associated with higher fruit and vegetable intake, though, and can be an effective strategy at improving access to healthy foods.

CRITERIA:

Review the project for the following features:

- *Community gardens in neighborhood parks and residential development as part of project design; or*
- *Joint-use agreements with local school districts or other entities (if necessary to ensure access to a school garden); or*
- *Access to a community garden within reasonable walking distance.*

EVIDENCE:

Eitler, Thomas W., E.T. McMahon, and T.C. Thoerig. 2013. Ten Principles for Building Healthy Places. Washington, D.C.: Urban Land Institute.

Lovell, S. 2010. "Multifunctional urban agriculture for sustainable land use planning in the United States." Sustainability 2(8): 2499-2522.

24. FARMER'S MARKET. How well does the project designate space or provide access to a farmer's market within reasonable walking distance?

RATIONALE:

Proximity to farmer's markets has been found to be associated with lower body mass index (BMI) among youth, while density of fast-food and pizza venues has been found to be associated with higher BMI.

CRITERIA:

Review the project for the following features:

- *Space included for a farmer's market within project design; or*
- *Access ensured to a farmer's market within reasonable walking distance.*

EVIDENCE:

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

Leadership for Health Communities. 2007. Action Strategies Toolkit. Washington, D.C.: Robert Wood Johnson Foundation.

25. HEALTHY FOOD. How well does the project maintain a balance of healthy and unhealthy food retailers?

RATIONALE:

Peoples' food choices and their likelihood of being overweight or obese are also influenced by their food environment. A popular measure of healthy and less healthy food availability in a given geographic area-including distance to food retailers, cost of foods, or density of food outlets- is the modified Retail Environment Food Index (mREFI), which is a ratio of fast-food restaurants and convenience stores compared to supermarkets, produce markets, and farmer's markets. Presence of fast food retailers has a negative effect on diets and diet related health outcomes.

CRITERIA:

Review the project for the following features:

- *Restrict fast food retailers within ½ mile of schools, and*
- *Manage the allowance of fast food retailers relative to the ratio of healthy food retailers to unhealthy food retailers. This could be accomplished by utilizing the Modified Retail Environment Food Index Score. Calculate the mREFI, which is calculated for a census tract as (healthy retailers) / (healthy retailers + unhealthy retailers). Areas with a score of less than 5 are considered to have "poor access" to healthy retail food, scores of 5 to 10 to have "fair access," scores above 10 to 25 to have "good access," and scores above 25 to have "high access."*

EVIDENCE:

Centers for Disease Control. 2011. "Census Tract Level State Maps of the Modified Retail Food Environment Index (mREFI). Retrieved from: ftp://ftp.cdc.gov/pub/Publications/dnpao/census-tract-level-state-maps-mrfei_TAG508.pdf

Moore LV and AV Diez Roux, JA Nettleton, DR Jacobs, M Franco. 2009. "Fast-food consumption, diet quality, and neighborhood exposure to fast food: the multi-ethnic study of atherosclerosis." American Journal of Epidemiology 170 (1): 29-36.

26. JOBS. How well does the project design promote shorter commutes and better access to jobs?

RATIONALE:

Jobs-housing balance is an indirect method of estimating how much commuting future residents of the proposed community might have to endure. While some may find driving enjoyable, commuting is generally a stressful activity that affects one's health and one's social ties to their community. Extended commutes increase stress, with implications for both mental health and familial relationships.

CRITERIA:

Review the project for the following features:

- *Design includes more housing near job-center areas; or*
- *Includes jobs near housing-dense areas; or*
- *Includes affordable housing between job center areas; or*
- *Creates mixed-use projects that include jobs and housing.*

EVIDENCE:

California Planning Roundtable. 2008. "Deconstructing Jobs-Housing Balance." Retrieved from: http://www.cproundtable.org/media/uploads/pub_files/CPR-Jobs-Housing.pdf

Frank, LD and MA Andresen, TL Schmid. 2004. "Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars. *American Journal of Preventive Medicine* 27(2): 87-96.

Freeman, Lance. 2002. "The Effects of Sprawl on Neighborhood Social Ties: An Explanatory Analysis". *Journal of the American Planning Association* 67 (1): 69-77.

Koslowsky, M. and A. Kluger, M. Reich. 1995. *Commuting stress: causes, effects, and methods of coping*. New York: Plenum Press.

27. HEALTH SERVICES. How well does the project provide future residents with access to health services?

RATIONALE:

The inability to access public transit poses a significant barrier for low-income patients to access health care services and can result in missed appointments, avoiding care, and deterioration of health conditions. One method to bridging the gaps in healthcare is by creating clinical-community partnerships, which can be more cost effective and culturally appropriate in addressing preventive care and population health.

CRITERIA:

Review the project for the following features:

- *Access to a clinic or health facility within reasonable walking distance, or*
- *Include multi-use spaces that could be used as a health center or to provide health services within the project design.*

EVIDENCE:

Active Living by Design. *Clinical-Community Collaboration Case Examples*. Retrieved from: <http://activelivingbydesign.org/resources/clinical-community-collaboration-case-examples/>

Hobson, J. and Julie Quiroz-Martinez. 2002. *Roadblocks to Health: Transportation Barriers to Healthy Communities*. Transportation for Healthy Communities Collaborative. Retrieved from: http://www.transformca.org/sites/default/files/roadblocks_to_health_2002.pdf

28. CHILDCARE. How well does the project support increased access to affordable and high quality childcare?

RATIONALE:

Access to quality childcare is vital to a child's early development and also contributes to important economic benefits, including direct and indirect job benefits, increased tax revenues, and a more productive workforce. Communities, cities, and developers are finding unique ways to partner in supporting child care facilities as part of development projects and land use plans.

CRITERIA:

Review the project for the following features:

- *Mixed use development included as part of project design; or*
- *Design of flexible, multi-use spaces that could be used as a child care center; or*
- *Access to a child care center within reasonable walking distance.*

EVIDENCE:

Hodgson, K. 2011. Child care and Sustainable Community Development. (*American Planning Association Family Friendly Communities Briefing Papers*). Retrieved from: <https://www.planning.org/research/family/briefingpapers/childcare.htm>

Local Investment in Child Care (LINCC). 2008. "Building Child Care Into New Developments: A Guide For Creating Child Care Facilities In Transit-Oriented Developments." Retrieved from: <http://www.reconnectingamerica.org/assets/Uploads/20080624linccdevBRweb.pdf>

PolicyLink and the Marguerite Casey Foundation. 2016. *High-Quality, Affordable Childcare for All: Good for Families, Communities, and the Economy. (Issue Brief Series: The Economic Benefits of Equity)*. Retrieved from: <http://www.policylink.org/sites/default/files/Childcare-for-All-FINAL-05-06-16.pdf>

29. MIXED-USE. How well does the project integrate mixed-use development?

RATIONALE:

There are many different health and wellbeing benefits to living in a mixed-use area. Youths, adults, and seniors residing in neighborhoods with mixed land use typically engage in more total physical activity than those in single-use neighborhoods. Adults are more likely to walk if they live in neighborhoods with high connectivity, high population density, and mixed land use. Additionally, one primary characteristic of a high quality healthy community is mixed land use, where residents live in proximity to services and amenities, rather than in purely residential environments.

CRITERIA:

Review the project for the following features:

- *Neighborhood-serving uses, such as food markets, libraries, dry cleaning services and beauty salons within the project design; and*
- *Retail and service uses on the ground floor to entice pedestrians.*

EVIDENCE:

Barton, H. and C. Tsourour. 2001. *Healthy Urban Planning*. New York: Routledge.

Eitler, T. and E. McMahon, T. Thorig. 2013. *Ten Principles for Building Healthy Places*. Washington DC: Urban Land Institute.

Frank, LD and MA Andresen, TL Schmid. 2004. "Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars. *American Journal of Preventive Medicine* 27(2): 87-96.

Frumkin, H. and L. Frank, R. Jackson. 2004. *Urban Sprawl and Public Health: Designing, Planning, and Building for Healthy Communities*. Washington, DC: Island Press.

30. MIXED-HOUSING. How well does the project contribute to a mix of housing options that will allow all potential household sizes, incomes, and types to become neighbors and share available amenities?

