



Western Riverside Council of Governments Public Works Committee

AGENDA

Thursday, February 13, 2020
2:00 p.m.

Western Riverside Council of Governments
Citrus Tower (New Office)
3390 University Avenue, Suite 200
Riverside, CA 92501

**NOTE NEW
SUITE LOCATION**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the Public Works Committee meeting, please contact WRCOG at (951) 405-6703. 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 the 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 items, will be available for inspection by members of the public prior to the meeting at 3390 University Avenue, Suite 200, Riverside, CA, 92501.

The Public Works Committee may take any action on any item listed on the agenda, regardless of the Requested Action.

1. **CALL TO ORDER (Bob Moehling, Chair)**
2. **SELF INTRODUCTIONS**
3. **PLEDGE OF ALLEGIANCE**
4. **PUBLIC COMMENTS**

At this time members of the public can address the Public Works 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.

5. MINUTES

- A. **Summary Minutes from the December 12, 2019, Public Works Committee Meeting** P. 1
are Available for Consideration.

Requested Action: 1. *Approve the Summary Minutes from the December 12, 2019, Public Works Committee meeting.*

6. 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. **WRCOG Committees and Agency Activities Update** **Chris Gray** **P. 5**

Requested Action: 1. *Receive and file.*

- B. **TUMF Revenue and Expenditures Update** **Andrew Ruiz** **P. 13**

Requested Action: 1. *Receive and file.*

7. REPORTS / DISCUSSION

- A. **Resilient IE Activities Update** **Andrea Howard, Placeworks** **P. 21**

Requested Action: 1. *Receive and file.*

- B. **Adoption and Implementation of Senate Bill 743** **Chris Gray, WRCOG** **P. 25**

Requested Action: 1. *Receive and file.*

- C. **Updated Traffic Impact Analysis Guidelines Template** **Chris Gray, WRCOG** **P. 41**

Requested Action: 1. *Discuss and provide input.*

- D. **TUMF Nexus Study Survey Results** **Ivana Medina, WRCOG** **P. 85**

Requested Action: 1. *Receive and file.*

- E. **Public Service Fellow Presentations** **Rachel Singer, WRCOG** **P. 99**

Requested Action: 1. *Receive and file.*

- F. **Grant Opportunities Summary Table** **Christopher Tzeng, WRCOG** **P. 101**

Requested Action: 1. *Discuss and provide input.*

8. REPORT FROM THE DIRECTOR OF TRANSPORTATION & PLANNING

9. ITEMS FOR FUTURE AGENDAS

Members

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

10. GENERAL ANNOUNCEMENTS

Members

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

- 11. NEXT MEETING:** The next Public Works Committee meeting will be held on Thursday, March 12, 2020, at 2:00 p.m., at WRCOG's office located at 3390 University Avenue, Suite 200, Riverside.

12. ADJOURNMENT

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1. CALL TO ORDER

The meeting of the Public Works Committee was called to order at 2:00 p.m. by Vice-Chair Bob Moehling at WRCOG's office, Citrus Conference Room.

2. ROLL CALL

Members present:

Jeff Hart, City of Beaumont (2:14 p.m. arrival)
Lori Askew, City of Calimesa
Tom Koper, City of Corona
Craig Bradshaw, Cities of Eastvale
Mike Myers, City of Jurupa Valley (2:05 p.m. arrival)
Yu Tagai, City of Lake Elsinore
Michael Wolfe, City of Moreno Valley
Bob Moehling, City of Murrieta, Vice-Chair
Brad Brophy, Cities of Canyon Lake, Perris, and San Jacinto
Gil Hernandez, City of Riverside
Amer Attar, City of Temecula (2:05 p.m. arrival)
Dan York, City of Wildomar
Patty Romo, County of Riverside
Jeffrey Smith, March JPA
Shirley Medina, Riverside County Transportation Commission

Staff present:

Rick Bishop, Executive Director
Chris Gray, Director of Transportation & Planning
Christopher Tzeng, Program Manager
Cameron Brown, Program Manager
Ivana Medina, Staff Analyst
Suzy Nelson, Administrative Assistant
Natalie Ikhata, Intern

Guests present:

Darren Henderson, WSP / WRCOG consultant
Alvin Medina, County of Riverside
Jenny Chan, Riverside County Transportation Commission
Paul Rodriguez, Rodriguez Consulting Group
Paul Herrmann, Fehr & Peers

3. PLEDGE OF ALLEGIANCE

Vice-Chair Bob Moehling led the members and guests in the Pledge of Allegiance.

4. PUBLIC COMMENTS

There were no public comments.

5. SELECTION OF PUBLIC WORKS COMMITTEE CHAIR POSITION FOR THE REMAINDER OF FISCAL YEAR 2019/2020

- Action:** 1. *The Public Works Committee selected Bob Moehling, City of Murrieta, as Chair; Brad Brophy, City of San Jacinto, as Vice-Chair; and Steve Loriso, City of Jurupa Valley, as 2nd Vice-Chair positions for the remainder of Fiscal Year 2019/2020.*

(Wildomar / Eastvale) 16 yes; 0 no; 0 abstention. Item 5 was approved. The Cities of Banning, Beaumont, Hemet, Menifee, and Norco, and the Riverside Transit Agency were not present.

6. MINUTES *(Eastvale / Moreno Valley) 16 yes; 0 no; 0 abstention. Item 6.A was approved. The Cities of Banning, Beaumont, Hemet, Menifee, and Norco, and the Riverside Transit Agency were not present.*

A. Summary Minutes from the November 14, 2019, Public Works Committee Meeting are Available for Consideration.

- Action:** 1. *Approved Summary Minutes from the November 14, 2019, Public Works Committee meeting.*

7. CONSENT CALENDAR *(Perris / March JPA) 16 yes; 0 no; 0 abstention. Items 7.A and 7.B were approved. The Cities of Banning, Beaumont, Hemet, Menifee, and Norco, and the Riverside Transit Agency were not present.*

A. WRCOG Committees and Agency Activities Update

- Action:** 1. *Received and filed.*

B. TUMF Revenue and Expenditures Update

- Action:** 1. *Received and filed.*

8. REPORTS / DISCUSSION

A. TUMF Construction Cost Index Adjustment Implementation Process

Ivana Medina provided an update on the implementation process of the updated TUMF Construction Cost Index (CCI) adjustment that was recently adopted by the Executive Committee.

Each of WRCOG's member jurisdictions will have to adopt a new TUMF Fee Resolution and are required to provide notice of the meeting at which the fee increase will be considered. Staff recommends that jurisdictions also provide written notice to groups that have requested written notice of potential fee increases. Member agencies do not need to adopt a new TUMF ordinance due to the fact that the language in the original Ordinance already allows for amendments and updates to fee resolution.

WRCOG requests member agencies to adopt the resolution no later than May 2020. Staff is available to attend meetings and would be available to present if needed. A template staff report as well as an updated TUMF Fee resolution for jurisdictions' use is included in the agenda packet.

- Action:** 1. *Received and filed.*

B. TUMF Zone Revenue Forecasts

Ivana Medina provided an update on recent revenue forecasts developed by WRCOG for use in upcoming Transportation Improvement Plan (TIP) updates for each of the TUMF Zones. On an annual

basis, WRCOG forecasts the amount of available funding and determines the amount each Zone will be allocated over the next five-years. Staff has reviewed a variety of approaches to calculate future revenues available. Historically, policy has been to use a five-year average and then apply a 1% growth factor to reflect limited growth in each of the years in the TIP. During the last TIP update, staff used the five-year average as the basis, but adjusted the Northwest, Central, and Pass Zones upwards to reflect recent growth. In the case of the Pass Zone, the adjustment also reflected the City of Beaumont rejoining the TUMF Program.

Ms. Medina shared staff's proposed recommendation for Fiscal Year 2019/2020 revenue forecasts for the TIP updates. Revenue forecast recommended using multiple factors, including previous year's revenue as the baseline, three- and five-year averages. Staff plans to meet with individual Zones during our office relocation that is taken place in mid-January 2020. During the meetings, further discussion will be held on proposed methodologies and brought back to the Committee to be adopted.

Action: 1. *Received and filed.*

C. Resilient IE Activities Update

Chris Gray provided an update on the Caltrans grant-funded Regional Climate Adaptation Toolkit project, Resilient IE. Partnered with San Bernardino County Transportation Authority, in 2018, Caltrans awarded WRCOG an Adaptation Planning Grant through Senate Bill 1 to develop a toolkit to support regional efforts preparing for and mitigating risks associated with climate adaptation and transportation infrastructure. A total of \$683,431 was awarded for the project which includes multiple components.

Staff provided an update of the current deliverables to date. One of the specific products included in the Resilient IE is the completed Climate Resilient Transportation Infrastructure Guidebook. The Guidebook includes local challenges and solutions, infrastructure strategies, case studies, and other examples. As each jurisdiction updates its General Plan, please keep in mind the revised vulnerability assessments and adaptation strategies included in the Guidebook. The toolkit is available on WRCOG's website at <http://www.wrcog.us/285/Resilient-IE>.

The project team will be working diligently to prepare for the launch of the climate collaborative, complete the pilot assessment, and produce a regionally tailored climate adaptation and resiliency template in the coming months. Per the grant requirements, Resilient IE will conclude by the end of February 2020.

Action: 1. *Received and filed.*

D. Request to Review RIVCOM Socio-Economic Data

Christopher Tzeng provided an update on the development of the Riverside County Transportation Analysis Model (RIVCOM). Staff sent an email to Committee members the week of December 2, 2019, with instructions on the data review. The data has been uploaded and can be viewed online via the link provided in the email using an ArcMap interface. Staff is requesting jurisdictions to review base-year socio-economic data that includes population, housing and employment. Staff is requesting that each jurisdiction review its data by Friday, December 20, 2019 and reach out to WRCOG staff and project team with any questions.

Action: 1. *Received and filed.*

E. Updated Traffic Impact Analysis Guidelines Template

Paul Herrmann provided an update of the work that WRCOG will undertake to update the Traffic Impact

Analysis (TIA) Guidelines to ensure consistency with the requirements of implementing SB 743 and for jurisdictions to utilize as a template. The project team, led by Fehr & Peers, has completed the SB 743 Implementation Pathway Study that WRCOG conducted on behalf of the subregion. The work needed to update the Riverside County Transportation Department TIA Preparation Guide will be based on the implementation study. Since most jurisdictions' TIA guidelines are based on the Preparation Guide, it will be utilized as a template for efficiency purposes. The project team will prepare a TIA Guidelines template that jurisdictions may utilize, if they desire. The guidelines will focus on two main components: (1) vehicle miles traveled guidance consistent with information from the WRCOG SB 743 Implementation Pathway Study, and (2) updates to the level of service guidelines currently being utilized in the subregion.

After the project team has completed its findings, staff will present the updated guidelines throughout WRCOG's standing committees. It is anticipated that the updated guidelines will be ready by February 2020.

Action: 1. *Received and filed.*

F. TUMF Nexus Study Input

Ivana Medina shared that staff will be distributing two surveys for feedback regarding TUMF Nexus Study Principles and Goals and project costs. WRCOG will begin an update of the TUMF Nexus Study in the summer of 2020. Staff would like to gather input on key topics to consider for the update. In addition to a formal discussion, staff will refer to the surveys to help guide the direction of the Nexus update. The deadline for survey feedback is January 17, 2020. Staff is available if you have any questions.

Action: 1. *Received and filed.*

9. REPORT FROM THE DIRECTOR OF TRANSPORTATION & PLANNING

Chris Gray announced that Shirley Medina is retiring.

10. ITEMS FOR FUTURE AGENDAS

There were no items for future agendas.

11. GENERAL ANNOUNCEMENTS

Chris Gray shared that because of the office construction and move, January's Public Works Committee meeting is cancelled.

12. NEXT MEETING

The Public Works Committee meeting scheduled for Thursday, January 6, 2020, is cancelled. The next Public Works Committee meeting is scheduled for Thursday, February 13, 2020, 2:00 p.m., at WRCOG's NEW office located at 3390 University Avenue, Suite 200, Riverside.

13. ADJOURNMENT

The meeting of the Public Works Committee adjourned at 3:10 p.m.



Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: WRCOG Committees and Agency Activities Update

Contact: Chris Gray, Director of Transportation & Planning, cgray@wrcog.us, (951) 405-6710

Date: February 13, 2020

The purpose of this item is to provide updates on noteworthy actions and discussions held in recent standing Committee meetings, and to provide general project updates.

Requested Action:

1. Receive and file.

Attached are summary recaps of actions and activities from recent WRCOG standing Committee meetings that occurred during the month of January 2020.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

1. Summary recaps from January Committee meetings.

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Item 6.A

WRCOG Committees and Agency
Activities Update

Attachment 1

Summary recaps from January
Committee meetings

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**Western Riverside Council of Governments
Administration & Finance Committee
Meeting Recap
January 8, 2020**

Following is a summary of key items discussed at the last Administration & Finance Committee meeting. To review the full agenda and staff reports, please click [here](#). To review the meeting PowerPoint presentation, please click [here](#).

PACE Programs Update

- The Administration & Finance Committee recommended that the Executive Committee adopt a resolution authorizing the issuance of refunding certain outstanding WRCOG limited obligation improvement bonds and other certain actions.
- Should the bond resolution be approved by the Executive Committee, the bond sale will occur on or about February 6, 2020; these actions will reduce administrative and trustee costs, as well as provide savings over an 18-year period.

California Resilience Challenge 2020 Grant

- The Administration & Finance Committee recommended that the Executive Committee adopt a resolution authorizing submittal of a proposal to the California Resilience Challenge 2020 Grant.
- The California Resilience Challenge has up to \$ 2 million in funding allocated for local government agencies to incorporate energy infrastructure projects to help mitigate the following climate challenges: wildfires, drought, extreme heat, and flooding.
- WRCOG's role for this grant, if received, will be to develop a regional energy resiliency plan to help plan future energy infrastructure projects to assist local government, residential, and community facilities in the event of any power shutoffs or natural disaster.

Public Service Fellowship Update

- Staff presented an update on the Public Service Fellowship Program and future funding options given limited funding available for the program.
- After convening the Fellowship Ad Hoc, four prospective funding options were presented; pay as able, grant funding, three-way split, and a 50/50 split.
- To extend remaining program funds, the Fellowship Ad Hoc and staff recommend a 50/50 split where the cost of a Fellow is split between a host agency and WRCOG beginning in Round 5 of the Program (FY 20/21).
- The Committee provided feedback on the recommended funding strategy and tasked staff to further engage university partners in the discussions and implement a more robust exit interview process for host agencies and Fellows.
- The Committee recommended that the Executive Committee enact a variety of Program updates including: maintaining alternate placements for the Fellow placement, enacting a 30-hour a week maximum for Fellows, requiring agencies applying for a WRCOG Fellow to contribute 50% towards the cost of the Fellow, and requiring agencies to provide specific project descriptions as a part of the host agency application.

A Look Forward for 2020 – Budget Update

- Staff presented a pre-budget overview of WRCOG's programs, noteworthy accomplishments and general anticipated cost savings and reimbursements that could occur during the next fiscal year.

Next Meeting

The next Administration & Finance Committee meeting is scheduled for Wednesday, February 12, 2020, at 12:00 p.m. in WRCOG's NEW office, located at 3390 University Avenue, **Suite 200**, Riverside.



**Western Riverside Council of Governments
Technical Advisory Committee
Meeting Recap
January 16, 2020**

Following is a summary of key items discussed at the last Technical Advisory Committee meeting. To review the full agenda and staff reports, please click [here](#). To review the meeting PowerPoint presentation, please click [here](#).

PACE Programs Update: Bond Refinancing

- The Technical Advisory Committee recommended that the Executive Committee adopt a resolution authorizing the issuance of refunding certain outstanding WRCOG limited obligation improvement bonds and other certain actions.
- Should the bond resolution be approved by the Executive Committee, the bond sale will occur on or about February 6, 2020; these actions will reduce administrative and trustee costs, as well as provide savings over an 18-year period.

Public Service Fellowship Update

- Staff presented an update on the Public Service Fellowship Program and future funding options given limited funding available for the program.
- After convening the Fellowship Ad Hoc, four prospective funding options were presented; pay as able, grant funding, three-way split, and a 50/50 split.
- To extend remaining program funds and preserve the integrity of the Program, the Fellowship Ad Hoc and staff recommend a 50/50 split where the cost of a Fellow is split between a host agency and WRCOG beginning in Round 5 of the Program (FY 20/21).
- The Committee recommended that the Executive Committee enact a variety of Program updates including: maintaining alternate placements for the Fellow placement, enacting a 30-hour a week maximum for Fellows, implementing an exit interview for Fellows and host agencies, requiring agencies applying for a WRCOG Fellow to contribute 50% towards the cost of the Fellow, and requiring agencies to provide specific project descriptions as a part of the host agency application.

Western Community Energy Update

- Western Community Energy set to launch in April / May 2020.
- WCE Board adopted rates for customers on January 8, 2020.
 - 2% below SCE's total utility bill
 - Will save WCE customers \$6m annually
- Cities / Counties that want to join for a 2022 launch must join by December 31, 2020.