RATIONALE:

Offering housing that is affordable to local workers is crucial, as a mix of housing that meets a diversity of needs and incomes allows diverse professionals to live in the community in which they work. There are ample benefits to having housing that can accommodate local workers, including increased social cohesiveness and a decrease in the amount of driving necessary to support a community.

CRITERIA:

Review the project for the following features:

- *An inclusionary housing requirement, and*
- *Design of multi-generational housing, and*
- *A wide range of housing for diverse household sizes and types.*

EVIDENCE:

Fraser, J. and R. Chaskin, J Bazuin. 2013. *Making Mixed-Income Neighborhoods Work for Low-Income Households*. *Cityscape: A Journal of Policy Development and Research* 15(2): 83-100.

Urban Land Institute. 2003. *Mixed Income Housing, Myth and Fact*. Retrieved from: <http://inclusionaryhousing.ca/wp-content/uploads/sites/2/2010/01/ULI-Mixed-Income-Hsg-2003.pdf>

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- American Association of State Highway and Transportation Officials. 2011. A Policy on Geometric Design of Highways and Streets.* Washington, DC: American Association of State Highway and Transportation Officials.
- American Lung Association. (n.d). "Healthy Air at Home."* Retrieved from: <http://www.lung.org/our-initiatives/healthy-air/indoor/at-home/>
- American Public Transportation Association. 2009. "Defining Areas of Influence." (Recommended Practice).* Retrieved from: <http://www.apta.com/resources/standards/Documents/APTA%20SUDS-UD-RP-001-09.pdf>
- American Society of Landscape Architects. 2014. "Health Benefits of Nature." Professional Practice.* Retrieved from: <http://www.asla.org/healthbenefitsofnature.aspx>
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- Boodlal, L. 2003. "Accessible Sidewalks and Street Crossings - an informational guide."* US Department of Transportation, Federal Highway Administration. Retrieved from: http://www.bikewalk.org/pdfs/sopada_fhwa.pdf
- Brophy, V. and JO Lewis. 2011. A Green Vitruvius.* London: Earthscan.
- California Department of Education. 2015. Sustainable Communities and School Planning.* Retrieved from: <http://www.cde.ca.gov/ls/fa/bp/documents/bestprcticesustain.pdf>
- California Planning Roundtable. 2008. "Deconstructing Jobs-Housing Balance."* Retrieved from: http://www.cproundtable.org/media/uploads/pub_files/CPR-Jobs-Housing.pdf
- Center for Active Design. 2010. "Active Design Guidelines: Promoting Physical Activity and Health In Design."* City of New York.
- Centers for Disease Control and Prevention. 2014. "Health Effects of Cigarette Smoking." Smoking and Tobacco Use, Data and Statistics, Fact Sheets.* Retrieved from: http://www.cdc.gov/tobacco/data_statistics/fact_sheets/health_effects/effects_cig_smoking/
- Centers for Disease Control. 2011. "Census Tract Level State Maps of the Modified Retail Food Environment Index (mRFEI).* Retrieved from: ftp://ftp.cdc.gov/pub/Publications/dnpao/census-tract-level-state-maps-mrfei_TAG508.pdf
- ChangeLab Solutions. (n.d.) "Pedestrian Friendly Code Directory: Eyes on the Street."* Retrieved from: <http://www.changelabsolutions.org/childhood-obesity/eyes-street>

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- Convergence Partnership. 2006. *Healthy, Equitable Transportation Policy*. Retrieved from: http://www.convergencepartnership.org/sites/default/files/healthtrans_fullbook_final.PDF
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- Environmental Protection Agency. (n.d). "Improving Indoor Air Quality." Retrieved from: <https://www.epa.gov/indoor-air-quality-iaq/improving-indoor-air-quality>
- Environmental Protection Agency. 2015. *Near Roadway Air Pollution and Health*. Retrieved from: <http://www3.epa.gov/otaq/nearroadway.htm>
- Environmental Protection Agency. 2016. "Technical Guidance for Assessing Environmental Justice in Regulatory Analysis." Retrieved from: https://www.epa.gov/sites/production/files/2016-06/documents/ejtg_5_6_16_v5.1.pdf
- Forsyth, A. and L. Smead (Eds.). 2015. *Mobility, Universal Design, Health, and Place (A Research Brief)*. Health and Places Initiative. Retrieved from: http://research.gsd.harvard.edu/hapi/files/2015/11/HAPI_ResearchBrief_UniversalDesign-112315.pdf
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Western Riverside Council of Governments

Planning Directors Committee

Staff Report

Subject: Affordable Housing Package Overview

Contact: Alexa Washburn, Vice President of Planning, National Community Renaissance, awashburn@nationalcore.org, (949) 349-7996

Date: December 14, 2017

The purpose of this item is to provide an overview of the 2017 Housing Package, which includes 15 bills aimed at addressing the housing supply and affordability crisis impacting many communities around the state.

Requested Action:

1. Receive and file.

Background

On September 29, 2017, Governor Brown signed 15 bills into law to help increase the supply and affordability of housing in California. The measures provide funding for affordable housing, reduce regulations, boost construction, and strengthen existing housing laws. Below is a summary of each of the 15 bills, taken from the California Department of Housing and Community Development's [website](#).

Streamline Housing Development	
Planning and Zoning	SB 35 (Wiener) Streamline Approval Process Opt-in program for developers Creates a streamlined approval process for developments in localities that have not yet met their housing targets, provided that the development is on an infill site and complies with existing residential and mixed use zoning. Participating developments must provide at least 10 percent of units for lower-income families. All projects over 10 units must be prevailing wage and larger projects must provide skilled and trained labor.
Planning and Zoning	AB 73 (Chiu) Streamline and Incentivize Housing Production Opt-in program for jurisdictions and developers Provides state financial incentives to cities and counties that create a zoning overlay district with streamlined zoning. Development projects must use prevailing wage and include a minimum amount of affordable housing.

Planning and Zoning	SB 540 (Roth) Workforce Housing Opportunity Zones Opt-in program for jurisdictions Authorizes the state to provide planning funds to a city or county to adopt a specific housing development plan that minimizes project level environmental review. Requires at least 50 percent of total housing units within that plan to be affordable to persons or families at or below moderate income, with at least 10 percent of total units affordable for lower income households. Developments projects must use prevailing wage.
Accountability and Enforcement	
Amends Housing Accountability Act	AB 678 (Bocanegra)/SB 167 (Skinner) Strengthen the Housing Accountability Act Strengthens the Housing Accountability Act by increasing the documentation necessary and the standard of proof required for a local agency to legally defend its denial of low-to-moderate-income housing development projects, and requiring courts to impose a fine of \$10,000 or more per unit on local agencies that fail to legally defend their rejection of an affordable housing development project.
Amends Housing Accountability Act	AB 1515 (Daly) Reasonable Person Standard States that a housing development conforms with local land use requirements if there is substantial evidence that would allow a reasonable person to reach that conclusion.
Amends Housing Element Law	AB 72 (Santiago) Enforce Housing Element Law Authorizes HCD to find a jurisdiction out of compliance with state housing law at any time (instead of the current 8-year time period), and refer any violations of state housing law to the Attorney General if it determines the action is inconsistent with the locality's adopted housing element.
Amends Housing Element Law	AB 1397 (Low) Adequate Housing Element Sites Requires cities to zone more appropriately for their share regional housing needs and in certain circumstances require by-right¹ development on identified sites. Requires stronger justification when non-vacant sites are used to meet housing needs, particularly for lower income housing.
Amends Housing Element Law	SB 166 (Skinner) No Net Loss Requires a city or county to identify additional low-income housing sites in their housing element when market- rate housing is developed on a site currently identified for low-income housing.
Amends Existing Reporting Requirements	AB 879 (Grayson) and related reporting bills Make various updates to housing element and annual report requirements to provide data on local implementation including number of project application and approvals, processing times, and approval processes. Charter cities would no longer be exempt from housing reporting. Requires HCD to deliver a report to the Legislature on how local fees impact the cost of housing development.
Create and Preserve Affordable Housing	