Regional Energy Network Development (REN) Update

- CPUC has approved the formation of new RENs.
- CVAG, SBCOG, and WRCOG working together to implement the Inland Regional Energy Network (I-REN) to support its member jurisdictions with continued energy efficiency efforts. It is anticipated that a REN will access considerably more funding than has previously been available through the Western Riverside Energy Partnership.

Next Meeting

The next Technical Advisory Committee meeting is scheduled for Thursday, February 20, 2020, at 9:30 a.m., at WRCOG's **NEW** office located at 3390 University Avenue, **Suite 200**, Riverside.

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: TUMF Revenue and Expenditures Update

Contact: Andrew Ruiz, Chief Financial Officer, aruiz@wrcog.us, (951) 405-6740

Date: February 13, 2020

The purpose of this item is to provide an update on the TUMF revenues, expenditures, and reimbursements for the current month and since Program inception.

Requested Action:

1. Receive and file.

For the month of December 2019, the TUMF Program received \$5,332,521 in revenue.

To date, revenue received into the TUMF Program total \$861,704,463. Interest amounts to \$35,564,546, for a total collection of \$897,269,009.

WRCOG has dispersed a total of \$420,398,596 primarily through project reimbursements and refunds, and \$27,299,108 in administrative expenses.

The Riverside County Transportation Commission share payments have totaled \$389,365,921 through December 31, 2019.

Prior Action:

December 12, 2019: The Public Works Committee received and filed.

Fiscal Impact:

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

Attachment:

1. TUMF Program Revenue summary.

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Item 6.B

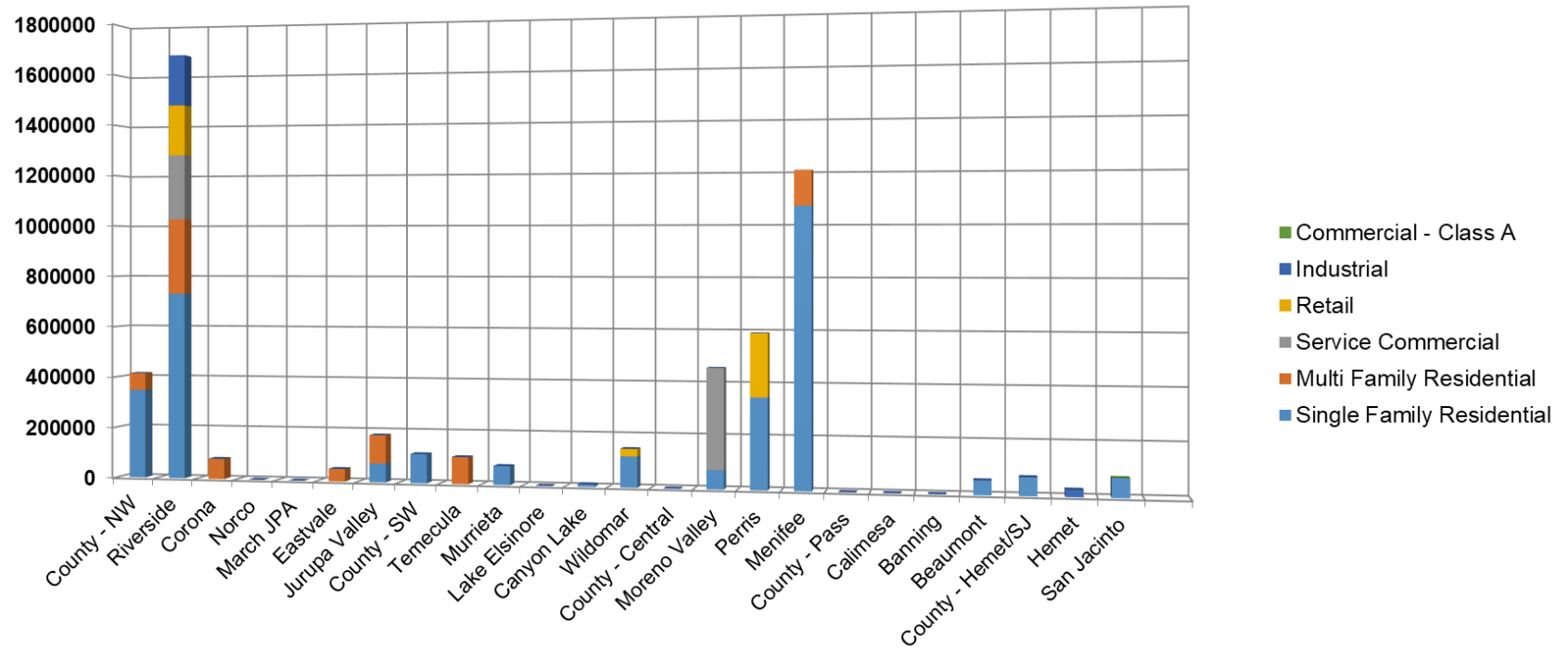
TUMF Revenue and Expenditures
Update

Attachment 1

TUMF Program Revenue summary

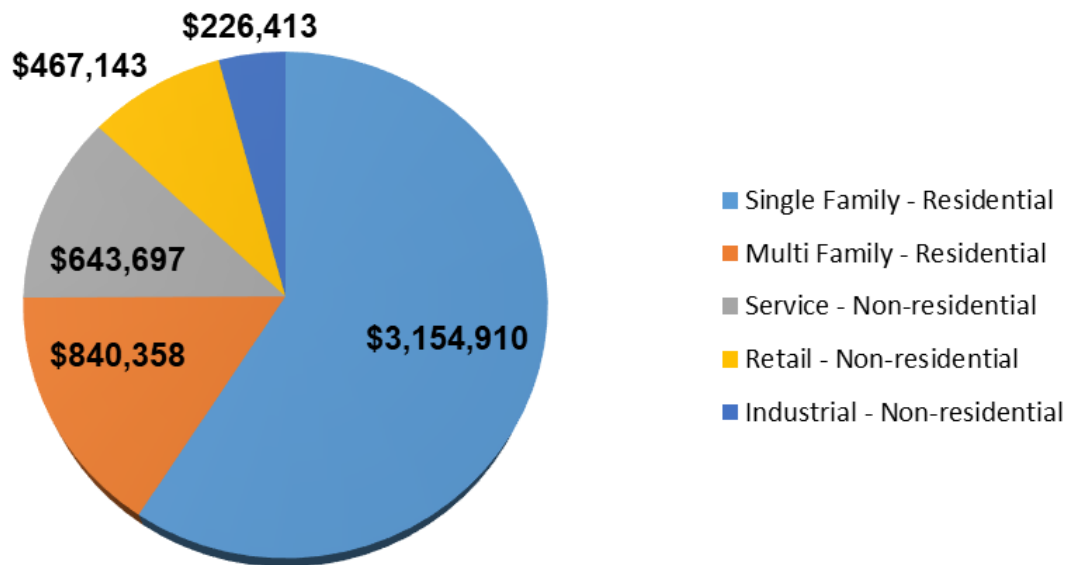
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December 2019 TUMF Revenues by Jurisdiction Total Revenue - \$5,332,521

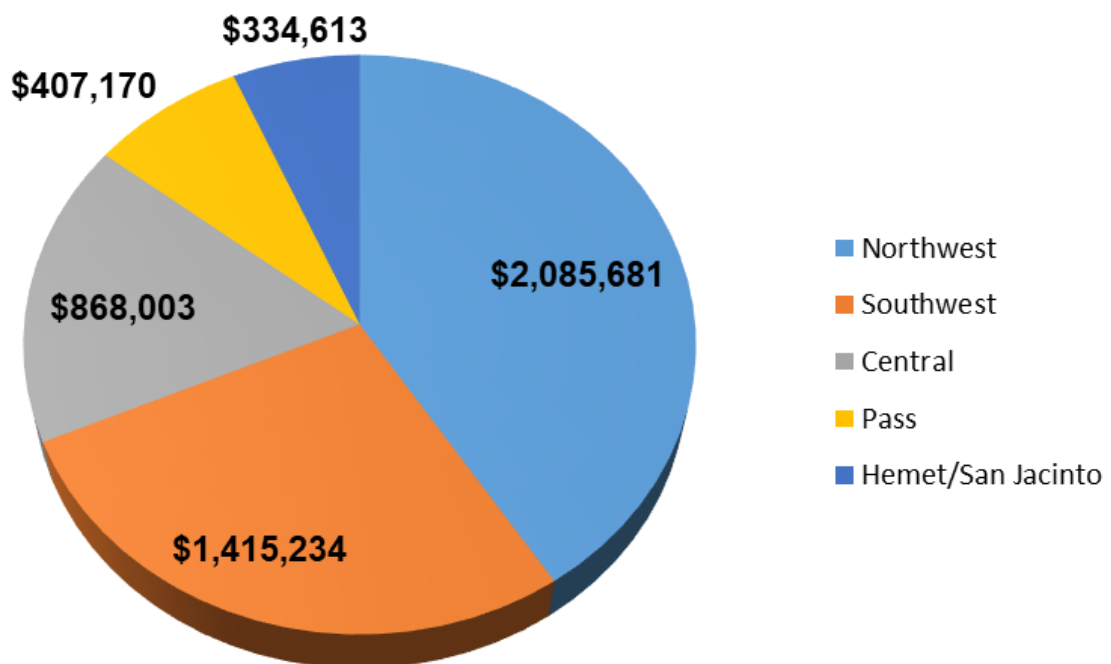


Jurisdiction	Fiscal Year 18-19	2019 July	August	September	October	November	December	Fiscal Year 19-20
Banning	\$26,619	\$18,292	\$0	\$0	\$0	\$9,146	\$0	\$27,438
Beaumont	\$2,481,344	\$118,898	\$219,504	\$407,170	\$0	\$182,920	\$54,876	\$983,368
Calimesa	\$412,642	\$0	\$273,809	\$0	\$0	\$0	\$0	\$273,809
Canyon Lake	\$97,603	\$27,438	\$18,292	\$9,146	\$0	\$0	\$9,146	\$64,022
Corona	\$5,768,375	\$337,370	\$156,640	\$83,190	\$0	\$38,129	\$79,742	\$695,071
Eastvale	\$1,989,529	\$245,360	\$0	\$153,350	\$73,168	\$251,494	\$49,072	\$772,444
Hemet	\$540,485	\$109,752	\$128,044	\$118,898	\$0	\$0	\$27,231	\$383,925
Jurupa Valley	\$4,315,180	\$1,015,950	\$220,164	\$259,176	\$329,256	\$287,189	\$183,580	\$2,295,314
Lake Elsinore	\$1,996,048	\$9,146	\$143,879	\$84,771	\$180,648	\$304,528	\$0	\$722,972
March JPA	\$2,638,664	\$0	\$678,386	\$1,106,945	\$0	\$664,431	\$0	\$2,449,763
Menifee	\$5,755,261	\$415,437	\$270,568	\$479,153	\$228,650	\$333,594	\$1,205,030	\$2,932,431
Moreno Valley	\$9,827,741	\$581,300	\$655,625	\$169,346	\$126,126	\$274,380	\$459,022	\$2,265,798
Murrieta	\$2,538,546	\$104,278	\$691,834	\$31,735	\$220,226	\$73,608	\$73,168	\$1,194,849
Norco	\$1,145,827	\$103,845	\$0	\$0	\$0	\$72,499	\$0	\$176,344
Perris	\$1,728,254	\$111,757	\$236,869	\$182,920	\$0	\$0	\$591,750	\$1,123,296
Riverside	\$6,613,993	\$626,829	\$62,438	\$122,985	\$194,336	\$9,146	\$1,676,729	\$2,692,463
San Jacinto	\$2,153,474	\$155,482	\$170,048	\$143,945	\$173,774	\$155,482	\$73,168	\$871,899
Temecula	\$1,533,124	\$0	\$0	\$981,440	\$45,950	\$91,900	\$104,278	\$1,223,568
Wildomar	\$424,084	\$89,727	\$27,438	\$18,292	\$18,292	\$18,292	\$147,773	\$319,814
County Central	\$2,185,271	\$9,146	\$0	\$36,584	\$210,358	\$18,292	\$0	\$274,380
County Hemet/S.J.	\$1,597,374	\$0	\$348,212	\$71,770	\$169,893	\$313,132	\$69,889	\$972,896
County Northwest	\$3,070,662	\$326,574	\$532,838	\$360,036	\$182,920	\$631,247	\$415,022	\$2,448,637
County Pass	\$141,968	\$0	\$9,146	\$0	\$18,292	\$18,292	\$0	\$45,730
County Southwest	\$4,933,120	\$263,995	\$172,508	\$289,850	\$223,476	\$124,361	\$113,045	\$1,187,233
Total	\$63,915,185	\$ 4,670,576	\$5,016,241	\$ 5,110,701	\$ 2,395,365	\$3,872,062	\$ 5,332,521	\$26,397,465

December 2019 TUMF revenues by land-use type



December 2019 TUMF Revenues by Zone



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Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: Resilient IE Activities Update

Contact: Andrea Howard, Associate, Placeworks, ahoward@placeworks.com, (510) 848-3815

Date: February 12, 2020

The purpose of this item is to provide an update on the Caltrans grant-funded Regional Climate Adaptation Toolkit project, Resilient IE.

Requested Action:

1. Receive and file.

Background

In 2018, Caltrans awarded WRCOG and its sub-applicant, the San Bernardino County Transportation Commission (SBCTA), an Adaptation Planning Grant through Senate Bill 1 (the Road Repair and Accountability Act) to develop a toolkit to support regional efforts preparing for and mitigating risks associated with climate adaptation and transportation infrastructure. A total of \$683,431 was awarded for the project which includes the following components:

1. Establishment of a regional climate collaborative;
2. A revision to WRCOG's community vulnerability assessment (VA) and a new VA for SBCTA;
3. City-level, climate-related transportation hazards and evacuation maps;
4. A climate resilient transportation infrastructure guidebook; and
5. A regional climate adaptation and resiliency template general plan element.

Resilient IE Deliverables

Following is a description of the specific products developed through Resilient IE and major highlights of the development process.

1. **Regional Climate Collaborative:** The project established a local branch of the Alliance of Regional Collaboratives for Climate Adaptation (ARCCA), a network of regional collaboratives across California that work together to advance climate adaptation statewide and increase local capacity to build community resilience. Through ARCCA, WRCOG and its member agencies will be able to connect with peers across the region and state to exchange knowledge, engage in targeted problem-solving, and implement joint campaigns for climate resiliency, effectively breaking down silos across sectors and jurisdictions, with the express aim of increasing local efficiency and resiliency.

After clearing initial hurdles to gather sufficient interest through surveys and meetings with an organizing committee composed of stakeholders representing multiple sectors across the region, the project team held a regional climate collaborative exploratory convening in August 2019 that was met with considerable enthusiasm, paving the way for the organizing efforts to move ahead. The project team then reconvened the organizing committee for a series of meetings in which it established the collaborative's name (Inland

Southern California Climate Collaborative (ISC3), organizational structure, and selected Climate Resolve – a Los Angeles-based nonprofit organization working to implement equitable solutions for resiliency – to administer the program. Though the climate collaborative was initially envisioned to encompass Riverside and San Bernardino Counties only, the organizing committee members championed the inclusion of Imperial County as well, citing its alignment of vulnerabilities with the inland region. Following the direction of the organizing committee, the project team developed a logo, built a website (<http://iscclimatecollaborative.org/>), created recruitment and informational materials for ISC3, and initiated recruitment efforts. The project team is currently completing the onboarding of Climate Resolve and will soon transfer administration of ISC3 to it. ISC3 promises a lasting presence of the Resilient IE project and will help to advance the region's resilience goals through collaborative planning on an ongoing basis.

2. Regional Vulnerability Assessments (VAs): In 2014, WRCOG released its Subregional Climate Action Plan, CAPtivate, which included a Vulnerability Assessment (VA) and Adaptation and Resiliency Strategy, which together identified effects of anticipated increases in the frequency and intensity of climate-related hazards, and assets in the subregion that are vulnerable, as well as opportunities and methods to mitigate identified vulnerabilities and increase resilience. As a component of Resilient IE, both documents have been updated to integrate the latest science and best practices and ensure consistency with the SBCTA documents developed by this project for the purposes of providing consistent and complementary work products for the other tasks included in the project. VAs and accompanying resilience strategies for both regions underwent two phases of staff and stakeholder revisions and are now available on the project webpage.

As an extension of this effort, the project team led a pilot transportation infrastructure risk-based valuation analysis. The pilot aims to support the identification and quantification of the probable impact of climate-related hazards on the performance of transportation infrastructure systems, to enable better informed prioritization of funding that takes into account the full costs of a transportation asset failure, including not only repairs versus maintenance, but also the costs borne by the system users. The pilot was spearheaded by SBCTA and included two transportation assets in San Bernardino County: the Cajon Pass and I-15 near the Ontario Airport. Among other key findings, the pilot confirmed that traditional methods for assessing costs discounts the sometimes hugely significant costs borne by system user and thus does not account for these when determining how to utilize limited resources.

WRCOG and SBCTA have secured additional funding from Caltrans' SB 1 Adaptation Planning Grant program to expand the pilot into a rigorous region-wide analysis of the climate risks associated with critical assets within the transportation network. The result will provide methods and resources for the region to incorporate asset risk into their planning processes and provide concrete tools for sound transportation project prioritization and investment by local jurisdictions.

3. Transportation Hazards and Evacuation Maps: After preparing an initial draft network of evacuation routes for each jurisdiction and subsequent review by the Planning Directors and Public Works Committees and equivalent SBCTA committees in May 2019, the project team conducted a hazards analysis to identify potential climate-related evacuation network interruptions. The transportation hazards and evacuation maps were then compiled into a portfolio of city-level maps, as well as a web-based map with hazard overlays (i.e., flood plains, extreme heat days, and wildfire burn areas) that can be used for a variety of climate adaptation and resiliency planning efforts, including insertion into local hazard mitigation plans, safety elements of the General Plan, or local adaptation plans / strategies. The final evacuation routes are accessible on the Resilient IE webpage at <http://www.wrcog.us/285/Resilient-IE>.
4. Climate Resilient Transportation Infrastructure Guidebook: The draft Guidebook was provided by the consultant team for review in early May 2019. Both WRCOG and SBCTA staff provided input on the draft Guidebook and the consultant team revised the document accordingly through two rounds of editing. The project team conducted two Guidebook orientation and implementation workshops in August 2019 for WRCOG and SBCTA planning and public works staff where input was received from member agencies. The Guidebook was then finalized to incorporate the latest round of member agency feedback and provides strategies for using green streets infrastructure, which aims to harness the efficacy of natural processes to mitigate identified risks and provide resiliency to climate change effects on the transportation

system. For example, permeable pavement can be used to help reduce pavement temperatures by absorbing sunlight, mitigate the urban heat island effect, and slow flash flooding during flood and storm events. The Guidebook is available on the Resilient IE webpage.

5. **Regional Climate Adaptation and Resiliency Element Template:** The template is a timely resource for jurisdictions to incorporate into its General Plans and/or use in other policy documents to meet newly enacted requirements under Senate Bill (SB) 379, which mandates that the safety elements of General Plans must now include climate adaptation and resiliency strategies, or that these strategies must otherwise be included in local hazard mitigation plans. This template builds on work previously conducted by WRCOG and provides the necessary framework for jurisdictions to comply with SB 379 and other mandates.

Because the template is heavily informed by the other components of Resilient IE, it is packaged as the final chapter of a comprehensive Resilient IE Toolkit, which provides introductions to each of the other resources developed through the project, discusses their applications, best practices, and key findings, and provides direct links to each. The template itself focuses on how individual jurisdictions can build resilience at the local level by developing adaptation efforts and integrating them into existing plans and processes. By using this regional Toolkit as a foundation for these local efforts, WRCOG and SBCTA member jurisdictions can develop specific adaptation responses that are unique to their own needs while being consistent with broader regional efforts.

All project materials can be found on the Resilient IE website at <http://www.wrcog.us/285/Resilient-IE>.

Next Steps

All primary Resilient IE deliverables are now complete. Staff and consultants are now working to address the final requirements of the grant, which include presentations to WRCOG's and SBCTA's committee structures in addition to preparation of a final project case study. Per the grant requirements, the principal components of Resilient IE will conclude by the end of February 2020 and staff will submit all invoicing and reporting requirements by March 2020.

Prior Actions:

December 12, 2019: The Public Works Committee received and filed.

December 12, 2019: The Planning Directors Committee received and filed.

June 21, 2019: The Executive Committee adopted Resolution Number 24-19; A Resolution of the Executive Committee of the Western Riverside Council of Governments authorizing the Executive Director to execute agreements with the California Department of Transportation for the Analyses for Smart Climate-Resilient Transportation Planning and Investments Project.

Fiscal Impact:

Caltrans is providing \$683,431 of an estimated total project cost of \$771,977. The grant monies will cover all consultant expenses and a portion of WRCOG staff expenses. WRCOG is contributing \$88,546 through in-kind (staff time) services to meet a required local match of 11.47% of the project whole. The staff time not covered by the grant will be covered through the Local Transportation Fund (LTF), and is programmed in the approved Fiscal Year 2019/2020 Agency budget.

Attachment:

None.

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Adoption and Implementation of Senate Bill 743

Contact: Chris Gray, Director of Transportation & Planning, cgray@wrcog.us, (951) 405-6710

Date: February 13, 2020

The purpose of this item is to provide an update on recent developments related to Senate Bill (SB) 743 implementation.

Requested Action:

1. Receive and file.

SB 743 changes how transportation impacts are measured under the California Environmental Quality Act (CEQA) from using vehicle Level of Service (LOS) to using Vehicle Miles Traveled (VMT). To implement the legislation, lead agencies will need to determine appropriate VMT methodologies, thresholds, and feasible mitigation measures. WRCOG undertook a study to help its member agencies understand the specific questions that need to be addressed when making these determinations and to provide research, analysis, and other evidence to support their final SB 743 implementation decisions. SB 743 must be implemented by lead agencies by July 1, 2020.

Background

SB 743 requires local agencies to use VMT as an impact criterion when evaluating a project's transportation impacts under CEQA. Historically, delay and congestion were the metrics used when evaluating transportation issues. Since few agencies use VMT to analyze transportation impacts, there is a need to develop appropriate guidance for projects subject to environmental review. This guidance will ensure that all projects subject to review by that agency use the same data, approaches, and analytical tools.

Recent Developments

On November 26, 2019, a decision was published by the Third Appellate District for the California Court of Appeals that directly addressed SB 743. The Court reached three major findings:

- When considering issues like SB 743 and its applicability, the timing is determined by the date the document was circulated, not when it was reviewed
- VMT analysis is not required at this time, since the requirement does not apply until July 1, 2020
- LOS cannot be used in the context of CEQA decision-making for transportation-related impacts

Based on WRCOG's research, the first two items can be viewed in a positive light, meaning that projects are not yet required to consider VMT as a transportation impact and it verifies that the requirement does not apply until July 1, 2020.

However; the third conclusion is problematic since many jurisdictions are currently evaluating projects using LOS solely as the basis for transportation impacts under CEQA. Based on this conclusion, there are on-going

discussions between various CEQA attorneys, transportation consultants, and agency staff who have generally recommended one of three courses of action:

- Implement VMT thresholds and methodologies as soon as possible
- Develop alternative transportation thresholds based on other aspects of the CEQA checklist. Some of these alternative thresholds rely on impacts to the roadway system in terms of safety, roadway design, and other physical impacts
- Continue with LOS-based impact analysis

WRCOG recommends that each member agency consult with its legal counsel to determine the most appropriate course of action for projects which are currently in process.

There is clear agreement on one topic – VMT analysis will need to be incorporated into any environmental documents circulated after July 1, 2020. Because of that, WRCOG strongly recommends that each of its member agencies move forward with implementing SB 743 based on the materials previously generated by WRCOG.

SB 743 Adoption

WRCOG member agencies will have to adopt a resolution to implement SB 743. A draft resolution is attached for reference along with a template Staff Report. It is important to note that the jurisdiction must, at the very least, follow its standard protocol in adopting resolutions. CEQA indicates that thresholds of significance must be adopted pursuant to a process that allows for public input but there is no minimum notice requirement. It should be sufficient if the jurisdiction publicly circulates a proposed threshold for 30-day comment ahead of adoption. WRCOG also recommends that including the resolution as part of noticed public meetings before the City Council (and perhaps the Planning Commission, too). Member agencies may also opt to hold formal public hearings (with 10-day notice circulated ahead of time). Again, we encourage you to consult with your agency legal counsel to determine the

In addition, the jurisdiction's Traffic Impact Analysis Guidelines (Guidelines) must also be revised and adopted to ensure consistency with SB 743 implementation. In order to lessen the resources needed from jurisdictions to implement SB 743 prior to July 1, 2020, WRCOG developed the Guidelines to incorporate required aspects of the legislation into the guide. The update focused on two main components: (1) VMT guidance consistent with information from the WRCOG SB 743 Implementation Pathway Study, and (2) updates to the LOS guidelines currently being utilized in the subregion. The updated guidelines outline VMT impact thresholds and mitigation requirements. The agency should consider adopting the updated guidelines concurrently with the adoption of VMT related materials as well.

The resolution should address the topics below.

Methodology

Baseline VMT Methodology and Data: Base Year (2012) total VMT per service population (i.e., population plus employment), home-based VMT per capita, and home-based work VMT per worker were calculated using outputs from the Southern California Association of Governments' (SCAG) Regional Transportation Plan travel forecasting model and the Riverside County Transportation Analysis Model (RIVTAM). In addition, data from the California Household Travel Survey was used to compare model derived estimates of home-based VMT with those based on survey observations. VMT results and comparisons of results from different data sources were displayed graphically to aid in determining the appropriate VMT metric and data source for calculating VMT for use in the WRCOG subregion.

Based on the different options analyzed, **WRCOG's preferred method is to utilize the Riverside County Travel Demand Model (RIVTAM / RIVCOM) and the VMT per service population data.** Jurisdictions and technical experts have been utilizing RIVTAM since 2009, so there is a familiarity with the model. In addition, WRCOG is developing a new version of the model, RIVCOM, which will be updated and refined to improve compliance with SB 743 expectations (i.e., full external trip lengths). In addition, normalizing VMT per service

population essentially provides a transportation efficiency metric that the analysis is based on. Using this efficiency metric allows the user to compare the project to the remainder of the project area for purposes of identifying transportation impacts.

Tools Assessment: The capabilities of travel forecasting models along with 11 sketch model tools were reviewed to determine their strengths and weaknesses in generating appropriate VMT results for SB 743 analysis and testing VMT mitigation strategies. **The travel forecasting model review resulted in the RIVTAM model being preferred for VMT impact analysis in the WRCOG subregion.**

For thresholds that are based on an efficiency form of VMT, a customized forecasting and screening tool was also recommended, which would use RIVTAM model inputs and outputs. This tool would be utilized to provide an initial screening of potential VMT impacts for projects and provide evidence to support presumptions of less than significant impact findings. The sketch model tools were determined to be most appropriate for testing VMT mitigation, with CalEEMod, GreenTRIP Connect, and TDM+ being the most effective. Since these tools rely on TDM strategies to reduce VMT, an important limitation was highlighted that many of these strategies are dependent on building tenants, which can change over time. Hence, relying on TDM programs tied to tenants would likely result in the need for on-going monitoring to verify performance.

Thresholds

Potential VMT thresholds were assessed within the context of the objectives of SB 743, legal opinions related to the legislation, proposed CEQA Guidelines updates, and the Technical Advisory produced by the Governor's Office of Planning and Research (OPR). The project team, led by Fehr & Peers, identified four threshold options for consideration by lead agencies.

1. Thresholds consistent with OPR's Technical Advisory, recommending that proposed developments generate VMT per person that is 15% below existing VMT per capita;
2. Thresholds consistent with lead agency air quality, greenhouse gas emissions reduction, and energy conservation goals;
3. Thresholds consistent with the Regional Transportation Plan / Sustainable Communities Strategy future year VMT projects by jurisdiction or subregion; and
4. Thresholds based on baseline VMT performance by jurisdiction or subregion.

Based on the research conducted, provided in this report (Attachment 1), WRCOG recommends utilizing a threshold consistent of below a jurisdiction's average VMT.

Mitigation

Transportation Demand Management (TDM) strategies and its effectiveness for reducing VMT were reviewed and assessed for relevancy in the WRCOG subregion. Given the subregion's rural / suburban land use context, the following key strategies were identified as the most appropriate.

- Diversifying land use
- Improving pedestrian networks
- Implementing traffic calming infrastructure
- Building low-street bicycle network improvements
- Encouraging telecommuting and alternative work schedules
- Providing ride-share programs

Due to limitations of project-by-project approaches to reducing VMT, an evaluation of larger mitigation programs was conducted. The evaluation considered existing programs such as the WRCOG Transportation Uniform Mitigation Fee (TUMF) Program and new mitigation program concepts. While the TUMF Program funds a variety of projects including those that would contribute to VMT reduction, the overall effect of the Program results in an increase in VMT due to substantial roadway capacity expansion. TUMF could be modified to separate the VMT, reducing projects into a separate impact fee program based on a VMT reduction nexus, but it could not be relied upon for VMT mitigation in its current form.

New program concepts include VMT mitigation banks and exchanges. These are innovative concepts that have not yet been developed and tested but are being considered in areas where limited mitigation options would otherwise exist. WRCOG is undertaking a study to look into the feasibility of a VMT mitigation bank or exchange in order to further assist lead agencies in implementing SB 743.

Prior Action:

November 14, 2019: The Public Works Committee received and filed.

Fiscal Impact:

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

Attachments:

1. SB 743 Draft Resolution.
2. SB 743 Resolution Template Staff Report.

Item 7.B

Adoption and Implementation of
Senate Bill 743

Attachment 1

SB 743 Draft Resolution

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RESOLUTION NO. 2020-XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
ADOPTING “VEHICLE MILES TRAVELED”
THRESHOLDS OF SIGNIFICANCE FOR PURPOSES OF
ANALYZING TRANSPORTATION IMPACTS UNDER THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, the California Environmental Quality Act Guidelines (“CEQA Guidelines”) encourage public agencies to develop and publish generally applicable “thresholds of significance” to be used in determining the significance of a project’s environmental effects; and

WHEREAS, CEQA Guidelines section 15064.7(a) defines a threshold of significance as “an identifiable quantitative, qualitative or performance level of a particular environmental effect, noncompliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant”; and

WHEREAS, CEQA Guidelines section 15064.7(b) requires that thresholds of significance must be adopted by ordinance, resolution, rule, or regulations, developed through a public review process, and be supported by substantial evidence; and

WHEREAS, pursuant to CEQA Guidelines section 15064.7(c), when adopting thresholds of significance, a public agency may consider thresholds of significance adopted or recommended by other public agencies provided that the decision of the agency is supported by substantial evidence; and

WHEREAS, Senate Bill 743, enacted in 2013 and codified in Public Resources Code section 21099, required changes to the CEQA Guidelines regarding the criteria for determining the significance of transportation impacts of projects; and

WHEREAS, in 2018, the Governor’s Office of Planning and Research (“OPR”) proposed, and the California Natural Resources Agency certified and adopted, new CEQA Guidelines section 15064.3 that identifies vehicle miles traveled (“VMT”) – meaning the amount and distance of automobile travel attributable to a project – as the most appropriate metric to evaluate a project’s transportation impacts; and

WHEREAS, as a result, automobile delay, as measured by “level of service” and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA; and

WHEREAS, CEQA Guidelines section 15064.3 goes into effect on July 1, 2020, though public agencies may elect to be governed by this section immediately; and

WHEREAS, the City of _____, following a public review process consisting of staff presentations before the Planning Commission, and a public outreach meeting, wishes to adopt the VMT thresholds of significance for determining the significance of transportation impacts that are recommended in an analysis conducted by the Western Riverside Council of Governments on behalf of its member jurisdictions.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of _____ as follows:

Section 1. The City of _____ hereby adopts the following:

1. Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its methodology to measure VMT.
2. Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its method to analyze a project's VMT impact.
3. Utilizing a threshold consistent with the City's current average VMT per service population (population plus employment).

Section 2. This Resolution shall take effect immediately upon its adoption by the City Council, and the Clerk of the Council shall attest to and certify the vote adopting this Resolution.

ADOPTED this _____ day of April, 2020.

XYZ
Mayor

APPROVED AS TO FORM:
Sonia R. Carvalho, City Attorney

By: _____
John M. Funk
Assistant City Attorney

AYES: Councilmembers _____

NOES: Councilmembers _____

ABSTAIN: Councilmembers _____

NOT PRESENT: Councilmembers _____

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, _____, Clerk of the Council, do hereby attest to and certify the attached Resolution No. 2020-XXX to be the original resolution adopted by the City Council of the City of _____ on _____, 2020.

Date: _____

Clerk of the Council
City of _____

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Item 7.B

SB 743 Implementation Activities
Update

Attachment 2

SB 743 Resolution Template Staff
Report

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STAFF REPORT TEMPLATE

TO: CITY COUNCIL / BOARD OF SUPERVISORS

FROM: CITY MANAGER / DIRECTOR OF PUBLIC WORKS / DIRECTOR OF
TRANSPORTATION & LAND MANAGEMENT

SUBJECT: PROPOSED ORDINANCE TO ADOPT VEHICLE MILES TRAVELED
THRESHOLDS FOR CALIFORNIA ENVIRONMENTAL QUALITY ACT
COMPLIANCE RELATED TO TRANSPORTATION ANALYSIS

DATED: _____, 2020

RECOMMENDED ACTION:

1. Adoption of the attached resolution No. _____ approving Vehicle Miles Traveled thresholds for California Environmental Quality Act compliance related to transportation analysis.