Ongoing Source	SB 2 (Atkins) Building Jobs and Homes Act Imposes a fee on recording of real estate documents excluding sales for the purposes of funding affordable housing. Provides that first year proceeds will be split evenly between local planning grants and HCD's programs that address homelessness. Thereafter, 70 percent of the proceeds will be allocated to local governments in either an over-the-counter or competitive process. Fifteen percent will be allocated to HCD, ten percent to assist the development of farmworker housing and five percent to administer a program to incentivize the permitting of affordable housing. Fifteen percent will be allocated to CalHFA to assist mixed-income multifamily developments.
Affordable Housing Bond	SB 3 (Beall) Veterans and Affordable Housing Bond Act Places a \$4 billion general obligation bond on the November 2018 general election ballot. Allocates \$3 billion in bond proceeds among programs that assist affordable multifamily developments, housing for farmworkers, transit-oriented development, infrastructure for infill development, and homeownership. Also funds matching grants for Local Housing Trust Funds and homeownership programs. Provides \$1 billion in bond proceeds to CalVet for home and farm purchase assistance for veterans.
Land Use: Zoning Regulations	AB 1505 (Bloom) Inclusionary Ordinances Authorizes the legislative body of a city or county to require a certain amount of low-income housing on-site or off-site as a condition of the development of residential rental units.
Amends Preservation Noticing law	AB 1521 (Bloom) Preserve the Existing Affordable Housing Stock Requires the seller of a subsidized housing development to accept a bona-fide offer to purchase from a qualified purchaser, if specified requirements are met. Gives HCD additional tracking and enforcement responsibilities to ensure compliance.
Amends Farmworker Housing and Office of Migrant Services Programs	AB 571 (E. Garcia) Low Income Housing Credits for Farmworkers Makes modifications to the state's farmworker housing tax credit to increase use. Authorizes HCD to advance funds to operators of migrant housing centers at the beginning of each season to allow them to get up and running. Extends the period of time that migrant housing centers may be occupied to 275 days,

Prior Action:

None.

Fiscal Impact:

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

Attachment:

None.

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Western Riverside Council of Governments

Planning Directors Committee

Staff Report

Subject: Grant Writing Assistance Program

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

Date: December 14, 2017

The purpose of this item is to provide an update on the Grant Writing Assistance Program and its recent expansion of \$500,000 in additional funding.

Requested Action:

1. Receive and file.

WRCOG commenced the Grant Writing Assistance Program to assist member jurisdictions in grant writing on an as-needed basis as funding is available. The Program Guidelines were approved by the Executive Committee in September 2017, and WRCOG already received a number of requests to assist member jurisdictions with grant opportunities allowed in the Program. Based on the volume of requests, WRCOG is requested Program to enable more assistance to member jurisdictions.

Background

WRCOG secured a bench of consultants to help jurisdictions prepare grant applications in five program areas (Active Transportation; Caltrans Sustainable Transportation and Adaptation Planning; Affordable Housing and Sustainable Communities; electric vehicle and alternative fuel readiness or funding related to Clean Cities activities; and any new planning grant opportunities). The Program aims to strengthen the region's overall competitiveness for statewide funding and to provide needed supplemental support to jurisdictions prevented from seeking grant funds due to limited capacity and/or resources. WRCOG allocated \$200,000 toward this initial phase of the pilot Program. Assistance is provided on a first-come, first-served basis. Please refer to the Guidelines for more information on Program logistics, provided as Attachment 1, and available online at <http://www.wrcog.us/266/Grant-Writing-Assistance>.

Steps to Request Assistance: To receive assistance, member agencies must submit an Application (Attachment 2). In order to ensure funds for this Program are utilized effectively and efficiently, the Application is meant to provide information on how the project will generate a competitive application. The Application is also to ensure the member agency reviews the minimum expectations for agency staff, as the consultant will need a small amount of assistance in getting the application commenced. Once the Application is submitted to WRCOG, it will be reviewed within seven calendar days and WRCOG staff will determine whether the request meets the Guidelines. If met, WRCOG will work with the applicant to select a proper consultant from the bench.

Recognizing grants eligible for assistance have varying grant cycles, while the Program operates on a "first-come, first-served" basis, WRCOG also welcomes member agencies to submit a Notice of Interest (Attachment 3). The Notice of Interest, not required but strongly recommended, will make WRCOG staff aware of the jurisdiction's intention to submit an Application when or before the grant opens and will help WRCOG better ensure that interested jurisdictions receive assistance with at least one application.

Grant Opportunities Summary Table

In addition to the grant writing assistance, WRCOG provides regular updates on various grant opportunities that may be of interest to jurisdictions with the goal of returning as much grant funding to member agencies as possible. In the Grant Opportunities Summary Table (Attachment 4), there are two tables: Table 1 provides possible grant opportunities that WRCOG may be able to assist member agencies with grant writing; and Table 2 provides additional opportunities for agencies that cannot be facilitated by WRCOG, but might be of interest. The grant opportunities also have a “Level of Difficulty” to provide an indication of the level of support needed to develop applications. Lastly, “Success Rates” have been included to provide the number of applications awarded in relation to the number of applications submitted.

Assistance Provided To-Date

In October 2017, the Program began assisting the Cities of Banning and Lake Elsinore on grant applications. The City of Banning is seeking funds for its Clean Natural Gas Fuel Facility expansion. The City of Lake Elsinore is seeking funds for a city-wide Active Transportation Plan, to go along with its planned Go Human Demonstration Project it will be conducting through Southern California Association of Governments in the spring of 2018.

The Cities of Hemet, Jurupa Valley, and Norco submitted interest forms for grant opportunities that are still pending. The City of Hemet is interested in grant opportunities that will enhance its Mobility Hub – specifically infrastructure and housing funds to enhance the area around the planned Mobility Hub. The City of Jurupa Valley is interested in a planning or environmental report grant opportunity to conduct a study that looks into truck restrictions along a corridor in that City. The City of Norco is interested in active transportation opportunities to enhance its trails system. WRCOG will provide updates, as appropriate, of ongoing grant assistance to WRCOG member jurisdictions. Attachment 5 lists grants submitted with assistance from this Program and pending assistance.

Grant Writing Assistance Program Expansion

On October 12, 2017, WRCOG held a Joint Committee Visioning Session to review the Agency’s recent accomplishments and activities, identify potential new initiatives, and establish a process for evaluating those potential new initiatives, and determining how they would fit with the Agency overall. There were several comments on the benefits the Grant Writing Assistance Program provides. On November 8, 2017, WRCOG presented new initiatives for consideration to the Administration & Finance (A&F) Committee and included for the Committee’s consideration an expansion of the Grant Writing Assistance Program, given its popularity and the relatively low level of funding remaining. The proposed expansion of \$500,000 was recommended by A&F and ultimately approved by the Executive Committee at its December 4, 2017, meeting. The expansion will provide additional funding for the current Program round, enabling WRCOG to offer assistance with eligible grants to more members, and could allow WRCOG to expand the list of grant types eligible for assistance.

Prior Actions:

<u>December 4, 2017:</u>	The Executive Committee approved an increase in funding of up to \$500,000 for the Grant Writing Assistance Program for member jurisdictions.
<u>November 8, 2017:</u>	The Administration & Finance Committee recommended funding an additional \$500,000 to the Grant Writing Assistance Program.

Fiscal Impact:

The allocation of funding for the Grant Writing Assistance will come from Project Funds and will be transferred to the Transportation Department as needed.

Attachments:

1. Grant Writing Assistance Program Guidelines.
2. Grant Writing Assistance Application.
3. Grant Writing Assistance Interest Form.
4. Grant Opportunities Summary Table – 11/30/17.
5. Assistance Summary Tables.

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Grant Writing Assistance Program

Attachment 1

Grant Writing Assistance
Program Guidelines

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WRCOG Grant Writing Assistance Program Guidelines

Program Overview: The WRCOG Grant Writing Assistance Program (Program), launched in September 2017, is designed to assist members in preparing proposals for grant opportunities. WRCOG allocated funding for an initial pilot of the Grant Writing Assistance Program for its members. To provide a Program that best assists WRCOG members, WRCOG staff convened a Focus Group of member agency staff to provide feedback on Program specifics and develop Program Guidelines, which were approved by the WRCOG Executive Committee on September 11, 2017.