BACKGROUND:

Senate Bill (SB) 743 changes how transportation impacts are measured under the California Environmental Quality Act (CEQA) from using vehicle Level of Service (LOS) to using Vehicle Miles Traveled (VMT). Historically, delay and congestion were the metrics used when evaluating transportation impacts. To implement the legislation, lead agencies will need to determine appropriate VMT methodologies, thresholds, and feasible mitigation measures. Since VMT is a new methodology to analyze transportation impacts, there was a need to develop appropriate guidance for projects subject to environmental review. The guidance is to ensure that all projects subject to review by that agency use the same data, approaches, and analytical tools. A study was conducted by the Western Riverside Council of Governments to assist its member agencies understand the specific questions that need to be addressed when making these determinations and to provide research, analysis, and other evidence to support their final SB 743 implementation decisions. The goal of the study was to provide jurisdictions as much facts to help jurisdictions develop a record. The recommendations provided either are direct recommendations from the WRCOG analysis or have been adjusted to better suit the jurisdiction's needs. SB 743 must be implemented by lead agencies by July 1, 2020.

DISCUSSION:

Since SB 743 represents a significant departure from the jurisdiction's current practice, the jurisdiction must address the following questions below prior to taking any action:

1. Methodology – what methodology should be used to forecast projected-generated VMT and the project's effect on VMT under baseline and cumulative conditions, and how does the selection of a threshold influence the methodology decision?
2. Thresholds – what threshold options are available to each jurisdiction and what substantial evidence exists to support selecting a specific VMT threshold?
3. Mitigation – what would constitute feasible mitigation measures for a VMT impact given the land use and transportation context of the WRCOG region?

The methodology to forecast 'project-generated VMT,' the VMT thresholds, and the mitigation measures utilized must be adopted by each jurisdiction.

Methodology

Baseline VMT Methodology and Data: Base Year (2012) total VMT per service population (i.e., population plus employment), home-based VMT per capita, and home-based work VMT per worker were calculated using outputs from the Southern California Association of Governments' (SCAG) Regional Transportation Plan travel forecasting model and the Riverside County Transportation Analysis Model (RIVTAM). In addition, data from the California Household Travel Survey was used to compare model derived estimates of home-based VMT with those based on survey observations. VMT results and comparisons of results from different data sources were displayed graphically to aid in determining the appropriate VMT metric and data source for calculating VMT for use in the WRCOG subregion.

Based on the different options analyzed, **it is recommended to utilize the Riverside County Travel Demand Model (RIVTAM / RIVCOM) and the VMT per service population data, as noted in the WRCOG analyses.** Jurisdictions and technical experts have been utilizing RIVTAM since 2009, so there is a familiarity with the model. Furthermore, a new version of the Riverside County Travel Demand Model is being developed by WRCOG and will be ready for use by Fall 2020. The new version of the model will be updated and refined to improve compliance with SB 743 expectations (i.e., full external trip lengths).

Tools Assessment: The capabilities of travel forecasting models along with 11 sketch model tools were reviewed to determine their strengths and weaknesses in generating appropriate VMT results for SB 743 analysis and testing VMT mitigation strategies. Based on the **travel forecasting model review, it is recommended that the RIVTAM be utilized for VMT impact analysis.**

For thresholds that are based on an efficiency form of VMT, a customized forecasting and screening tool was also recommended, which would use RIVTAM model inputs and outputs. This tool would be utilized to provide an initial screening of potential VMT impacts for projects and provide evidence to support presumptions of less than significant impact findings. The sketch model tools were determined to be most appropriate for testing VMT mitigation, with CalEEMod, GreenTRIP Connect, and TDM+ being the most effective. Since these tools rely on TDM strategies to reduce VMT, an important limitation was highlighted that many of these strategies are dependent on building tenants, which can change over time. Hence, relying on TDM programs tied to tenants would likely result in the need for on-going monitoring to verify performance.

Thresholds

Potential VMT thresholds were assessed within the context of the objectives of SB 743, legal opinions related to the legislation, proposed CEQA Guidelines updates, and the Technical Advisory produced by the Governor's Office of Planning and Research (OPR). The project team, led by Fehr & Peers, identified four threshold options for consideration by lead agencies.

1. Thresholds consistent with OPR's Technical Advisory, recommending that proposed developments generate VMT per person that is 15% below existing VMT per capita;
2. Thresholds consistent with Lead Agency air quality, greenhouse gas emissions reduction, and energy conservation goals;

3. Thresholds consistent with the Regional Transportation Plan / Sustainable Communities Strategy future year VMT projects by jurisdiction or subregion; and
4. Thresholds based on baseline VMT performance by jurisdiction or subregion.

Based on the research conducted by WRCOG, which is provided (attachment 1) in this report, it is recommended that that the jurisdiction utilize a threshold consistent of (JURISDICTION NEEDS TO PICK AN OPTION) below the jurisdiction's current average VMT per service population per household or below the subregion's average VMT.

Mitigation

Transportation Demand Management (TDM) strategies and its effectiveness for reducing VMT were reviewed and assessed for relevancy. Given the jurisdiction's rural / suburban land use context, the following key strategies were identified as the most appropriate.

- diversifying land use
- improving pedestrian networks
- implementing traffic calming infrastructure
- building low-street bicycle network improvements
- encouraging telecommuting and alternative work schedules
- providing ride-share programs

Due to limitations of project-by-project approaches to reducing VMT, an evaluation of larger mitigation programs was conducted by WRCOG. The evaluation considered existing programs such as the WRCOG Transportation Uniform Mitigation Fee (TUMF) Program and new mitigation program concepts. While the TUMF funds a variety of projects including those that would contribute to VMT reduction, the overall effect of the Program results in an increase in VMT due to substantial roadway capacity expansion. The TUMF could be modified to separate the VMT, reducing projects into a separate impact fee program based on a VMT reduction nexus, but it could not be relied upon for VMT mitigation in its current form. New program concepts included VMT mitigation banks and exchanges. These are innovative concepts that have not yet been developed and tested but are being considered in areas where limited mitigation options would otherwise exist. WRCOG is undertaking a study to look into the feasibility of a VMT mitigation bank or exchange in order to further assist lead agencies in implementing SB 743.

Updated Traffic Impact Analysis Guidelines

The jurisdiction's Traffic Impact Analysis Guidelines has been revised to ensure consistency with SB 743 implementation. The revision incorporates VMT guidance consistent with the information from the WRCOG SB 743 Implementation Pathway Study and updates to the LOS guidelines currently being utilized.

The VMT guidelines tiered from the WRCOG study and includes "likely" VMT thresholds of significance that would be considered by each member jurisdiction. The guidelines refer to the WRCOG screening tool that was developed for the SB 743 Implementation Pathway Study and provides directions for model use of projects that are likely not screened out. Mitigation measures and methods for quantification have been identified.

In addition, the current guidelines were updated to meet state-of-the-practice analysis techniques for LOS assessment. The guidelines should be updated in a manner that are easy to adjust and revise for jurisdictions to utilize for its purposes. The existing language in the guidelines was also

modified to reference improvements required instead of historic CEQA terminology in order to distinguish between CEQA and non-CEQA requirements. Lastly, the LOS naming was simplified to be more consistent with requirements in other jurisdictions statewide.



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Updated Traffic Impact Analysis Guidelines Template

Contact: Chris Gray, Director of Transportation & Planning, cgray@wrcog.us, (951) 405-6710

Date: February 13, 2020

The purpose of this item is to request review of the updated Traffic Impact Analysis (TIA) Guidelines and provide comments.

Requested Action:

1. Discuss and provide input.

Most jurisdictions in the WRCOG subregion utilize the Riverside County Transportation Department TIA Preparation Guide as a basis for its traffic study guidelines, and the Preparation Guide utilizes Level of Services (LOS) to measure transportation impacts. SB 743 changes how these impacts are measured under the California Environmental Quality Act (CEQA) from using vehicle LOS to using Vehicle Miles Traveled (VMT). WRCOG drafted new Traffic Impact Analysis (TIA) Guidelines in order to lessen the amount of work each jurisdiction must complete prior to July 1, 2020, which is when the legislation is to be implemented.

TIA Guidelines

In order to lessen the resources needed from jurisdictions to implement SB 743 prior to July 1, 2020, WRCOG drafted a TIA Guidelines (Guidelines) template to incorporate required aspects of the legislation. Fehr & Peers completed the draft Guidelines to ensure consistency with SB 743 implementation, as they completed the SB 743 Implementation Pathway Study that WRCOG conducted on behalf of the subregion. The Guidelines focus on two main components: (1) VMT guidance consistent with information from the WRCOG SB 743 Implementation Pathway Study, and (2) updates to the LOS guidelines currently being utilized in the subregion.

The VMT guidelines tiered from the WRCOG study and includes “likely” VMT thresholds of significance that would be considered by each member jurisdiction. The guidelines refer to the WRCOG screening tool that was developed for the SB 743 Implementation Pathway Study and provides directions for model use of projects that are likely not screened out. Mitigation measures and methods for quantification have been identified.

In addition, the Guidelines include state-of-the-practice analysis techniques for LOS assessment. TIA Guidelines, in general, should be updated in a manner that are easy to adjust and revise for jurisdictions to utilize for its purposes. The Guidelines references improvements required instead of historic CEQA terminology in order to distinguish between CEQA and non-CEQA requirements. Lastly, the LOS naming is simplified to be more consistent with requirements in other jurisdictions statewide.

The project team will place footnotes in the Guidelines referencing text where local agencies may want to reference alternative thresholds. This would include VMT thresholds (in case a local agency chooses to adopt a guide that differs from WRCOG’s recommendations) and/or locations where a different LOS standard would be utilized based on a city’s general plan policy.

The project team will communicate its findings and present the updated Guidelines through the WRCOG standing committees. It is anticipated that the updated Guide will be ready for distribution at the March PDC and PWC meetings.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

1. Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment.

Item 7.C

Updated Traffic Impact Analysis Guidelines Template

Attachment 1

Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment

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Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment

FEHR  PEERS

Updated January 2020

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Introduction

Background Information

SB 743, signed by the Governor in 2013, is changing the way transportation impacts are identified. Specifically, the legislation has directed the Office of Planning and Research (OPR) to look at different metrics for identifying transportation as a CEQA impact. The Final OPR guidelines were released in December 2018 and identified vehicle miles of travel (VMT) as the preferred metric moving forward. The Natural Resources Agency completed the rule making process to modify the CEQA guidelines in December of 2018.

In anticipation of the change to VMT, WRCOG completed a SB 743 Implementation Pathway Study in 2019 to assist their member organizations with answering important implementation questions about the methodology, thresholds, and mitigation approaches for VMT impact analysis. The WRCOG study can be accessed on-line (<http://www.fehrandpeers.com/wrcog-sb743/>) and includes the following main components.

- Thresholds Evaluation Memorandum – Potential thresholds WRCOG agencies could consider when establishing thresholds of significance for VMT assessment
- Methodologies and Calculations Memorandum – Types of VMT that could be considered for impact assessment
- Tools Evaluation Memorandum – Types of tools that could be used to estimate VMT and the pros/cons associated with each tool
- Mitigation Memorandum – Types of mitigation that can be considered for VMT mitigation
- VMT Screening Tool – An on-line GIS tool that can be used for VMT screening

All WRCOG agencies can utilize the information produced through the Implementation Pathway Study to adopt their own methodology and significance thresholds for use in CEQA compliance. As noted in CEQA Guidelines Section 15064.7(b) below, lead agencies are encouraged to formally adopt their significance thresholds and this is key part of the SB 743 implementation process. .

(b) Each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects. Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence. Lead agencies may also use thresholds on a case-by-case basis as provided in Section 15064(b)(2).

To complement the previous work, WRCOG has produced these Transportation Impact Analysis (TIA) Guidelines to outline the specific steps for complying with the new CEQA expectations for VMT analysis and the applicable general plan consistency requirements, which may still involve performing level of service (LOS) analysis for most agencies. ***These guidelines are intended to be a discretionary 'template' that WRCOG agencies may choose to use or modify.***

Is Level of Service Still Important?

Many jurisdictions in the WRCOG region have adopted vehicle LOS policies that set standards for which local agency infrastructure will strive to maintain. These policies are contained in general plans and therefore apply to discretionary approvals of new land use and transportation projects. Therefore, these guidelines also include instructions for vehicle LOS analysis consistent with general plan requirements. The LOS guidelines are largely based on the Riverside County guidelines that were developed in April of 2008 and have been updated to reflect state of the practice.

Note to WRCOG Member Agencies

These guidelines have been developed as a resource to WRCOG member agencies. As such, member agencies should utilize and modify these guidelines at their discretion to assist with traffic impact analysis requirements.

In many cases, these guidelines represent thresholds recommended by WRCOG that are applicable to most WRCOG member agencies; however, lead agencies may wish to modify the identified requirements to reflect appropriate goals and values of the agency.

Finally, it should be noted that CEQA requirements change as the CEQA Guidelines are periodically updated and/or legal opinions are rendered that change how analysis is completed. As such, WRCOG local agencies should continually review their guidelines for applicability and consultants should contact the member agency to ensure that they are applying the most recent guidelines for project impact assessment.

Guidelines Organization

The remainder of this guidelines document is organized as follows. We have attempted to organize this memorandum to provide background information, assessment for congestion management/General Plan Consistency (e.g. LOS analysis), and CEQA assessment (e.g. VMT analysis).

1. Introduction
2. Need for Transportation Impact Study
3. LOS Assessment for General Plan Consistency
4. CEQA Assessment - VMT Analysis
5. CEQA Assessment - Active Transportation and Public Transit Analysis
6. Transportation Impact Analysis Format

Introduction

One of the fundamental roles of government agencies is the construction and maintenance of public infrastructure facilities including roadways, rail and bus facilities, bicycle and pedestrian infrastructure, water lines, sanitary sewer lines, stormwater treatment facilities, parks, and other public facilities.

When private development occurs, it is the responsibility of government to ensure that there are adequate public facilities to serve increment population and employment growth. For the transportation system, one way to address this issue is the preparation of a Traffic Impact Analysis (TIA).

For the past several decades, the preparation of a TIA was integrated into the CEQA process, in which the TIA was used primarily to analyze a project's impacts under CEQA. However, with the passage of SB 743, changes to the TIA process are necessary. Specifically, a TIA may be need as a stand-alone document which is a requirement of project approval and will include information for the decision makers that is not required as part of the CEQA process.

The purpose of Transportation Impact Analysis (TIA) Guidelines is to provide general instructions for analyzing the potential transportation impacts of proposed development projects (e.g., general plan Amendments and zoning changes). These guidelines present the recommended format and methodology that should generally be utilized in the preparation of TIAs. These recommendations are based on Riverside County's most recent TIA Guidelines from April 2008 with updates to comply with the state of the practice advances and new California Environmental Quality Act (CEQA) expectations prompted by Senate Bill 743 (SB 743). These recommendations are general guidelines and the local agency has the discretion to modify the TIA requirements based on the unique characteristics of a particular project.

To avoid unnecessary delays or revisions and to streamline the TIA preparation and review process, the local agency should require that the applicant submit and have approved a scoping form prior to the preparation and submittal of a draft TIA. A version of the scoping form in Word format is attached to this document and includes a process for both LOS assessment and VMT assessment.

CEQA Changes

Since the last TIA Guidelines update, SB 743 was signed into law. A key element of this law is the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. This change is intended to assist in balancing the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

SB 743 contains amendments to current congestion management law that allows cities and counties to effectively opt-out of the LOS standards that would otherwise apply in areas where Congestion Management Plans (CMPs) are still used (including Riverside County). Further, SB 743 required the Governor's Office of Planning and Research (OPR) to update the CEQA Guidelines and

establish criteria for determining the significance of transportation impacts. In December 2018, OPR released their final recommended guidelines based on feedback with the public, public agencies, and various organizations and individuals. OPR recommended Vehicle Miles Traveled (VMT) as the most appropriate measure of project transportation impacts for land use projects and land use plans. For transportation projects, lead agencies may select their own preferred metric but must support their decision with substantial evidence that complies with CEQA expectations. SB 743 does not prevent a city or county from continuing to analyze delay or LOS outside of CEQA review for other transportation planning or analysis purposes (i.e., general plans, impact fee programs, corridor studies, congestion mitigation, or ongoing network monitoring); but these metrics may no longer constitute the sole basis for CEQA impacts.

These updated TIA Guidelines have been designed to comply with the new CEQA Guidelines expectations and build on the information prepared for WRCOG's Implementation Pathway Study. The TIA Guidelines are intended for the sole use of WRCOG member agencies. Each member agency can utilize or modify these guidelines as appropriate.

Need for Transportation Impact Analysis

The need for a TIA may stem from CEQA compliance, general plan consistency, or both. Discretionary actions of public agencies all trigger CEQA review, but whether a TIA is required depends on the findings of the local agency initial study and the potential for the project to cause a significant impact. General plan consistency is required for all discretionary actions as well but local agencies have discretion as to how consistency is determined. To aid development review, each local agency should establish an early review process for determining whether a TIA is required and what type of TIA should be prepared with respect to CEQA compliance and general plan consistency.

Need to Complete LOS as part of the TIA Analysis

The following activities generally will not require a TIA that includes LOS analysis. This presumption is based on the activities associated with the project (e.g. they are local serving) or the limited trip generation of the project (e.g. projects that generate less than 100 peak hour trips as projects that generate 100 or less trips typically do not affect LOS significantly once distributed to the local roadway network).

- All residential parcel maps
- Single family residential tracts of less than 100 lots
- Apartments and multi-family projects of less than 150 units
- Plot plan and uses cases for projects of one acre or less
- Preschools, local serving elementary schools and local serving middle schools
- Local serving churches, lodges, community centers, neighborhood parks and community parks
- Mini storage yards
- Congregate care facilities that contain significant special services, such as medical facilities, dining facilities, recreation facilities and support retail services
- Any use which can demonstrate trip generation of less than 100 vehicle trips in the peak hour.

The lead agency reserves the right to require an applicant to prepare additional traffic analysis based on:

- Presence of an existing or potential safety problem
- Location of the development in an environmentally or otherwise sensitive area, or in an area that is likely to generate public controversy
- Presence of a nearby substandard intersection or street
- Need for a focused study for access/operational issues
- Request from an affected agency, such as Caltrans or adjacent City; if the request is deemed reasonable and appropriate

Need to Complete VMT as part of the TIA Analysis

The following activities generally will not require a TIA that includes VMT. This presumption is based on the substantial evidence provided in the OPR Technical Advisory supporting SB 743 implementation or is related to projects that are local serving which, by definition, would decrease the number of trips or the distance those trips travel to access the development (and are VMT-reducing projects).

- Projects located in a Transit Priority Areas (TPA) (as defined later in this guidance)
- Projects located in a low-VMT generating area (as defined later in this guidance)
- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving gas stations
- Local-serving banks
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Projects generating less than 110 daily vehicle trips¹
 - This generally corresponds to the following “typical” development potentials:
 - 11 single family housing units
 - 16 multi-family, condominiums, or townhouse housing units
 - 10,000 sq. ft. of office
 - 15,000 sq. ft. of light industrial²
 - 63,000 sq. ft. of warehousing³
 - 79,000 sq. ft. of high cube transload and short-term storage warehouse³

¹ This threshold ties directly to the OPR technical advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

² Threshold may be higher depending on the tenant and the use of the site. This number was estimated using rates from ITE’s Trip Generation Manual.

Coordination with the Lead Agency

To streamline the TIA preparation and review process, the TIA preparer shall solicit input and approval for the lead agency prior to the preparation and submittal of a draft TIA document. A TIA "Project Scoping Form", attached, shall be prepared by the Engineer and submitted to the Lead Agency for approval prior to the preparation of a draft TIA. The Project Scoping Form provides for agreement of the following key points before initiating the TIA.

- Determination of study area, intersections, and roadway links to be analyzed.
- Project trip generation, distribution, and assignment.
- Presentation of screening criteria used to screen the project from VMT assessment or proposed methodology/metrics that will be applied to estimate VMT.
- Use of other approved projects for background traffic, traffic growth assumptions, or integration with RIVTAM or RIVCOM³ travel demand model.
- Coordination with adjacent agencies.
- For projects within one mile of a state highway, or any project that may add traffic on the state highway, the Engineer shall also coordinate with Caltrans.

³ Note – RIVCOM is currently under development with an anticipated completion date in the Spring/Summer of 2020. Once finalized, RIVCOM should be utilized for all forecasting activity. Please coordinate with WRCOG to ensure that the prepare utilizes the most recent travel demand forecasting model.

Level of Service Assessment for General Plan Consistency

Methodologies

The following LOS analysis is required to meet with general plan consistency requirements.

Intersections

The most recent version of the *Highway Capacity Manual* (Transportation Research Board) should be utilized for both signalized and unsignalized intersections. The following parameters should be included in the analysis.

- Saturation Flow Rate consistent with field measurements or 1,900 passenger cars/hour/lane
- Heavy Vehicle Factor based on count data or provided by the local agency; analyst may use a Passenger Car Equivalent (PCE) conversion to reflect heavy vehicles in the volume or incorporate the heavy vehicle factor in the capacity calculation consistent with HCM requirements
- Grade based on existing or proposed grade of the facility
- Minimum green time should be based on existing signal timings (timing sheets provided by the local agency or collected in the field)
- Cycle lengths should be based on existing signal timings or measured in the field
- Lost time should be based on existing signal timings or consistent with the recommendations from the HCM
- Peak hour factors should be based on count data; future peak hour factor should be 0.95
- Intersections must be evaluated with HCM-consistent software; for locations where closely spaced intersections occur or queues build over space and time (extending to upstream or downstream intersections), microsimulation should be utilized to accurately evaluate the intersections as a system. This may require inclusion of freeway facilities.

When developing mitigation, the following recommendations should be considered.

- Exclusive left-turn lanes should be considered when peak hour volumes exceed 100
- Dual left-turn lanes should be considered when peak hour volumes exceed 300
- Protected left-turn phasing should be considered when the peak hour left turn volume exceeds 240 vehicles

Roadway Segment Assessment

The local agency may require roadway segment evaluation in addition to intersection analysis. In those instances, roadway segment capacity should be based on local agency preferences as documented in their General Plan, General Plan EIR, or equivalent document. If capacities are not identified, then the capacities utilized for roadway segment evaluation should be based on the HCM.

Study Area Boundaries for LOS assessment

In general, the minimum area to be studied should include any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets; at which the proposed project will add 50 or more peak hour trips. In general, the study area should not exceed a 5-mile radius from the project site unless evidence is available to justify a larger area. Please note that the local agency may expand or contract the study area at their discretion.

Analysis Scenarios

The following study scenarios should be included for intersection capacity analysis:

- a) Existing Conditions
- b) Background Conditions – Defined as Opening Year Conditions with traffic from approved projects in the area (note, if there are no or limited approved projects in the area of the project, an ambient growth rate could be considered in lieu of assigning traffic from approved projects in the area)
- c) Background Plus Project Conditions – Defined as background conditions plus traffic from the proposed project
- d) Cumulative No Project Conditions – Defined as ambient growth to the Cumulative Horizon (typically coinciding with the forecast horizon of the RIVTAM/RIVCOM travel demand forecasting model) that includes traffic from approved and pending projects in the area
- e) Cumulative Plus Project Conditions – Defined as Cumulative No Project Conditions plus traffic from the proposed project

Phased projects could be evaluated in three ways. First, the analyst can identify which phase of a project triggers a needed improvement based on the comparison of Background Conditions to Background Plus Project Conditions. Alternatively, they can provide a phased assessment looking at opening years of each phase. Finally, for large phased projects, the project as a whole could be evaluated initially; however, subsequent traffic studies would have to be completed for each proposed phase implementation to ensure that improvements are implemented when they are needed. The local agency should be consulted to identify which approach is most appropriate for a proposed project if phasing is proposed; however, the first option noted above is recommended for most phased projects.

Recommendations for developing Ambient Traffic and Cumulative Traffic are provided in the next section of this document.

Data Collection, Project Trip Generation, and Forecasting Methodologies

The following recommendations pertaining to traffic count collection, project trip development, and traffic forecasting methodologies have been developed to maintain consistency across different TIAs and reflect current state of the practice.

Traffic Counts

Data for existing traffic conditions should be collected for the project using the following guidelines.

- Peak period turning movement counts at all study intersections, roadway segments (if required) and/or driveways, including bicycle and pedestrian counts at intersections with high non-automotive use, should be collected. For intersections with high percentages of heavy vehicles, turning movement counts should count heavy vehicles separately.
- Average Daily Traffic (ADT) for all roadways within study area (if required) and vehicle classification counts in areas with a high percentage of heavy vehicle use.
- Traffic counts should not be used if more than one year old without prior approval.
- Traffic data should not be collected on weeks that include a holiday and non-school session time periods unless approved by the local agency.
- Traffic data should not be collected between Thanksgiving and the first week of the new year without prior approval.
- Traffic counts should be conducted on Tuesdays, Wednesdays, or Thursdays.
- For congested conditions, back of queue estimates by approach (and turning movement) should be conducted every 15 minutes.

Unless directed otherwise by the local agency, counts should be collected during the following time frames presuming the time period captures the beginning and end times of any congested conditions.

- Morning (7:00 a.m. to 9:00 a.m.)
- Afternoon/evening (4:00 p.m. to 6:00 p.m.)
- Midday and "School-Release" peak hours – If directed by the Lead Agency
- Other peak hours, off-peak, weekend or special event, may also be required depending on the project location and type of use

Count data should be included in the study appendices.

Trip Generation

Local trip generation surveys should be conducted for at least three similar project sites following the methodology contained in the Institute of Transportation Engineers (ITE) Trip Generation Handbook. If locally valid trip generation surveys cannot be conducted, then use of the ITE trip generation rates is allowed but limitations of the data should be fully disclosed especially related to land use context. Trip generation for high truck generating uses such as high cube warehouses, logistics space, etc. shall be determined with local agency input on a case-by-case basis. The proposed trip generation should be listed in the scoping form for review and approval prior to study initiation.

Trip internalization for mixed use developments (if applicable) should be calculated using state of the practice methodologies. At the time of this memorandum, the EPA's mixed-use trip generation (or MXD) methodology or ITE's mixed use trip generation method are the state of the practice and should be approved by the local agency prior to use in any studies. Trip internalization calculations (including gross trips, net trips after internalization, and MXD input assumptions (such as intersection density, TOD assumptions, acres, etc.)) should be documented in the TIA.

For projects that anticipate the generation of significant truck traffic, all truck trips should be converted into passenger car equivalents (PCE) for the capacity analysis or the analyst should adjust the heavy vehicle percentage in the capacity assessment appropriately.

Trip Distribution

The project's trip distribution should be based on expected origin-destination patterns related to the project's land uses. Preferred methods include the use of mobile device data measuring trip distribution for similar sites or land uses (a minimum of three locations) and select zone assignments from RIVTAM and/or RIVCOM. Other data may be used to help refine trip distribution patterns including the relative location of population, commercial, recreational and employment centers; existing peak hour link and turning movement volumes; ADT volumes; proximity to regional transportation corridors; and knowledge of local and regional traffic circulation. A preliminary trip distribution pattern map should be submitted in the scoping form for review and approval by the local agency.

The trip distribution may be further refined, after consultation with the local agency, based on consideration of following factors:

- Type of proposed development
- Location and intensity of development
- Conditions on the roadway network in the vicinity
- Similar land use in the vicinity
- Truck route system
- As directed by the local agency

Trip Forecasts

For Cumulative Conditions, the adopted Riverside County Travel Demand Model should be used to develop future traffic volume forecasts for the cumulative horizon year. Prior to running the model, the Traffic Study preparer should review the land use growth allocations in the study area to verify that the allocations are representative of the available land supply created by previously approved projects, the general plan, and applicable zoning.

Intersection General Plan Consistency Requirements

Consistent with the acceptable LOS in the local agency's General Plan⁴, the local agency considers the following criteria for application in a traffic study to identify infrastructure improvements required to provide acceptable operations. Please note that this analysis will be completed to demonstrate general plan consistency. Specific CEQA thresholds, which are based on VMT requirements, are described later in these guidelines and shall be the sole basis for determining CEQA-related impacts.

Signalized Intersection Operating Requirements

- Any signalized study intersection operating at an acceptable LOS D⁴ or better without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS E or F shall identify improvements to improve operations to LOS D or better.
- Any signalized study intersection that is operating at LOS E or F² without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.

Unsignalized Intersection General Plan Consistency Requirements

Consistent with the acceptable LOS for the local agency's General Plan, the local agency considers the following unsignalized intersection criteria when identifying operational deficiencies:

An operational improvement would be required if the study determines that either section a) or both sections b) and c) occur:

- a) The addition of project related traffic causes the intersection to degrade from an acceptable LOS D⁴ or better to LOS E or F⁴.

OR

⁴ These standards are based on the majority of LOS policies in the WRCOG region; the local agency General Plan shall be reviewed to establish the actual LOS goal.

- b) The project adds 5.0 seconds or more of delay to an intersection that is already projected to operate without project traffic at a LOS E or F⁴,

AND

- c) The intersection meets the peak hour traffic signal warrant after the addition of project traffic.

If the conditions above are satisfied, improvements should be identified that achieve the following:

- LOS D⁴ or better for case a) above or to pre-project LOS and delay for case b) above.

Roadway Segment General Plan Consistency Requirements

Intersections typically provide the transportation constraint on vehicle capacity. As such, these guidelines focus on the evaluation of intersections. However, in some instances, roadway segment evaluation could be appropriate and may be requested by the Lead Agency.

Consistent with the acceptable LOS for the Lead Agency, the following roadway segment requirements should be considered and improvements recommended if the project exceeds the noted operational goals:

- Any study roadway segment operating at a LOS D⁴ or better without project traffic in which the addition of project traffic causes the segment to degrade to an LOS E or F⁴ should identify improvements to achieve LOS D.
- Any roadway segment that operates unacceptably in the no project scenario where the project adds traffic in excess of 5% of the roadway capacity (e.g. a volume-to-capacity ratio increase of 0.05) should identify improvements to add capacity to the segment.

Site Access, Safety, and Other Analyses

A project's TIA should analyze site access and safety around the project and on adjacent streets. The recommended analyses are summarized below.

Site Access Analysis

The following analyses are recommended to improve the project access circulation and to limit driveways and local street access on arterial streets:

- a) **Intersection Sight Distance** – All on-site intersections, project access driveways or streets to public roadways should provide adequate sight distance. Adequate intersection sight distance should be determined using the Caltrans Highway Design Manual.
- b) **Driveway Length and Gated Entrance** – Primary project driveways should have a throat of sufficient length to allow vehicles to enter the project area without causing subsequent vehicles to back out onto the public street system.
- c) **Limit Driveway Impacts** – Driveways and local streets access on arterial streets should be limited to minimize the impacts on arterial streets. Driveways should be located to maintain a reasonable distance from an adjacent intersection and/or driveway. Whenever possible, driveways should be consolidated with adjacent properties.
- d) **Corner Clearance** – A driveway should be a sufficient distance from a signalized intersection so that right-turn egress movements do not interfere with the right-turn queue at the intersection. In addition, every effort should be made to provide right-turn egress movements with sufficient distance to enter the left-turn pocket at the adjacent intersection.
- e) **Right Turn Lanes at Driveways** – If the project right turn peak hour volume is 50 or more vehicles, a right-turn deceleration lane should be reviewed for appropriateness on all driveways accessing major arterial and secondary streets. The length of right turn lane should be sufficient to allow a vehicle traveling at the posted speed to decelerate before entering the driveway as outlined in the Caltrans Highway Design Manual.
- f) Adequacy of pedestrian facilities to/from the project site providing convenient and direct access for those users.
- g) Bicycle accessibility from nearby bike routes to the project site.
- h) Accessibility from adjacent transit stops to/from the project site providing convenient and direct access for those users.

Traffic Signal Warrant Analysis

A traffic signal warrant analysis should be performed for all unsignalized study intersections for the project opening year (if applicable) and build-out year conditions. Traffic signal warrant analysis should be performed using the latest edition of the California MUTCD. The warrant analysis should be included in the study appendices.

In determining the location of a new traffic signal on an arterial street or approaching an arterial street, traffic progression and simulation analysis may be required using Synchro/SimTraffic software or equivalent at the direction of the local agency.

Improvements for Transportation Impacts

As part of the final acceptance of a TIA, the local agency should review and approve any required improvements and/or fair share contributions necessary to improve the transportation-related deficiencies caused by the proposed development. These should be included as part of the conditions of approval and should be in addition to any improvements required by any other departments. Any transportation improvements based on a transportation study will be in addition to any other fees related to the existing fee programs (unless the needed improvement is already included in an existing fee program (such as TUMF).

Fair share contributions identified in the TIA and subsequently listed in the conditions of approval shall be required before a building permit will be issued. Improvements required in a TIA and subsequently listed in the conditions of approval shall be completed prior to occupancy.

Level of Service Improvements

Improvements for project level impacts should focus on providing operations that offset the project impact (e.g. achieve a “no project” level of service). Improvements could consist of signal timing improvements, lane restriping, or new lanes to study facilities.

Cumulative deficiencies should include a fair-share contribution toward achieving acceptable levels of service as noted below. Alternatively, if a cumulative location is included in an existing traffic impact fee program (such as TUMF), payment of those fees would constitute an appropriate contribution.

Finally, the project applicant could revisit the project description in an effort to reduce the project impacts if viable.

For improvements that are needed where the applicant is not solely responsible, a fair share computation should be computed and reported for each such mitigation. The fair share amount should be calculated using the following formula:

$$\text{Fair share} = \frac{\text{project trips}}{\text{project trips} + \text{future development trips}}$$

Trips noted above should correspond to the peak hour where the deficiency occurs for intersection assessment or daily trips for roadway segment impacts. If a project degrades operations during both peak hours, then the analysis should identify the peak hour for fair share assessment that has the highest project burden for fair share contribution.

CEQA Assessment - VMT Analysis

A key element of SB 743, signed in 2013, is the elimination of automobile delay and LOS as the sole basis of determining CEQA impacts. The most recent CEQA guidelines, released in December 2018, recommend VMT as the most appropriate measure of project transportation impacts. However, SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring.

The following recommendations assist in determining VMT impact thresholds and mitigation requirements for various land use projects' TIAs.

Analysis Methodology

For purposes of SB 743 compliance, a VMT analysis should be conducted for land use projects as deemed necessary by the Traffic Division and would apply to projects that have the potential to increase the average VMT per service population (e.g. population plus employment) compared to the WRCOG region or the lead agency boundary. Normalizing VMT per service population essentially provides a transportation efficiency metric that the analysis is based on. Using this efficiency metric allows the user to compare the project to the remainder of the unincorporated area for purposes of identifying transportation impacts.