Grant Writing Consultants: WRCOG released a Request for Proposals (RFP) in March 2017 for consultants to serve on a “bench” to provide grant writing assistance to WRCOG member agencies. The bench of consultants is available to members on a first-come, first-served basis when funding opportunities for the selected grants become available. The consultants will assist members with the grant application process only, not with subsequent award management or project implementation. The following consultants were selected to assist our member agencies with grant preparation:

- Alta Planning + Design
- Blais & Associates
- KTUA
- National Community Renaissance
- WSP

Program Contact:

Christopher Tzeng

Program Manager, Transportation

Phone: (951) 955-8379

Email: ctzeng@wrcog.us

Website: <http://www.wrcog.us/266/Grant-Writing-Assistance>

Program Guidelines: The Guidelines define the parameters of the Program, including the following items:

1. Eligible grants;
2. Expectation of member agencies accepting assistance;
3. Linkage to other WRCOG programs;
4. Screening process; and
5. Process to request grant writing assistance.

#1 - Eligible grants: For this pilot, the Program focuses on a few select grant opportunities. Eligible grants are as follows:

- [Active Transportation Program](#)
- [Caltrans Sustainable Transportation Planning Grant Program](#) (Transportation Planning Grants & Adaptation Planning Grants)
- [Affordable Housing and Sustainable Communities Program](#)
- [Clean Cities](#) related grants
- New planning grant opportunities

To maintain flexibility with the Program, “new planning grant opportunities” are included so that other grant opportunities related to planning may be considered. This category enables members to request assistance if any grant opportunities that focus on planning grants become available – such as those that help fund General Plans, Specific Plans, or Community Plans.

*Ineligible Grants: The Program is **not** intended to assist infrastructure grant opportunities, i.e., TIGER, HSIP, FASTLANE, etc.*

Assistance with Clean Cities grants is available for WRCOG Clean Cities Coalition members only. Assistance is available for grant opportunities related to Clean Cities activities, such as electric vehicle charging stations and city / county fleet purchasing. Funding for assistance with these grants will be allocated from Coalition funds. WRCOG administers the Coalition on behalf of participating member agencies which pay specific Coalition dues. This Program can increase the Coalition’s effectiveness by assisting Coalition members attain grant funding.

#2 - Expectation of member agency accepting assistance: WRCOG member agencies must submit a formal request using the [Application for Grant Writing Assistance](#) form to WRCOG. WRCOG will only authorize a consultant to provide assistance if a WRCOG member agency submits an Application to WRCOG for the eligible grant opportunities listed above.

In order for the Program to run effectively and utilize funds efficiently, the member agency accepting grant writing assistance must agree to the following:

- Define project parameters and provide consultant a basic project description
- Dedicate sufficient resources:
 - Obtain all necessary material on the information checklist provided by the consultant
 - Attend kick-off meeting to ensure consultant has needed information to prepare grant application
 - Respond to inquiries from the consultant in a timely manner
- Be the responsible party for grant submittal, including signatory on application and actual submittal of the application

It is expected that once the member agency is awarded the assistance for a grant application, and the consultant is selected to assist, all parties will participate in a kick-off meeting to discuss the proposal and share necessary information to begin work on the grant application. The consultant will prepare the grant application and all necessary exhibits, tables, etc., for review by the member agency staff. The member agency will then provide comments to be addressed by the consultant, and the consultant will then revise the application based on comments provided. Finally, the consultant will provide the member agency staff with a final draft for review and submittal.

#3 - Linkage to other WRCOG programs: To qualify for assistance through the Program, projects must meet the following specific criteria. First, grant proposals receiving assistance must show a nexus to the core components of WRCOG's [Economic Development and Sustainability Framework](#) (Framework). The Economic Development and Sustainability Framework is a foundational document for planning in Western Riverside County consisting of six core components adopted by the Executive Committee. In addition, grant proposals must also demonstrate a nexus to a regionally significant plan, such as WRCOG's [Subregional Climate Action Plan](#), the Western Riverside County Active Transportation Plan, and/or the RCTC Long-Range Plan. Lastly, a grant proposal is preferred to be multi-jurisdictional, but is not mandatory – this is to align with many grant opportunities that favor larger, regional projects.

#4 - Process to request grant writing assistance:

1. Member agency submits an Application, formally requesting grant writing assistance with a specific grant. WRCOG will leave it to the discretion of the member agency how this request is made, whether it is through the elected body, WRCOG representative, or other party to act on behalf of the City. WRCOG will assume that if it receives a request for assistance from a member agency representative, that representative is authorized to act on behalf of the member agency.
 - a. WRCOG prepared a [Grant Writing Assistance Interest Form](#) (Interest Form), to enable jurisdictions to indicate potential interest in receiving support for a specified grant funding category/categories, tentatively reserving a place in line for grant writing assistance. This is in lieu of the varying time tables for each grant opportunity and the first-come first-served nature of the assistance.
 - b. An Interest Form is not required, but recommended for those wishing to apply for assistance with grant opportunities which become available later in the Program cycle.
2. WRCOG staff will review the applications within seven calendar days and determine whether the request meets the guidelines, as noted below.
3. If the Application meets the criteria set in these Guidelines, WRCOG will work with the applicant to select a proper consultant from the list of pre-approved consultants.
4. Kick-off meeting will be held with agency and consultant.

#5 - Screening process: In order to ensure funds for the Program are utilized effectively and efficiently, an Application must be submitted to WRCOG for review. Upon receipt the Application will be reviewed to ensure Program criteria, as outlined above, are met, demonstrating a nexus to the Framework as well as a regionally significant plan, and the project will generate a competitive application, as assessed by such factors as being multi-jurisdictional. WRCOG and consultants will also confirm, based on timing of Application receipt, whether there is sufficient time to develop a competitive grant application.

The criteria set in these Guidelines, serve as basic standards for proposals to be evaluated. The selection of proposals for grant writing assistance will be at the discretion of WRCOG based on available funding, and WRCOG reserves the right to decide which proposals receive grant writing assistance.

Tentatively, no member will receive assistance on more than two grants. This is a soft limit as it will be based on the number of applications received.

Nothing in this Program will be construed as limiting member agencies from hiring other consultants to prepare grants on their behalf.

Item 5.C

Grant Writing Assistance Program

Attachment 2

Grant Writing Assistance Application

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WRCOG Grant Writing Assistance Application

WRCOG Member Agency:

Agency staff contact information (consultant will contact this person to coordinate application)

Name:

Phone:

Email:

Grant program applying for (check one box per Application):

Active Transportation Program

Caltrans Sustainable Transportation Planning Grant Program

Affordable Housing and Sustainable Communities Program

Clean Cities related (electric vehicle, alternative fuels, etc.)

New planning grant opportunities

Total amount requesting from Grant Program:

Brief project description (200 words max):

Is the proposed project multi-jurisdictional? Yes No

To be eligible for assistance, applicants must be able to help the consultant gather basic information for the application. Please check the boxes below to confirm applicant agency's ability to fulfill some of the potential requirements:

Participate in a kick-off meeting. To include defining project parameters and providing consultant with a basic project description.

Obtain all necessary material on the information checklist to be provided by the consultant. For example: provide internal data and information as required by the grant application.

Respond to inquiries from the consultant in a timely manner.

Be responsible for grant submittal, including application signature and physical submittal.

Please return completed Application as soon as possible to ctzeng@wrcog.us. WRCOG and Consultants will use discretion to determine if there is sufficient time to prepare a competitive grant application, based on when the Application is received.

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Grant Writing Assistance Program

Attachment 3

Grant Writing Assistance Interest
Form

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Grant Writing Assistance Program Interest Form

Return this form to ctzeng@wrcog.us or complete an [online form](#) as soon as possible.

- The funds available to support this pilot round of the Grant Writing Assistance Program (Program) will be distributed on a first-come first-served basis.
- The grants eligible for assistance have varying timetables throughout the year.
- To ensure equitable distribution of assistance, complete the below table to indicate potential interest in receiving support for a specified grant funding category/categories, tentatively reserving your agency's place in line for grant writing assistance.
- In the table below, please check up to two grant areas your agency might be interested in applying for assistance through the Program. If selecting two, please rank your order of preference for assistance by checking the appropriate box.
- WRCOG staff will use the form to assign the most equitable distribution of resources possible.
- Please note: Not submitting this form will NOT preclude your agency from requesting grant writing assistance later. And, submitting the form will NOT guarantee assistance.
- A [Grant Writing Assistance Application](#) (Application) will be required, with as much advance notice of the due date as possible. Consultants will use discretion to determine if there is sufficient time to prepare a competitive grant application, based on when the Application is received.
- For more information, please refer to the [Program Guidelines](#).