These guidelines are based on the WRCOG Implementation Pathway Study which provides options for both methodologies and VMT screening. The methodologies and significance thresholds presented below are based on WRCOG recommendations from the Implementation Pathway Study; lead agencies may wish to modify these thresholds with alternative thresholds of significance and methodologies as appropriate. Additional information related to the Implementation Pathway Study can be found at <https://www.fehrandpeers.com/wrcog-sb743/>.

Project Screening

There are three types of screening that lead agencies can apply to effectively screen projects from project-level assessment. These screening steps are summarized below:

Step 1: Transit Priority Area (TPA) Screening

Projects located within a TPA⁵ may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may **NOT** be appropriate if the project:

⁵ A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high quality transit corridor per the definitions below.

Pub. Resources Code, § 21064.3 - 'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Step 2: Low VMT Area Screening

Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

For this screening in the WRCOG area, the RIVTAM travel forecasting model was used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population (population plus employment) was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

To identify if the project is in a low VMT-generating area, the analyst may review the WRCOG screening tool and apply the appropriate threshold (identified later in this chapter) within the tool. Additionally, as noted above, the analyst must identify if the project is consistent with the existing land use within that TAZ and use professional judgement that there is nothing unique about the project that would otherwise be mis-represented utilizing the data from the travel demand model.

The WRCOG screening tool can be accessed at the following location:

<http://gis.fehrandpeers.com/WRCOGVMT/>

Step 3: Project Type Screening

Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

Pub. Resources Code, § 21155 - For purposes of this section, a 'high-quality transit corridor' means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

In addition to local serving retail, the following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving gas stations
- Local-serving banks
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Projects generating less than 110 daily vehicle trips⁶
 - This generally corresponds to the following “typical” development potentials:
 - 11 single family housing units
 - 16 multi-family, condominiums, or townhouse housing units
 - 10,000 sq. ft. of office
 - 15,000 sq. ft. of light industrial⁷
 - 63,000 sq. ft. of warehousing⁷
 - 79,000 sq. ft. of high cube transload and short-term storage warehouse⁷

VTM Assessment for Non-Screened Development

Projects not screened through the steps above should complete VMT analysis and forecasting through the RIVCOM model (once complete) or RIVTAM model to determine if they have a significant VMT impact. This analysis should include ‘project generated VMT’ and ‘project effect on VMT’ estimates for the project TAZ (or TAZs) under the following scenarios:

⁶ This threshold ties directly to the OPR technical advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

⁷ Threshold may be higher depending on the tenant and the use of the site. This number was estimated using rates from ITE’s Trip Generation Manual.

- Baseline conditions - This data is already available in the web screening map.
- Baseline plus project for the project - The project land use would be added to the project TAZ or a separate TAZ would be created to contain the project land uses. A full base year model run would be performed and VMT changes would be isolated for the project TAZ and across the full model network. The model output must include reasonableness checks of the production and attraction balancing to ensure the project effect is accurately captured. If this scenario results in a less-than-significant impact, then additional cumulative scenario analysis may not be required (more information about this outcome can be found in the Thresholds Evaluation discussion later in this chapter).
- Cumulative no project - This data is available from WRCOG.
- Cumulative plus project - The project land use would either be added to the project TAZ or a separate TAZ would be created to contain the project land uses. The addition of project land uses should be accompanied by a reallocation of a similar amount of land use from other TAZs; especially if the proposed project is significant in size such that it would change other future developments. Land use projects will generally not change the cumulative no project control totals for population and employment growth. Instead, they will influence the land use supply through changes in general plan land use designations and zoning. If project land uses are simply added to the cumulative no project scenario, then the analysis should reflect this limitation in the methodology and acknowledge that the analysis may overestimate the project's effect on VMT.

The model output should include total VMT, which includes all vehicle trips and trip purposes, and VMT per service population (population plus employment). Total VMT (by speed bin) is needed as an input for air quality, greenhouse gas (GHG), and energy impact analysis while total VMT per service population is recommended for transportation impact analysis⁸.

Both "plus project" scenarios noted above will summarize two types of VMT: (1) project generated VMT per service population and comparing it back to the appropriate benchmark noted in the thresholds of significance, and (2) the project effect on VMT, comparing how the project changes VMT on the network looking at Citywide VMT per service population or a subregional VMT per service population and comparing it to the no project condition.

Project-generated VMT shall be extracted from the travel demand forecasting model using the origin-destination trip matrix and shall multiply that matrix by the final assignment skims. The project-effect on VMT shall be estimated using a subregional boundary (such as a City limit or

⁸ This assumes that the lead agency will use VMT per service population for its impact threshold. If a lead agency decides to isolate VMT by trip purpose, then the lead agency would need to update this section of the recommended guidelines.

WRCOG TUMF Zone boundary) and extracting the total link-level VMT for both the no project and with project condition.

A detailed description of this process is attached to these guidelines.

CEQA VMT Impact Thresholds

The WRCOG Implementation Pathway Study provided several options related to VMT thresholds of significance and guidance/substantial evidence related to thresholds of significance. Lead agencies should refer to that document for guidance/options.

VMT Impacts

An example of how VMT thresholds would be applied to determine potential VMT impacts is provided below.

A project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

1. The baseline project-generated VMT per service population exceeds the lead agency's baseline VMT per service population (note, for more efficient cities in the WRCOG region, the lead agency could compare itself to the WRCOG regional average instead), or
2. The cumulative project-generated VMT per service population exceeds the lead agency's baseline VMT per service population (note, for more efficient cities in the WRCOG region, the lead agency could compare itself to the WRCOG regional average instead).

The project's effect on VMT would be considered significant if it resulted in either of the following conditions to be satisfied:

1. The baseline link-level boundary VMT per service population (City or subregional boundary) to increase under the plus project condition compared to the no project condition), or
2. The cumulative link-level boundary VMT per service population (City or subregional boundary) to increase under the plus project condition compared to the no project condition).

Please note that the cumulative no project shall reflect the adopted RTP/SCS; as such, if a project is consistent with the regional RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence

VMT Mitigation Measures

To mitigate VMT impacts, the following choices are available to the applicant:

1. Modify the project's built environment characteristics to reduce VMT generated by the project
2. Implement transportation Demand Management (TDM) measures to reduce VMT generated by the project.
3. Participate in a VMT fee program and/or VMT mitigation exchange/banking program (if they exist) to reduce VMT from the project or other land uses to achieve acceptable levels

As part of the WRCOG Implementation Pathway Study, key TDM measures that are appropriate to the region were identified and can be accessed at the following location,

<https://www.fehrandpeers.com/wp-content/uploads/2019/03/TDM-Strategies-Evaluation.pdf>

Measures appropriate for most of the WRCOG region are summarized in Attachment B of the TDM Strategies Evaluation Memorandum. Evaluation of VMT reductions should be evaluated using state-of-the-practice methodologies recognizing that many of the TDM strategies are dependent on building tenant performance over time. As such, actual VMT reduction cannot be reliably predicted and monitoring may be necessary to gauge performance related to mitigation expectations.

CEQA Assessment - Active Transportation and Public Transit Analysis

Potential impacts to public transit, pedestrian facilities and travel, and bicycle facilities and travel can be evaluated using the following criteria.

- A significant impact occurs if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities.

Therefore, the TIA should include analysis of a project to examine if it is inconsistent with adopted policies, plans, or programs regarding active transportation or public transit facilities, or otherwise decreases the performance or safety of such facilities and make a determination as to whether it has the potential to conflict with existing or proposed facilities supporting these travel modes.

Transportation Impact Study Format

The recommended TIA format is as follows:

1. Executive Summary
 - a. Table summarizing significant impacts and mitigation measures
2. Introduction
 - a. Purpose of the TIA and study objective
 - b. Project location and vicinity map (Exhibit)
 - c. Project size and description
 - d. Existing and proposed land use and zoning
 - e. Site plan and proposed project (Exhibit)
 - f. Proposed project opening year and analysis scenarios
3. Methodology and Impact Thresholds
4. Existing Conditions
 - a. Existing roadway network
 - b. Existing traffic control and intersection geometrics (Exhibit)
 - c. Existing traffic volumes – AM and PM peak hour and ADT (Exhibit)
 - d. Existing level of service (LOS) at intersections (Table)
 - e. Existing bicycle facilities (Exhibit)
 - f. Existing transit facilities (Exhibit)
 - g. Existing pedestrian facilities
5. Project Traffic
 - a. Trip generation (Table)
 - b. Trip distribution and assignment (Exhibit)
 - c. Project peak hour turning movements and ADT (Exhibit)
6. Background Conditions (Opening Year) Analysis
 - a. No Project analysis
 - i. Committed (funded) roadway improvements
 - ii. Approved project trip generation (Table, if required)
 - iii. Approved project trip assignment and distribution (Exhibit, if required)
 - iv. Peak turning movement and ADT (Exhibit)
 - v. Intersection level of service (Table)
 - vi. Roadway segment level of service (Table)
 - b. Plus Project analysis
 - i. Plus Project peak turning movement and ADT (Exhibit)
 - ii. Intersection level of service (Table)
 - iii. Roadway segment level of service (Table)

- iv. Identification of intersection and roadway segment deficiencies
- 7. Cumulative Year Analysis
 - a. No Project analysis
 - i. Committed (funded) roadway improvements
 - ii. Pending projects and verification of how they are included in the travel demand forecasting model
 - iii. Cumulative Year peak turning movement and ADT (Exhibit)
 - iv. Intersection level of service (Table)
 - v. Roadway segment level of service (Table)
 - b. Plus Project Analysis
 - i. Plus Project peak turning movement and ADT (Exhibit)
 - ii. Intersection level of service (Table)
 - iii. Roadway segment level of service (Table)
 - iv. Identification of intersection and roadway segment deficiencies
- 8. Traffic Signal Warrant Analysis
- 9. Site Access Analysis
- 10. Safety and Operation Improvement Analysis
- 11. Active Transportation and Public Transit Analysis
- 12. Improvements and Recommendations
 - a. Proposed improvements at intersections
 - b. Proposed improvements at roadway segments
 - c. Recommended Improvements categorized by whether they are included in fee plan or not. (Identify if these improvements are included in an adopted fee program)
- 13. Vehicle Miles Traveled (VMT) Analysis
 - a. Project VMT per person/employee for all analysis scenarios
 - b. Project effect on VMT for all analysis scenarios
 - c. Identification of VMT impacts
 - d. Proposed VMT Mitigation Measures
- 14. Appendix
 - a. Approved scope of work
 - b. Traffic counts
 - c. Intersection analysis worksheets
 - d. VMT and TDM calculations
 - e. VMT and TDM mitigation calculations
 - f. Signal warrant worksheets

Attachments

Project Scoping Form

This scoping form shall be submitted to the Lead Agency to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	
Project Address:	
Project Opening Year:	
Project Description:	

	Consultant:	Developer:
Name:		
Address:		
Telephone:		
Fax/Email:		

Trip Generation Information:

Trip Generation Data Source: _____

Current General Plan Land Use:

Proposed General Plan Land Use:

Current Zoning:

Proposed Zoning:

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips						
PM Trips						

Trip Internalization: ☐ Yes ☐ No (_____% Trip Discount)

Pass-By Allowance: ☐ Yes ☐ No (_____% Trip Discount)

Potential Screening Checks

Is your project screened from specific analyses (see Page 11 of the guidelines related to LOS assessment and Pages 24-26).

Is the project screened from LOS assessment? ☐ Yes ☐ No

LOS screening justification (see Page 11 of the guidelines): _____

Is the project screened from VMT assessment? ☐ Yes ☐ No

VMT screening justification (see Pages 24-26 of the guidelines): _____

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

North	South	East	West
%	%	%	%

- Attach list of Approved and Pending Projects that need to be considered (provided by the lead agency and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach site plan
- Not other specific items to be addressed:
 - Site access
 - On-site circulation
 - Parking
 - Consistency with Plans supporting Bikes/Peds/Transit
 - Other _____
- Date of Traffic Counts _____
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used _____
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

Detailed VMT Forecasting Information

Most trip-based models generate daily person trip-ends for each TAZ across various trip purposes (HBW, HBO, and NHB, for example) based on population, household, and employment variables. This may create challenges for complying with the VMT guidance because trip generation is not directly tied to specific land use categories. The following methodology addresses this particular challenge among others.

Production and attraction trip-ends are separately calculated for each zone, and generally: production trip-ends are generated by residential land uses and attraction trip-ends are generated by non-residential land uses. OPR's guidance addresses residential, office, and retail land uses. Focusing on residential and office land uses, the first step to forecasting VMT requires translating the land use into model terms, the closest approximations are:

- Residential: home-based production trips
- Office: home-based work attraction trips

Note that this excludes all non-home-based trips including work-based other and other-based other trips.

The challenges with computing VMT for these two types of trips in a trip-based model are 1) production and attraction trip-ends are not distinguishable after the PA to OD conversion process and 2) trip purposes are not maintained after the mode choice step. For these reasons, it is not possible to use the VMT results from the standard vehicle assignment (even using a select zone re-assignment). A separate post-process must be developed to re-estimate VMT for each zone that includes trip-end types and trip purposes. Two potential approaches to tackle this problem are described below.

Quick and Easy

This approach uses standard model output files and requires minimal custom calculations. It is based on a regional MPO trip-based model with peak (PK) and off-peak (OP) skims and person trip production-attraction (PA) matrices.

- Calculate custom vehicle trip PA matrices from PK and OP person trip matrices
 - Keep trip purposes and modes separate
 - Use average vehicle occupancy rates for drive-alone and shared ride trips
- Use the final congested drive-alone PK and OP skim matrices to estimate trip length between zones
- Multiply the skim matrices by vehicle trip matrices to estimate VMT
- Sum the PK and OP results to estimate daily VMT and aggregate mode trip purpose and mode
- Calculate automobile VMT for individual TAZs using marginal totals:
 - Residential (home-based) - row total

- Office (home-based work) - column total

Detailed and Complicated

The quick and easy process described above simplifies the approach but does not account for different congestion patterns throughout the day (AM, MD, PM, and NT), the direction of travel (all productions are origins and all attractions are destinations), or the benefits of exclusive lanes (HOV or HOT lanes). This more detailed approach attempts to address these limitations and better estimate the VMT produced by the vehicle assignment model.

- Re-skim final loaded congested networks for each mode and time period
- Run a custom PA to OD process that replicates actual model steps, but:
 - Keeps departure and return trips separate
 - Keeps trip purpose and mode separate
 - Converts person trips to vehicle trips based on auto occupancy rates and isolates automobile trips
 - Factors vehicle trips into assignment time periods
- Multiply appropriate distance skim matrices by custom OD matrices to estimate VMT
- Sum matrices by time period, mode, and trip purpose to calculate daily automobile VMT
- Calculate automobile VMT for individual TAZs using marginal totals:
 - Residential (home-based) - row of departure matrix plus column of return matrix
 - Office (home-based work) - column of departure matrix plus row of return matrix

Appropriateness Checks

Regardless of which method is used, the number of vehicle trips from the custom PA to OD process and the total VMT should match as closely as possible with the results from the traditional model process. The estimated results should be checked against the results from a full model run to understand the degree of accuracy. Note that depending on how each model is setup, these custom processes may or may not include IX/XI trips, truck trips, or special generator trips (airport, seaport, stadium, etc.).

When calculating VMT for comparison at the study area, citywide, or regional geography, the same methodology that was used to estimate project-specific VMT should be used. The VMT for these comparisons can be easily calculated by aggregating the row or column totals for all zones that are within the desired geography.



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: TUMF Nexus Study Survey Results

Contact: Ivana Medina, Staff Analyst, imedina@wrcog.us, (951) 405-6753

Date: February 13, 2020

The purpose of this item is to discuss survey results noting the Committee's goals for the next update to the TUMF Nexus Study.

Requested Action:

1. Receive and file.

WRCOG's TUMF Program is a regional fee program designed to provide transportation and transit infrastructure that mitigates the impact of new growth in Western Riverside County.

Nexus Study Principles & Goals

WRCOG anticipates that it will initiate a comprehensive update of the TUMF Nexus Study in the summer of 2020. Staff will solicit input from member agencies regarding facilities to include in the TUMF Program, which is a key determinant in the overall Program cost and resulting fee levels. Prior to meeting with member agencies, staff believes it is advisable to first obtain direction on key principles, which will then be refined and reviewed by the various WRCOG Committees prior to the formal beginning of the Nexus Study.