Agency:

Contact Name:

Contact email:

Contact Phone:

Grant Writing Assistance Interest			
Grant Area	Due Date	First Priority	Second Priority
Caltrans: Sustainable Transportation Planning Grant and Adaptation Planning Grant	Due October 20, 2017		
Active Transportation Program – California Transportation Commission	NOFA expected Spring 2018		
Affordable Housing Sustainable Communities	NOFA expected October 2, 2017		
Clean Cities Related Grants	Varying		
New Planning Grant Opportunities	Varying		

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Grant Writing Assistance Program

Attachment 4

Grant Opportunities Summary Table -
11/30/17

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Western Riverside Council of Governments Grant Opportunities and Forecast November 30, 2017

(New is noted for grants added in the past 14 days)



The grant opportunities beginning on the next page are part of WRCOG's emphasis to return as much grant funding to member agencies as possible. To that end, WRCOG may be able to assist member agencies with grant writing for the grant programs listed in Table 1. Please also see Table 2 for additional opportunities for your agency that cannot be facilitated by WRCOG, but might be of interest.

To help clarify the level of effort needed to develop the proposals, we have created a key for ready reference.

	Key: Level of Difficulty (LOD)
Simple	A simple level of difficulty indicates an application that may take 8 hours or less to develop, and can likely be accomplished "in-house" with minimal effort/allocation of internal resources.
Medium	A medium level of difficulty indicates an application process that will take a more substantial allocation of internal resources to accomplish, and might possibly require outside assistance (20-70 hours to develop application).
Complex	A complex level of difficulty indicates a VERY competitive opportunity, with a small success rate and intensive grant-development and positioning.

Additionally, we have included the "Success Rates" for each opportunity (if known). This statistic is indicated in **blue** in the "Notes" column, and provides the number of applications awarded in relation to the number of applications submitted (if known).*

*Success rates are not listed for "On the Horizon/NOFAs Not Released" section of Table 2.

Please contact Chris Tzeng, WRCOG Program Manager, at (951) 955-8379 for more information about grant writing assistance.

TABLE 1 Grant opportunities that <i>may</i> be eligible for WRCOG-assisted grant writing							
No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Notes
The grants that might be eligible for WRCOG grant-writing assistance are:							
1	5/30/18	Active Transportation Program. To increase the proportion of trips accomplished by biking and walking, and provide a broad spectrum of projects to benefit many types of active transportation users. Eligible Project Types in the Last Round (subject to change): • Community-wide bicycle, pedestrian, Safe Routes to School, or active transportation plans in disadvantaged communities. • Bikeways and walkways that improve mobility, access, or safety for non-motorized users. • Improvements to existing bikeways and walkways. • Elimination of hazardous conditions on existing bikeways and walkways. • Installation of traffic control devices to improve the safety of pedestrians and bicyclists. • Safe Routes to School projects that improve the safety of children walking and bicycling to school. • Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings for the benefit of the public. • Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails.	California Transportation Commission	State	\$240 million	Not required.	http://www.catc.ca.gov/program-s/ATP.htm Success Rate: 11% 456 applications received; 50 applications funded at State level. LOD: Medium – Complex The effort is not extremely difficult, but it is time-intensive.
	Transportation Improvements						

TABLE 1 Grant opportunities that <u>may</u> be eligible for WRCOG-assisted grant writing							
No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Notes
2A	Spring 2018	SB 1 Sustainable Transportation Planning Grant Program. To develop local plans that encourage sustainable infrastructure improvements to reduce GHG, Vehicle Miles Traveled, and increase safety, and/or provide access to Public Transit. Expected Eligible Project Types (not limited to these): • Studies, plans or planning mechanisms that advance a community's effort to reduce single occupancy vehicle trips and transportation related GHG through strategies including advancing mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use. • Studies, plans or planning mechanisms that assist transportation agencies in creating sustainable communities and transit oriented development. • Community to school studies or Safe Routes to School plans. • Studies, plans or planning mechanisms that advance a community's effort to address the impacts of climate change and sea level rise. • Studies that promote greater access between affordable housing and job centers. • Context-sensitive streetscapes or town center plans • Complete streets plans. • Active transportation plans, including bicycle, pedestrian and trail master plans. • Bike and pedestrian plans with a safety enhancement focus, including Vision Zero plans. • Traffic calming and safety enhancement plans.	Caltrans	State	Minimum: \$50,000 for DAC; \$100,000 for All Others Maximum: \$1,000,000	11.47%	http://www.dot.ca.gov/hq/tpp/grants.html Partnerships are highly encouraged Success Rate: N/A. This is a new program LOD: Medium

TABLE 1 Grant opportunities that <u>may</u> be eligible for WRCOG-assisted grant writing							
No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Notes
2B	Spring 2018	SB 1 Adaptation Planning Grant. For climate change adaptation planning. Example of plans: • Climate vulnerability assessments. • Extreme weather event evacuation planning. • Resilience planning. • Transportation infrastructure adaptation plans. • Natural and green infrastructure planning (e.g. wetlands restoration along transportation corridors to protect transportation infrastructure from flooding and storm impacts). • Integration of transportation adaptation planning considerations into existing plans, such as climate mitigation or adaptation plan, Local Coastal Program (LCP), Local Hazard Mitigation Plan (LHMP), General Plan or other related planning efforts. • Evaluation of or planning for other adaptation strategies, such as: - o Providing transit shelters with shade, water, or other means of cooling in locations expected to see temperature increases. - o Planning for distributed energy and storage to provide decentralized energy system for safeguarding against loss of power and impacts to electric vehicles due to climate-related grid disruptions.	Caltrans	State	Minimum: \$100,000 Maximum: \$1 million	11.47%	http://www.dot.ca.gov/hq/tpp/grants.html Partnerships are highly encouraged Success Rate: N/A. This is a new program LOD: Medium

TABLE 1 Grant opportunities that <u>may</u> be eligible for WRCOG-assisted grant writing							
No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Notes
3	1/16/18 Housing	Affordable Housing and Sustainable Communities. To fund projects) that result in: the reduction of GHG emissions and vehicle miles traveled (VMT) and increased accessibility of housing, employment centers and key destinations through low-carbon transportation options such as walking, biking and transit. Eligible <u>Capital Projects</u> in Last Round (subject to change): • Affordable Housing Development (loan) (Bricks and Mortar). • Housing-Related Infrastructure (grant) (Required as Condition of Approval). • Sustainable Transportation Infrastructure (grant). • Transit, Bike Lanes, Sidewalks. • Transportation-Related Amenities (grant). • Bike Parking, Repair Kiosks, Urban Greening, Bus Shelters. Eligible <u>Programs</u> (3 Year Grants) in last Round: • Active Transportation Programs. • Transit Ridership Programs. • Criteria Air Pollutant Reduction Programs. Project areas must include a Qualifying Transit, defined as a transit line serving the public that is operated by a public entity, or operated as a grant recipient from a public entity. All Project Areas MUST also include a Transit Station/Stop, which is served by at least one Qualifying Transit line departing 2 or more times during Peak Hours.	Strategic Growth Council	State	Maximum loan or grant or combination for Project Area is \$20 million with a minimum award of at least \$1 million for TOD Project Areas and at least \$500,000 for ICP and RIPA Project Areas.	Not required	http://sgc.ca.gov/v/Grant-Programs/AHSC-Program.html Success Rate: 29% 85 full applications received; 25 applications awarded. LOD: Complex