Survey Results

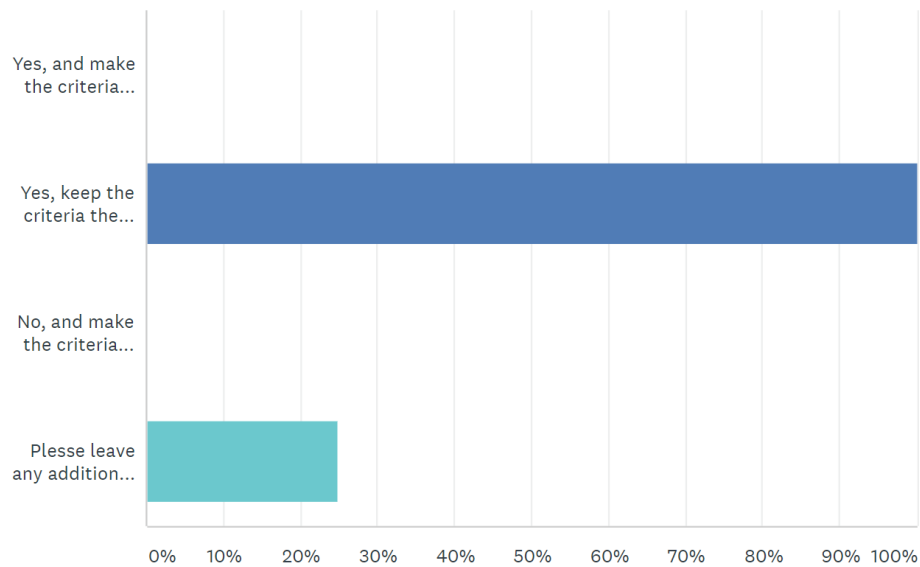
At its November 14, 2019, meeting, the Public Works Committee discussed five key issues to address in the next Nexus Study update. In an effort to gather all perspectives for the main topics discussed, staff created a survey for members to gather additional input on the five core questions. The results of the survey are as follows:

1. Should TUMF continue to focus on higher value regional projects?

Yes, all 12 survey respondents answered that the criteria should be kept the same, meaning that it would keep existing projects in the Network using present criteria. In this scenario, the fee would likely increase due to increases in project costs. Other suggestions by survey respondents were only including projects that are expected to be constructed in the next 10 years, establishing other minimum requirement thresholds to rank higher value regional projects, and realize that with other taxes (SB1 and potential ½ cent Measure A) there may be less support for increases in the TUMF fee.

Should TUMF continue to focus on higher value regional projects?

Answered: 12 Skipped: 0

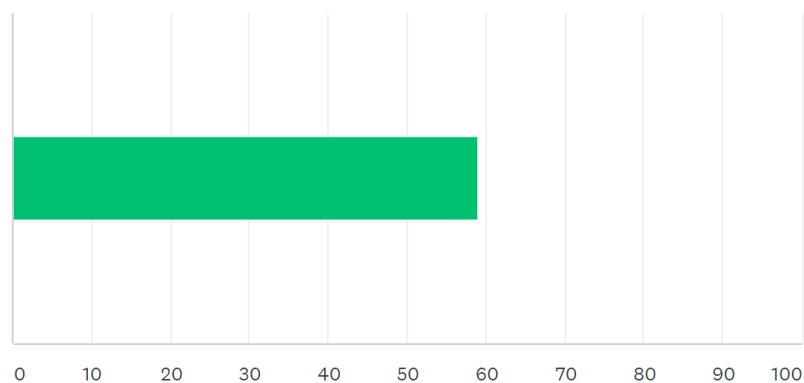


2. Should TUMF provide a higher or lower level of funding for each individual project?

Most respondents would like to see TUMF level of funding remain as it is currently. Three respondents would like to see the TUMF Program provide a higher level of funding for their projects. If staff moved in the direction to make more funding available, such a change would significantly increase the current fee levels. One way to combat an increase in fees is to reduce the number of projects eligible for inclusion in the Program overall.

Should TUMF provide higher level of funding for each project?

Answered: 11 Skipped: 1

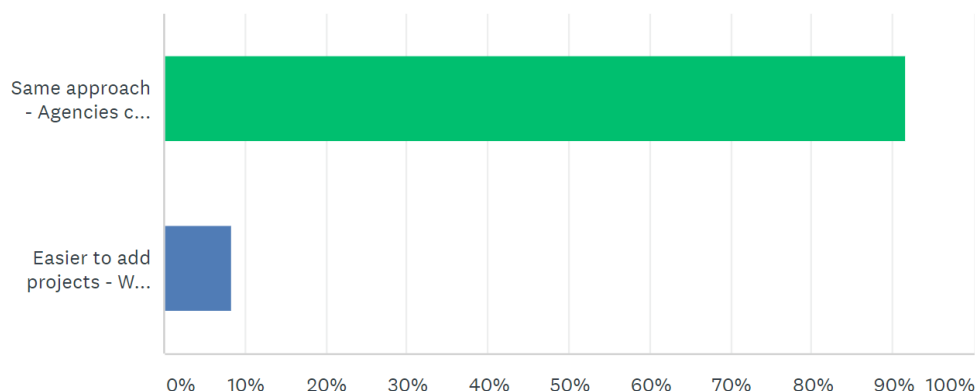


3. How stringent should the process be for an agency to add a project to the TUMF Network?

Eleven out of twelve agreed that the process should remain the same and that the current approach should be utilized when deciding to add projects. The current approach would allow agencies to add projects only if they swap out projects. This limits any fee increases from new projects. If guidelines were changed and agencies were not restricted in adding projects beyond existing criteria, the fee would increase to accommodate the costs of improvements to all projects.

How stringent should it be to add projects?

Answered: 12 Skipped: 0



4. Should we evaluate TUMF as a way to mitigate VMT impacts?

With the passage of Senate Bill (SB) 743, development projects will be required to mitigate impacts to VMT in lieu of providing additional roadway capacity to mitigate impacts under the California Environmental Quality Act (CEQA). This change would mean that payment of TUMF could no longer be used to mitigate project-related traffic impacts under CEQA.

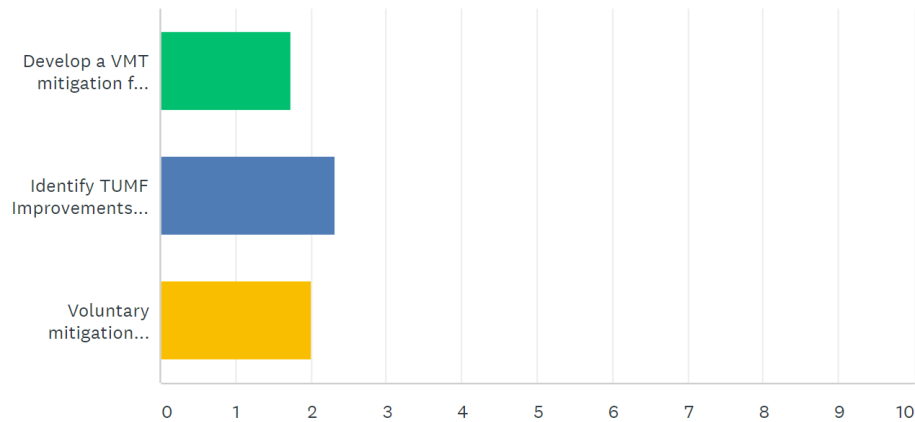
For this question, participants ranked options in order of preference to identify how TUMF could mitigate VMT impacts. The most preferred option was to “Identify TUMF improvements that mitigate VMT as part of the TUMF Program.” TUMF already funds transit improvements through the existing fee structure. These projects currently represent a nominal share of all TUMF fees and revenue (less than 5%). It would be possible to develop a separate fee program which would include these improvements and other similar improvements so that the overall fee levels do not change. This approach would require some changes to the TUMF administrative structure, such as modifying the TUMF ordinances and changing the current agreement with the Riverside Transit Agency.

The second preferred option was to develop a new program, outside of TUMF, which would use a voluntary mitigation banking approach. Under this approach, agencies could develop credits that are transferred to a public agency serving as the bank, such as WRCOG. Numerous agencies are currently exploring mitigation banks and coordination between staff and other agencies will need to occur if this route is chosen to mitigate VMT.

The least preferred option would be to create a sub-set of improvements in TUMF for VMT reduction projects within the current fee program. This approach would require fewer changes to the TUMF administrative structure.

Should we look at TUMF as a way to mitigate VMT? Please rank which options you would like us to consider. (1 as most preferable)

Answered: 12 Skipped: 0

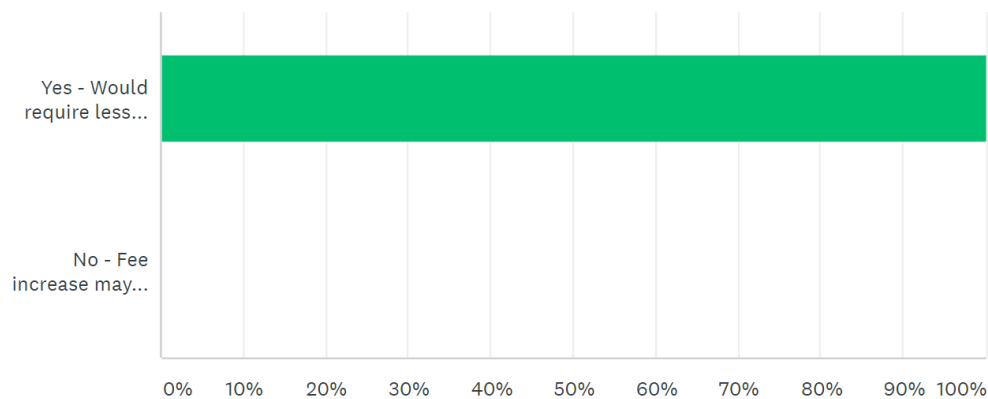


5. Should WRCOG implement an automatic Construction Cost Index (CCI) adjustment?

All 12 of survey respondents agreed that there should be an automatic CCI adjustment. One way to limit a fee increase associated with each Nexus Study is to implement an automatic CCI adjustment process by which the fees would be increased automatically without WRCOG having to act. Implementing this approach could reduce the amount of fee increases in each Nexus Study, thereby making it more palatable for member agencies to adopt the Nexus Study, as there would be less of a fee increase to consider.

Should we have an automatic CCI?

Answered: 12 Skipped: 0



Project Costs

Staff also asked for feedback on the project costs member agencies are observing in their jurisdiction as another component to help guide the direction for the update to the Nexus. All 12 respondents reported incurring higher project costs in total. More specifically, there has been an increase in the cost of labor, materials, and engineering. Bridges and interchanges were also reported having a dramatic increase in costs. Staff will conduct more outreach from member agencies to determine other factors contributing to project cost increases and ways to offset and/or combat them.

Prior Action:

December 12, 2019: The Public Works Committee received and filed.

Fiscal Impact:

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

Attachment:

1. Survey summary.

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Item 7.D

TUMF Nexus Study Survey Results

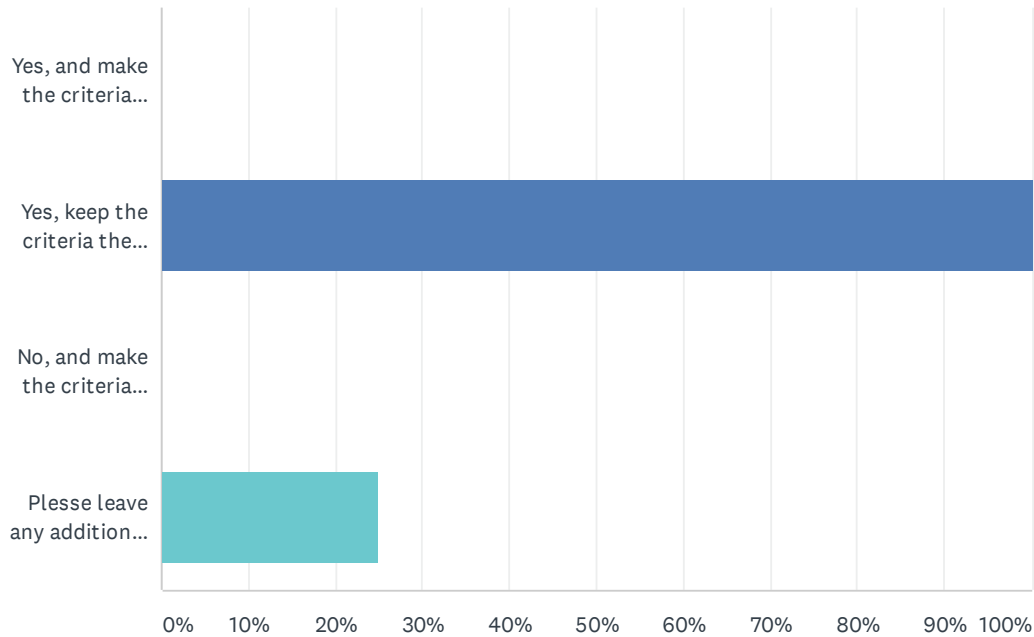
Attachment 1

Survey summary

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Q1 Should TUMF continue to focus on higher value regional projects?

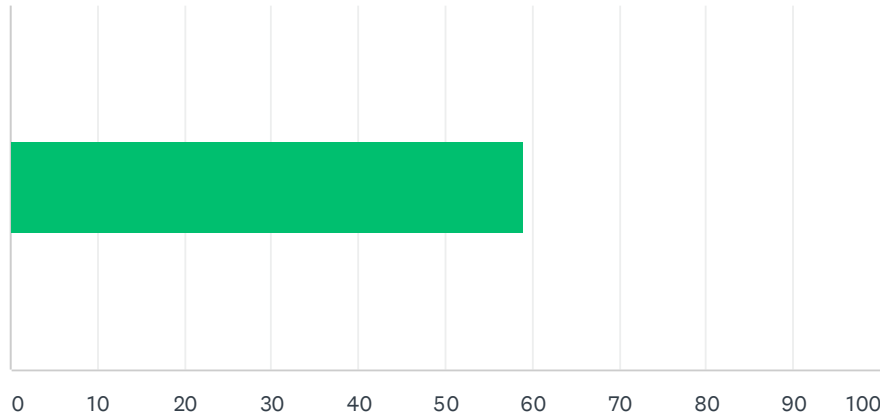
Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, and make the criteria more stringent - Reduces number of projects in Network, local agencies would have to fund more projects with other sources - Fee would go down	0.00%	0
Yes, keep the criteria the same - Keep many existing projects in the Network using existing criteria - Fee would likely go up (increase in project costs)	100.00%	12
No, and make the criteria less stringent - Expand potential projects in the Network- Fee would go up significantly	0.00%	0
Plesse leave any additional comments or suggestions	25.00%	3
Total Respondents: 12		

Q2 Should TUMF provide higher level of funding for each project?

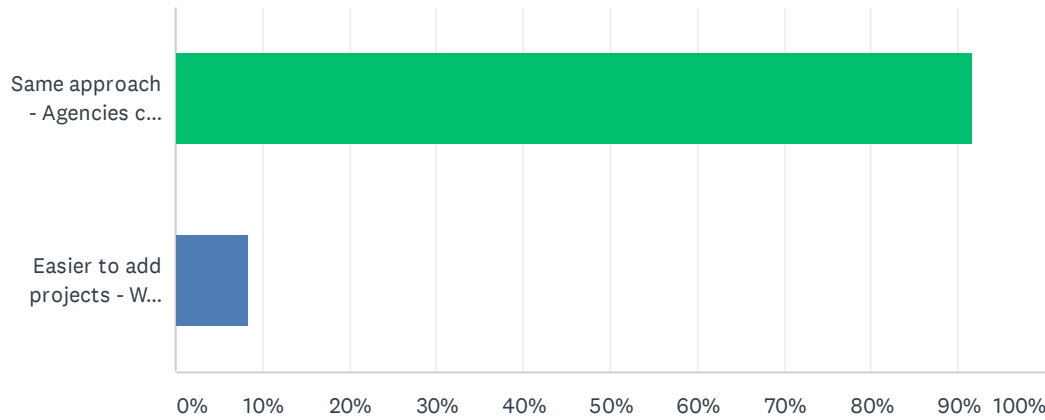
Answered: 11 Skipped: 1



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	59	649	11
Total Respondents: 11			

Q3 How stringent should it be to add projects?