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
Grants which are not eligible for WRCOG grant writing assistance.							
1	Ongoing/ Reviewed quarterly Sports	Baseball Tomorrow Fund. - Grants are intended to provide funding for incremental programming and facilities for youth baseball and softball programs, not for normal operating expenses or as a substitute for existing funding or fundraising activities. - The funds may be used to finance a new program, expand or improve an existing program, undertake a new collaborative effort, or obtain facilities or equipment necessary for youth baseball or softball programs. - Grants are designed to be flexible to enable applicants to address needs unique to their communities.	Baseball Tomorrow Fund	Private	No maximum. Average award is \$40,000	50%	www.baseballtomorrowfund.com Success Rate: 10% Approximately 400 applications are received annually; approximately 40 are funded.
2	Deadline has expired but you may submit applications for future consideration GHG Reduction	Volkswagen California Zero Emission Vehicle (ZEV) Investment Plan. To support the growth of the Zero Emission Vehicle market; increase the availability of the ZEV infrastructure; increase awareness of ZEVs; and, increase access to ZEVs across California. https://www.arb.ca.gov/msprog/vw_info/vsi/vw-zevinvest/vw-zevinvest.htm	California Air Resource Board/ Electrify America	Private	Not identified.	Not required.	https://www.electrifyamerica.com/our-plan Success Rate: Unknown at this time. LOD: Complex

TABLE 2
For Information Purposes Only

Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
3	Rolling Deadline Transportation	Accelerated Innovation Deployment (AID) Demonstration. To accelerate the use of innovation in highway transportation projects. NOTE: Applications accepted on a rolling basis until funding is no longer available. Applicants should apply when the eligible project is ready to authorize within 12 months.	Federal Highway Administration	Federal	\$1 million	20%	https://www.fhwa.dot.gov/innovation/grants/ Success Rate: Unknown at this time. LOD: Medium
4	Opened 09/01/17 Accepted first-come, first-served for one year. Economic Development	CDBG Economic Development (ED) Over the Counter. Funding to non-entitlement cities and counties. Projects consist of financial assistance to a single business or a large number of assisted businesses served by common infrastructure. The most common form of an OTC project is a single business with a single project where funds are provided as a loan from the jurisdiction/grantee to and eligible borrower.	California Housing and Community Development	State	\$10 million	Not stated.	http://www.hcd.ca.gov/grants-funding/nofas.shtml#current Success Rate: Unknown at this time. LOD: Medium

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
5	12/13/17 Food Program	Food Insecurity Nutrition Grant. To increase the purchase of fruits and vegetables among low-income consumers participating in the Supplemental Nutrition Assistance Program (SNAP) by providing incentives at the point of purchase. There are three categories of projects: • Pilot Projects (FPP) • Multi-year, community-based Projects (FP) • Multi-year, Large-Scale Projects (FLSP) Examples include: innovative strategies working at point of purchase with SNAP authorized retailers, including food stores, market stands, farmers' markets.	U.S. Department of Agriculture	Federal	FPP - \$100,000 FP - \$500,000 FLSP - \$500,00	100%	https://www.fns.usda.gov/snap/FINI-Grant-Program Success Rate: Unknown at this time. LOD: Medium
6	12/14/17 Waste Tires	Waste Tire Enforcement Grant. For the enforcement of waste tire permitting, hauling, and storage laws. Eligible Costs include: • Conducting and reporting on inspections of waste tire facilities to ensure compliance with current waste tire laws and regulations. • Identifying and issuing Notices of Violation to noncompliant entities. • Referring all illegal and unregistered waste/used tire haulers to CalRecycle. • Conducting program-related outreach and educational efforts with local businesses.	CalRecycle	State	• Between \$300,000 to \$600,000 based on population	Not required.	http://www.calrecycle.ca.gov/Tires/Grants/Enforcement/FY201718/default.htm Success Rate: Success rate was 100 percent. LOD: Simple

TABLE 2
For Information Purposes Only

Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
7	12/15/17 Planning/ Technical Assistance Safe Routes to School	Safe Routes to School National Partnership ONLY ONE AWARD WILL BE MADE. Long-term, free technical assistance to a disadvantaged community in California that is working to obtain funding in support of walking, bicycling and Safe Routes to School. The program is specifically interested in helping communities seeking funding from the State's Active Transportation Program in either the 2018 or 2019 cycles. If your community is selected, you will receive technical assistance over several months valued at more than \$20,000 to help you achieve your goals, including: • Regular one-on-one consultation with your project lead; • An in-person one-day workshop; • An action plan specific to your project; • Help navigating the application process for the Active Transportation Program. Eligibility is limited to those who are eligible to apply to the State of California's Active Transportation Program, but who have not previously received ATP funding for this project.	Safe Routes to School National Partnership	State	Free technical assistance valued at \$20,000	None	https://docs.google.com/forms/d/e/1FAIpQLSc5XhKYDLYbtWq-XNhMWJG9getSOpOIncrO1BoloScE_LlCw/viewform Success Rate: Unknown at this time. LOD: simple

TABLE 2
For Information Purposes Only

Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
8	12/15/17 Transportation Tax documents were due to CTC 10/27/17	SB1 Local Partnership Program - Formula. To reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements. Funds may be used for any component of a project, however, projects must commence right-of-way acquisition or construction within 10 years of receiving pre-construction funding through the Local Partnership Program.	California Transportation Commission (CTC)	State	All jurisdictions eligible for a formula-funding share will receive a minimum annual share of \$100,000.	1:1	http://catc.ca.gov/programs/SB1.html Success Rate: N/A. This is a new program. LOD: Medium
9	12/15/17 Job Training	Environmental Workforce Development and Job Training Grant. To recruit, train, and place local unemployed and under-employed residents with skills needed to secure full-time employment in the environmental field. In addition to brownfields hazardous waste training, applicants may choose to deliver a variety of environmental training listed in items 1-5. 1. Solid Waste Management or Cleanup training. 2. Superfund site cleanup and innovative and alternative treatment technologies training. 3. Wastewater treatment training. 4. Emergency response training. 5. Enhanced environmental health and safety training.	Environmental Protection Agency	Federal	\$200,000	Not required.	https://www.epa.gov/brownfields/announcing-new-request-proposals-fy-2018-environmental-workforce-development-and-job-0 Success Rate: Unknown at this time. LOD: Medium

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
10	01/12/18 Transportation	Transit and Intercity Rail Capital Program. To fund projects that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Objectives: • Reduce greenhouse gas emissions; • Expand and improve rail service to increase ridership; • Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and • Improve safety.	Caltrans	State	No maximum.	Not required.	http://www.dot.ca.gov/drm/t/sptirc.p.html Success Rate: 14 projects were funded LOD: Medium
11	01/16/18 Housing	Infill Infrastructure Program. To provide grants for Capital Improvement Projects, in support of Qualifying Infill Projects as gap funding of infrastructure improvements that are an integral part of or are necessary to facilitate the development of new infill housing for specific residential or mixed-use projects.	CA Housing and Community Development	State	• Qualifying Infill Projects minimum: \$500,000 in urban areas and \$250,000 in rural areas. • Qualifying Infill Projects maximum: \$5 million.	Not stated as required.	http://www.hcd.ca.gov/grants-funding/active-funding/iigp.shtml Success Rate: Unknown at this time. LOD: Medium

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For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
12	01/30/18	SB1 Local Partnership Program - Competitive. To reward counties, cities, districts, and regional transportation agencies in which jurisdictions have <i>imposed fees</i> solely dedicated to transportation improvements or that have voter-approved taxes/fees dedicated to transportation. NOTE this includes imposed fees, AND voter-approved taxes, tolls, or parcel/property taxes, etc. Eligible projects for both formula and competitive include, but are not limited to: A. Improvements to the state highway system B. Improvements to transit facilities C. The acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment D. The acquisition of vans, buses, and other equipment necessary for the provision of transit services for seniors and people with disabilities by transit and other local agencies E. Improvements to bicycle or pedestrian safety or mobility with an extended useful life F. Road maintenance and rehabilitation G. Other transportation improvement projects.	California Transportation Commission (CTC)	State	No maximum. For the competitive program, the CTC is seeking to fund very large projects and therefore they set the following minimum grant requests based on your population: Category I: >1.5 million: \$5 million Category II: 700,000-1,499,999: \$3 million Category III: 300,000-699,999: \$2 million Category IV: 100,000-299,999: \$1 million Category V: <100,000: No minimum	Projects will require at least a 1:1 match of private, local, federal, or state funds except jurisdictions with a voter approved tax or fee which generates less than \$100,000 annually need only provide a match equal to 50% of the requested funds.	http://catc.ca.gov/programs/SB1.html Success Rate: N/A. This is a new program. LOD: Complex

TABLE 2
For Information Purposes Only

Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
13	01/22/18	NEW: CA Violence, Intervention and Prevention Program (CalVIP). To fund programs that are effective at reducing violence. Examples of eligible models: • Community Mobilization and Education • Cognitive Behavioral Therapy (CBT) • Mental Health • Public Health • Case Management • Diversion • Education/After-School • Recreation/Social • Employment/Job Training • Street Outreach/Intervention • Technology-Based Solutions	California Board of State and Community Corrections	State	\$500,000 and each city that receives a grant must distribute 50% for grant fund to one or more community – based organizations.	Dollar for dollar.	http://www.bscc.ca.gov/s_cbgpcalvipgrant.php Success Rate: N/A. This is a new program. LOD: Medium
14	01/29/18	Flood Emergency Response Projects Grant Program. For the implementation of the Flood Emergency Response Program outside of the legal Delta. Funding will be prioritized through three sequential steps: 1. Planning & Coordination, 2. Training & Exercises, and 3. Facilities, Equipment, & Supplies.	CA Department of Water Resources	State	Not stated.	Not required.	http://www.water.ca.gov/floodmgmt/funding/flood-ER.cfm Success Rate: 23 applications were received; 20 applications were funded. Success rate was 87%. LOD: Medium

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
15	01/30/18	Transportation Trade Corridor Enhancement Program (CA Freight Investment Program merged with the TCEP). To fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission. The following corridors are eligible for funding under this program: • Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties). • Central Valley (El Dorado, Fresno, Kern, Kings, Madera, Merced, Placer, Sacramento, San Joaquin, Stanislaus, Sutter, Tulare, and Yolo counties). • Central Coast (Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz counties). • Los Angeles/Inland Empire (Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties). • San Diego/Border (Imperial and San Diego counties). • Other.	California Transportation Commission (CTC)	State/ Federal	No maximum.	30%	http://www.catc.ca.gov/activities/sb1/ Success Rate: N/A. This is a new program LOD: Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
16	01/31/18 Urban Water	NEW: Five Star and Urban Waters Restoration Grant Program. To develop community capacity to sustain local natural resources for wetland, riparian, forest and coastal habitat restoration, wildlife conservation, community tree canopy enhancement, water quality monitoring and stormwater management. Projects should address the following five priorities: 1. On-the-Ground Restoration and Planning 2. Community Partnerships (must involve five or more partners) 3. Environmental Outreach, Education, and Training 4. Measurable Results 5. Sustainability This program has multiple community involvement, outreach, and volunteer requirements.	National Fish and Wildlife Foundation	Federal and Private	Minimum: \$20,000. Maximum: \$50,000.	1:1	http://www.nfwf.org/fivestar/Pages/2018trfp.aspx Success Rate: 2016: 65 projects were funded. 2015: 220 applications received, 58 projects funded. Success rate was 26 percent.
17	01/31/18 Water	NEW: Cooperative Watershed Management Program. Phase I activities to develop a watershed group, complete watershed restoration planning activities, and design watershed management projects.	Bureau of Reclamation	Federal	\$50,000 per year for two years.	Not required.	https://www.usbr.gov/watersmart/cwmp/index.html Success Rate: 2016: 7 applications were funded. LOD: Medium

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
18	02/05/18 Outdoor Recreation	Land and Water Conservation Fund. To cooperatively acquire and/or develop outstanding properties in perpetuity for outdoor recreation purposes. Eligible projects include: • Create new parks within a half-mile of underserved communities. • Expand existing parks to increase the ratio of park acreage per resident in underserved areas. • Use the Geographical Information Systems (GIS) Tools available at www.parks.ca.gov/SCORP to locate areas that have one of the following conditions: - o Neighborhood areas that have no park within a half-mile (use the "Park Access Tool"). - o Communities or jurisdictions that have a ratio of less than three acres of parkland per 1,000 residents (use the "Park Access Tool" or the "Community Fact Finder".) - o Areas with an annual median household income that is less than \$49,119. • Renovate existing or create new outdoor facilities within existing parks not currently under federal 6(f)(3) protection.	California State Parks	Federal via State	\$3 million	50%	http://www.parks.ca.gov/?page_id=21360 Success Rate: 2016: 17 applications were funded. LOD: Medium

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For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
19	02/07/18 Water - Planning	NEW: Drought Contingency Planning Grant. To develop a new drought plan or to update an existing drought plan. Applicants may also request technical assistance from Reclamation for the development of elements of the Drought Contingency Plan.	Bureau of Reclamation	Federal	\$200,000	50%	http://www.usbr.gov/drought/ Success Rate: 2017: 6 applications were funded.
20	02/13/18 Water	NEW: Drought Resiliency Project Grant. For projects that will increase the reliability of water supplies; improve water management; and provide benefits for fish, wildlife, and the environment to mitigate impacts caused by drought. To provide funding for Drought Resiliency Projects that will: • Increase the reliability of water supply; • Improve water management; • Provide benefits for fish, wildlife, and the environment. Project Examples: • Developing or expanding small-scale surface water storage facilities such as off-stream storage ponds. • Installing water towers and storage tanks to store water for municipal and domestic use. • Installing recharge ponds or injection wells to increase recharge of surplus, inactive, or reclaimed water.	Bureau of Reclamation	Federal	Funding Group I: Up to \$300,000 per agreement for a two-year project Funding Group II: Up to \$750,000 per agreement for a project that can be completed within three years.	50%	http://www.usbr.gov/drought/ Success Rate: 2017: 39 applications were received, and 11 projects were funded. LOD: Medium

TABLE 2
For Information Purposes Only

Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
21	02/28/18 Veteran Housing	NEW: Homeless Providers Grant and Per Diem Program. To provide transitional housing beds under VA's Homeless Providers GPD Program models. VA expects to fund 1,500 beds with this NOFA for applicants who will use one or a combination of the following housing models: Bridge Housing, Low Demand, Hospital-to-Housing, Clinical Treatment, and Service-Intensive Transitional Housing and Service Centers. Funding Priorities: VA has established the following funding priorities based on a gap analysis of existing and anticipated VA transitional housing needs within Continuums of Care (COC) nationwide. Applicants must identify and link their application to a specific COC.	Department of Veteran Affairs	Federal	A minimum of five transitional housing beds and no more than 40 beds per model, per medical center, per each applicant's Employer Identification Number (EIN) will be allowed. The per diem payment calculation may be found at 38 CFR 61.33.	Not required.	https://www.va.gov/homeless/gpd.asp Success Rate: Unknown at this time. LOD: Complex

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
22	First-come, first-served until 03/31/18 Transportation	MSRC Major Event Center. To facilitate implementation of new or expanded public transportation programs for event center destinations located in the South Coast Air Quality Management District. Eligible Entities include: Major event center, qualifying transportation provider or a County Transportation Commission. Eligible Projects include: • Applicants may propose a maximum of two consecutive event “seasons”. • All bus and shuttle vehicles performing Event Center transportation services under this Program must be equipped with an engine that is certified at - <i>or cleaner than</i> – the EPA 2010 emissions standards and certified as such by the California Air Resources Board. All fuels and technologies certified to the 2010 emissions standards are acceptable. • For projects that propose expanded rail service, the MSRC requires that Tier 4 locomotives be used for all events beginning January 1, 2018. Tier 4 locomotives must also be used, if available, prior to January 1, 2018.	Mobile Source Air Pollution Reduction Review Committee	Regional via State	• \$2.50 million for any single transportation service provider. • \$1,500,000 for any single major event center. • The geographical funding minimum is \$350,000 per county. • Reimbursement grant.	50%	http://www.cleantransportationfunding.org/rfp/view/major-event-center-transportation-program Success Rate: N/A. This is a new program. LOD: Complex

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Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
23	10/01/18 Housing	Community-Based Transitional Housing. To encourage local communities to support housing that provides treatment and reentry programming to individuals who will benefit from those services. • Applicant must have a licensed partner facility operator. • The facility shall provide, or contract with another provider for, two or more additional services to residents. • Applicant may use program funds for the following purposes: - o Discretionary law enforcement services - o Community outreach efforts • Facility operators may use program funds provided by the applicant for the following purposes: - o Providing facility residents with the services specified in the approved application for program funding. - o Enhancing the security of the facility and its premises. - o Community outreach and communications. - o Start-up costs for the operation of the facility.	California Department of Finance	State	\$2 million	Not required.	http://www.dof.ca.gov/Programs/Local_Government/Community_Base_d_Transitional_Housing/ Success Rate: N/A. This is a new program LOD: Medium

TABLE 2
For Information Purposes Only

Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
**On the Horizon/NOFA not yet released. **							
1	TBD	Volkswagen Settlement Mitigation Trust. \$381 million to California for NOx mitigation. Application and program details currently under development	California Air Resource Board	Private	TBD	TBD	https://www.arb.ca.gov/msprog/vwinfo/vw-diesel-info/vw-diesel-info.htm
2	Phase 2: January 2018 Groundwater Sustainability	Groundwater Sustainability Plans and Projects. To encourage sustainable management of groundwater resources. - Category 1: Severely Disadvantaged Communities (SDAC) Projects - Category 2: Groundwater Sustainability Plans - Tier 1: Critically overdrafted basins. - Tier 2: All other high and medium priority basins.	California Department of Water Resources	State	- Category 1: \$1 million per project. - Category 2 – Tier 1: \$1.5 million per basin. - Category 2 – Tier 2: \$1 million per basin.	50%	http://www.water.ca.gov/irwm/grants/sgrwp/solicitation.cfm
4	Fall 2017 Child Safety	Kids Plate. To support three significant child health and safety issues in California: - Unintentional childhood injuries; - Child abuse; and - Child care licensing and inspection. This year's focus will be on coalition development.	California Department of Public Health	State	TBD	TBD	https://archive.cdph.ca.gov/programs/Pages/KidsPlates.aspx

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Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
5	Expected Winter 2018 Water Efficiency	Water Conservation Field Services Program – Lower Colorado Region. For activities/projects that make more efficient use of existing water supplies through water conservation and efficiency. • Water management planning; • System Optimization Reviews (SOR); • Designing Water Management Improvements; and Demonstration projects.	Bureau of Reclamation	Federal	\$100,000	50%	http://www.usbr.gov/lc/region/g4000/witconsrv.html
6	Expected Winter 2018 Water	Water and Energy Efficiency Grant. To conserve and use water more efficiently, increase the use of renewable energy and improve energy efficiency, benefit endangered and threatened species, facilitate water markets, or carry out other activities to address climate-related impacts on water or prevent any water-related crisis or conflict.	Bureau of Reclamation	Federal	\$300,000 for projects to be completed within two years. \$1,000,000 for projects to be completed within three years.	50%	https://www.usbr.gov/watersmart/weeg/index.html
7	Expected Winter 2018 Water	Small-Scale Water Efficiency Projects. To support small-scale water management projects that have been identified through previous planning efforts.	Bureau of Reclamation	Federal	\$75,000	50%	https://www.usbr.gov/watersmart/weeg/ssweg.html

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
8	Expected Winter 2018 Water	Basin Studies LOI. To evaluate the ability to meet future water demands within a river basin and to identify adaptation and mitigation strategies to address the potential impacts of climate change.	Bureau of Reclamation	Federal	Unknown	50%	https://www.usbr.gov/watersmart/bsp/index.html
9	February 2018 Water	Groundwater Sustainability Program. For grants, and loans, for planning and implementation projects that prevent or cleanup the contamination of groundwater that serves or has served as a source of drinking water. Examples of implementation projects include, but are not limited to: • Wellhead treatment; • Installation of extraction wells combined with treatment systems; • Centralized groundwater treatment systems; • Source area cleanup; • Groundwater recharge to prevent or reduce contamination of municipal or domestic wells; • Groundwater injection to prevent seawater intrusion; and • Groundwater well destruction.	CA State Water Resources Control Board	State	Planning: \$100,000 to \$21 million. Implementation: \$500,000 to \$50 million.	50%	https://www.waterboards.ca.gov/water_issues/programs/grants_loans/proposition1/groundwater_sustainability.shtml

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
10	February 16, 2018	NEW: Solutions for Congestion Corridors Program. Provides funding on a competitive basis to Caltrans and regional agencies for priority projects that will improve traffic flow and mobility along the state's most congested corridors while also seeking to improve air quality and health.	CA Transportation Commission	State	No minimum or maximum.	Not required.	http://www.catc.ca.gov/programs/SB1.html
11	Spring 2018	Title XVI Construction. Funding for planning, design, and construction of congressionally authorized water recycling and reuse projects.	Bureau of Reclamation	Federal	\$4 million	75%	https://www.usbr.gov/watersmart/title/index.html
12	Spring 2018	Title XVI Feasibility Studies. Funding for development of new Title XVI feasibility studies.	Bureau of Reclamation	Federal	\$150,000 for feasibility studies to be completed within 18 months. \$450,000 for feasibility studies to be completed within 3 years.	50%	https://www.usbr.gov/watersmart/title/index.html

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
13	April 2018	Drinking Water for Schools. To improve access to, and the quality of, drinking water in public schools. All projects must be located at schools within, or serving, a DAC. Eligible projects include but are not limited to: • Installation or replacement of water bottle filling stations or drinking water fountains with or without treatment devices capable of removing contaminants present in the school's water supply; • Installation of point-of-entry (POE), or point-of-use (POU) treatment devices for water bottle filling stations, drinking fountains, and other fixtures that provide water for human consumption • Installation, replacement, or repairs of drinking water fixtures and associated plumbing appurtenances	State Water Resources Control Board	State	School: \$25,000/\$100,000 Entities: \$25,000/\$1 million	TBD	http://www.waterboards.ca.gov/water_issues/programs/grants_loans/schools/
14	June 2018	Highway Safety Improvement Grant. To achieve a significant reduction in fatalities and serious injuries on all public roads. All proposed projects must lead to the construction of safety improvements.	Department of Transportation	State	\$100,000 minimum and \$10 million maximum.	10%	http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_nowHSIP.htm
15	Fall 2018	Recreational Trails Program. For both non-motorized and motorized RECREATIONAL TRAILS and trail-related facilities. Eligible projects types are: acquisition, development or a combination of acquisition and development.	California State Parks	State	\$50,000 minimum/\$1.5 million maximum	12%	http://www.parks.ca.gov/?page_id=24324

** Information presented is based on past guidelines. Requirements may change when new guidelines are published.

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Item 5.C

Grant Writing Assistance Program

Attachment 5

Assistance Summary Tables

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Assistance Summary - PROVIDED					
Jurisdiction	Description	Grant Program Applying for:	Anticipated Award	Funding Requested	Funding Awarded
Lake Elsinore	City-wide Active Transportation Plan.	Caltrans Sustainable Transportation Planning Grant - Sustainable Communities	Winter 2018	\$200,000	TBA
WRCOG	Summary table provided to all WRCOG member agencies on bi-weekly basis.				
Banning	City is applying to attain funding for expansion of the City's CNG facility.	MSRC Natural Gas Infrastructure Grant	Winter 2018	\$225,000	TBA
WRCOG	Develop localized guidelines, thresholds, and mitigation measures related to SB 743 for jurisdictions of Western Riverside County.	SCAG Sustainable Planning Grant	Spring 2017	\$200,000	\$200,000
	WRCOG and SBCTA submitted a joint application for climate adaptation funding from Caltrans for development of a regional Climate Adaptation Toolkit.	Caltrans Sustainable Transportation Planning Grant - Adaptation Planning			
WRCOG	Regional effort to research and evaluate emerging technologies that could change the way cities develop and operate in the future.	Caltrans Sustainable Transportation Planning Grant - Sustainable Communities	Winter 2018	\$500,000	TBA
WRCOG			Winter 2018	\$500,000	TBA

Assistance Summary - PENDING					
Jurisdiction	Description	Grant Program Applying for:	Anticipated Award	Funding Requested	Funding Awarded
Norco	City is interested in applying to ATP Cycle 4 in Spring 2018 to enhance its trails system.	Active Transportation Program - Cycle IV	Summer 2018	TBD	
Hemet	City is interested in attaining funding to enhance City's Mobility Hub and future TOD opportunities, and active transportation enhancements.	TBD			
Jurupa Valley	City is interested in a planning or environmental report grant opportunity to conduct a study that looks into truck restrictions along a corridor in their city.	TBD			

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