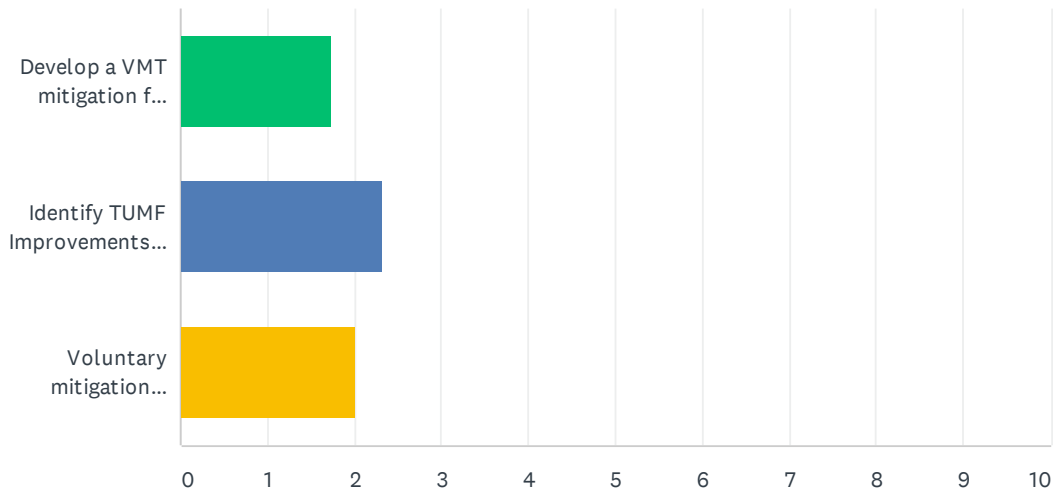
Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Same approach - Agencies can only add projects if they swap out projects- Limit any fee increases from new projects	91.67%	11
Easier to add projects - We do not restrict agencies in adding projects beyond existing criteria - Would likely increase fee	8.33%	1
TOTAL		12

Q4 Should we look at TUMF as a way to mitigate VMT? Please rank which options you would like us to consider. (1 as most preferable)

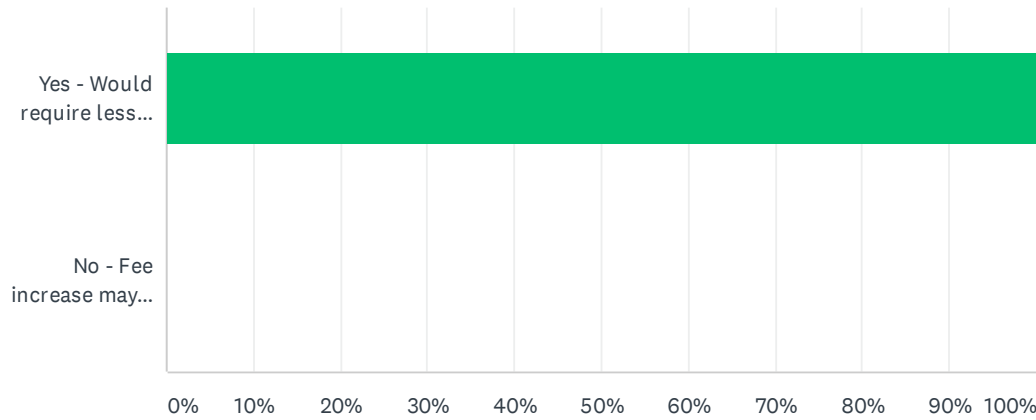
Answered: 12 Skipped: 0



	1	2	3	TOTAL	SCORE
Develop a VMT mitigation fee - Seperate program from TUMF - TUMF fee itself, would be reduced since we would remove projects. Overall fees paid would likely be similar since VMT fee is also paid	18.18% 2	36.36% 4	45.45% 5	11	1.73
Identify TUMF Improvements that mitigate VMT- Part of TUMF program, TUMF already includes transit projects- TUMF fee would not likely change significantly	58.33% 7	16.67% 2	25.00% 3	12	2.33
Voluntary mitigation bank- Developers buy VMT credits from WRCOG or other agency- No change in TUMF	27.27% 3	45.45% 5	27.27% 3	11	2.00

Q5 Should we have an automatic CCI?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes - Would require less fee because costs would be indexed	100.00%	12
No - Fee increase may be higher because no indexing	0.00%	0
TOTAL		12

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Public Service Fellow Presentations

Contact: Rachel Singer, Staff Analyst, rsinger@wrcog.us, (951) 405-6754

Date: February 13, 2020

The purpose of this item is to provide current Fellows the opportunity to share about their experience in the program and highlight major projects.

Requested Action:

1. Receive and file.

In partnership with higher education institutions and member agencies, WRCOG developed and launched a Public Service Fellowship Program in 2016. The Program provides current college students and recent graduates with career opportunities in local governments in a way that is mutually beneficial to both the Fellow and the host agency.

Background

WRCOG's Public Service Fellowship Program was established in 2016 and is now in its fourth round. The goal of the Fellowship Program is to retain local students to fulfill the subregion's needs for a robust public-sector workforce and to combat the problem of "brain drain," which occurs when local students graduate and then leave the subregion to seek full-time employment outside of the region. The Fellowship Program aims to engage local students and alumni in career opportunities with local governments and agencies in a way that is mutually beneficial to both the Fellows and the host agency.

In terms of logistics, WRCOG is responsible for general Program administration and oversight, while the host agency provides the Fellow projects, mentorship, and daily management. Since inception, 54 Fellows have been placed in member agencies over four rounds of the Program, contributing 51,840 hours of service to member agencies.

Round IV Update

Thirteen Fellows were selected to participate in the Fellowship and were placed throughout WRCOG member agencies for the 2019/2020 Fiscal Year. The agencies that received a Fellow this round include the Cities of Banning, Calimesa, Canyon Lake, Jurupa Valley, Lake Elsinore, Norco, Riverside, and Wildomar. Fellows were also placed at the Western Municipal Water District, the County of Riverside Districts 2 and 5, and WRCOG, and an additional Fellow was placed in the Riverside County Executive Office to specifically assist efforts addressing homelessness in Western Riverside County.

Round IV Fellows will be presenting a project they are working on in their host agency to one of WRCOG's Committees. Two Round IV Fellows will be presenting at the February Public Works Committee meeting; Matthew Yancy, who is completing his Fellowship at the Western Municipal Water District and Andrew Warfield, who is completing his Fellowship at the City of Riverside.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

None.



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Grant Opportunities Summary Table

Contact: Christopher Tzeng, Program Manager, ctzeng@wrcog.us, (951) 405-6711

Date: February 13, 2020

The purpose of this item is to obtain feedback on the grant opportunities summary table WRCOG provides on a bi-weekly basis in order to increase its effectiveness.

Requested Action:

1. Discuss and provide input.

WRCOG provides assistance to its member jurisdictions to fund local projects through the Grant Writing Assistance Program. This Program assists member jurisdictions on an as-needed basis as funding is available and covers the cost of hiring professional grant writers to develop proposals for competitive external funding. WRCOG also 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.

Background

WRCOG manages 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 subregion's overall competitiveness for statewide funding and to provide needed supplemental support to member jurisdictions prevented from seeking grant funds due to limited capacity and/or resources. WRCOG has allocated \$700,000 toward this Program, of which \$400,000 has been utilized. The Program has enabled member jurisdictions and WRCOG to receive over \$15 million in awarded grants.

Grant Opportunities Summary Table

In addition, a portion of the funds has been utilized to provide regular updates on various grant opportunities that may be of interest to member jurisdictions. The goal of the table is to provide information on grant opportunities that have been recently announced or are on the horizon in order to allow member jurisdictions to be proactive in pursuing grant funding.

The Summary Table (Attachment 1) provides two tables: Table 1 provides possible grant opportunities which WRCOG may be able to provide grant writing assistance for, while Table 2 provides additional opportunities which are not eligible for assistance through WRCOG, though they may be of interest to member jurisdictions, as well as the opportunities expected in the near future. The table lists both the estimated "Level of Difficulty" to provide an indication of the level of support needed to develop applications, and the "Success Rates," indicating the number of applications awarded in relation to the number of applications submitted.

WRCOG is interested in feedback on the table to ensure it is an effective resource. Any feedback should be sent to Christopher Tzeng at ctzeng@wrcog.us.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

1. Grant Opportunities Summary Table.

Item 7.F

Grant Opportunities Summary Table

Attachment 1

Grant Opportunities Summary Table

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**Western Riverside Council of Governments
Grant Opportunities and Forecast
February 4, 2020**

*(**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) 405-6711 for more information about grant writing assistance.

TABLE 1
Grant opportunities that may 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	Mid-late June 2020 NOFO expected 3/26/20	Active Transportation Program. Purpose: to encourage increased use of active modes of transportation, such as biking and walking. Five Project Types: • Large Project - \$7M to +10M total cost; <i>Infrastructure <u>or</u> Infrastructure + Non-Infrastructure.</i> • Medium Project - \$1.5M to \$7M total cost. <i>Infrastructure <u>or</u> Infrastructure + Non-Infrastructure.</i> • Small Project – up to \$1.5M total cost. <i>Infrastructure <u>or</u> Infrastructure + Non-Infrastructure.</i> • Non-Infrastructure Only. <i>Education, safety, programs, events, enforcement, assessments, etc.</i> • Plan. <i>Bike/Ped plan, Safe Routes to School Plan, Active Transportation Plan, etc.</i> DAC PRIORITY: A minimum of 25% of the funds in the statewide competitive program must benefit disadvantaged communities.	Caltrans	State	+ \$10 million	Not finalized.	https://dot.ca.gov/v/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5

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.							
0	Ongoing Housing/ Homelessness / Community Development	California Department of Housing & Community Development (HCD) – MULTIPLE Notices of Funding Availability (NOFAs) Please monitor website for the latest NOFAs from HCD (when released, NOFAs are also added to this Grants Repository Table): http://www.hcd.ca.gov/grants-funding/nofas.shtml	Department of Housing and Community Development	State	N/A	N/A	http://www.hcd.ca.gov/grants-funding/nofas.shtml
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. LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
2	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
3	Ongoing Economic Development	EDA Disaster Supplemental. To help communities and regions devise and implement long-term economic recovery strategies through a variety of non-construction and construction projects to address economic challenges in areas where a Presidential declaration of a major disaster was issued, under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as a result of Hurricanes Harvey, Irma, and Maria, and of wildfires and other natural disasters occurring in calendar year 2017. Eligible for activities related to disaster recovery, including economic recovery strategic planning grants and public works construction assistance.	Economic Development Agency	Federal	Not stated.	50%	https://www.eda.gov/programs/disaster-recovery/?utm_content=&utm_medium=email&utm_name=&utm_source=govdelivery&utm_term= Success Rate: Unknown at this time. LOD: Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
4	Ongoing Economic Development	EDA Public Works and Economic Adjustment Assistance Program. • Public Works: To help distressed communities build, design, or engineer critical infrastructure and facilities that will help implement regional development strategies and advance bottom-up economic development goals to promote regional prosperity. • Economic Adjustment Assistance (EAA): Support a wide range of construction and non-construction activities (including infrastructure, design and engineering, technical assistance, economic recovery strategies, and capitalization or recapitalization of Revolving Loan Funds {RLF}) in regions experiencing severe economic dislocations that may occur suddenly or over time. • Assistance to Coal Communities (ACC): EDA designates a portion of its EAA funding to support communities and regions that have been negatively impacted by changes in the coal economy. • Strategy Grant: To develop, update, or refine a CEDS that alleviates long-term economic deterioration or a sudden and severe economic dislocation.	Economic Development Administration	Federal	FY2020 appropriations is not available; For Fy2019, EDA was appropriated \$117.5 million for Public Works, \$37 million for EAA and \$30 million for ACC.	Generally 50%	https://www.eda.gov/funding-opportunities/ Success Rate: For the State of California in FY18, six Economic Adjustment Assistance awards were made in the amount of \$5,630,037; six Public Works awards were given in the amount of \$17,810,338. LOD: Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
5	Rolling Deadline Libraries	High-Speed Broadband. To bring high-speed broadband to all CA public libraries by connecting them to the California Research and Education Network (CalREN)—a high-capacity 3,800-mile fiber-optic-based network designed to meet the unique requirements of over 20 million users, including the vast majority of K-20 students together with educators, researchers, and others. Applicants requesting a grant must meet ALL the criteria below: • Be a public library participating in the California Library Services Act and participating in a connection to the California Research and Education Network (CalREN). • Have submitted the required Letters of Agency to the Project Aggregator. • Have or be in the process of entering into a contract with the Project Aggregator for connection to CalREN. • Intend to continue in the program. Grant will fund first year connection costs, equipment to support connections, consulting costs related to configuration and installation of equipment, construction costs related to expansion of necessary infrastructure to make connections and related to required upgrades of inside wiring and other facilities to make connections viable, and technical network training for librarians	CA State Library	State	Based on allocation table (\$20,000, \$24,000 or \$30,000)	Based on allocation table (0%, 25% or 50%)	http://www.library.ca.gov/services/to-libraries/broadband/ 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
6	First Come, First Served Transportation	Local Roadway Safety Plan. Purpose: A means for providing local and rural road owners with a funding opportunity to address unique highway safety needs in their jurisdictions while contributing to the success of the Strategic Highway Safety Plan (SHSP). Program Highlights: • LRSP funds may cover one local agency or multiple ones. • In future Highway Safety Improvement Plan (HSIP) Calls-for-Projects, an LRSP (or its equivalent) will be preferred or required for an agency to be eligible to apply for federal HSIP funds (highly recommended in April 2020 and required by April 2022). • The agencies who received the Systemic Safety Analysis Report Program (SSARP) funds in 2016 or 2017 are not the priorities currently. • The LSRP process creates a framework to systematically identify and analyze safety problems and recommend improvements. • LRSP preparation results in a prioritized list of improvements and actions that can demonstrate a defined need and contribute to the statewide plan. • The LRSP offers a proactive approach to addressing safety needs and challenges.	Caltrans	State	\$72,000	10% of the total cost.	https://dot.ca.gov/programs/local-assistance/fed-and-stateprograms/highway-safety-improvement-program/local-roadwaysafety-plans Success Rate: Not applicable as this is new funding. LOD: Easy

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
7	First Come, First Served Emission Reduction	VW Settlement Fund Transit, School, and Shuttle Buses Program. For the replacement of older, higher polluting transit, school and shuttle buses with cleaner technology over the next ten years.	CA Air Resource Board to be administered by San Joaquin Valley Air Pollution Control District	Private	- Battery Electric Transit Bus: \$180,000 - Fuel Cell Transit bud: \$400,000 - School bus: \$400,000 - Shuttle bus: \$160,000	Min. 5% for school bus and government purchases; 25% for all non-government owned purchases	http://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2018/October/final/11.pdf Success Rate: N/A. New Program LOD: Medium
8	First Come, First Served Stormwater	VOUCHER: Stormwater for Direct Use Pilot Program. Direct-use projects capture local rainfall and stormwater runoff. The captured water is typically stored in an underground cistern and used to meet non-potable demands. - New construction projects entail construction of a rain capture system and installation of metering equipment. - Retrofit projects entail an installation of metering equipment at existing project sites.	Metropolitan Water District of Southern California	Regional	Construction/Installation: - Retrofit: up to \$100,000 of eligible costs - New construction: Up to \$440,000 of eligible costs 1:1 match required Monitoring and Reporting: \$20,000/report	New construction is 1:1 match up to 440,000 of eligible costs. No match required for retrofit project.	http://www.mwdh2o.com/AboutYourWater/stormwater Success Rate: Unknown. LOD: Simple

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
9	Ongoing until January 1, 2022 Recycle	Beverage Container Redemption Pilot Project Grant Program. Purpose: For up to five pilot projects proposed by cities and/or counties working in combination with private businesses to provide convenient beverage container redemption in both urban and rural areas that do not have enough recycling opportunities for consumers. Eligible costs may include but are not limited to the following: • Personnel costs directly related to the operation of the Program (salaries/wages for staff performing specific activities as approved by CalRecycle.) • Purchase of equipment or materials related to infrastructure (i.e., equipment necessary for the operation of the Program, technology required to administer and/or operate the Program). • Direct operating expenses associated with Program activities (e.g. rent for storage and/or sorting facilities, transportation supplies, etc.). • Education activities and/or materials promoting beverage container recycling.	CalRecycle	State	\$1 million If five pilot projects have not been awarded by December 31, 2020, a subsequent grant application will be accepted from a previous awardee, so long as the initially awarded funds have been expended. Subsequent grant applications may be submitted after five pilot projects have been awarded and there are funds remaining.	Not stated as required.	https://www.calrecycle.ca.gov/bevcontainer/grants/bevcontainer/fy201920#Criteria Success Rate: Unknown LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
10	02/05/20 Water Planning	Drought Contingency Planning. For the development and update of drought contingency plans that will build long-term resiliency to drought. Proposed projects submitted in response to this FOA should be divided into two phases and must include each of the project components listed: • Phase I: Establishment of a Drought Planning Task Force, Development of a Detailed Work Plan, and Development of a Communication and Outreach Plan. • Phase II: After the detailed work plan is reviewed and accepted by Reclamation, the planning lead will then develop the plan or plan update including the required drought contingency plan elements. ○ Required elements to be included in the new plans or plan updates: ▪ Drought Monitoring ▪ Vulnerability Assessment ▪ Mitigation Actions ▪ Response Actions ▪ Operational and Administrative Framework ▪ Plan Development and Update Process	Bureau of Reclamation	Federal	\$200,000	50%	https://www.usbr.gov/drought/ Success Rate: • 2015: 11 projects funded. • 2016: 9 projects funded. • 2017: 6 projects funded. • 2018: 2 projects funded. LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
11	02/07/20 Regional Climate Resiliency	California Resiliency Challenge. To build local and regional climate resilience and to support a shared vision for a resilient California. While there is a preference for CRC to fund planning projects designed for implementation of resilience infrastructure, the CRC is looking to fund a range of project types which may be earlier in the adaption planning cycle. • Infrastructure adaptation and resilience plans, including “green” or nature-based infrastructure planning. • Additional modeling or feasibility studies to help fill knowledge gaps about vulnerabilities and/ or costs and benefits. • Hazard mitigation plan updates coupled with deeper planning around some specific adaptation solutions. • Climate vulnerability assessments. • Integration of climate resilience planning considerations and strategies into existing plans, such as Local Coastal Programs and General Plans, including efforts to meet requirements of SB 379. • Projects that enable, deepen or extend inclusive and equitable community participation in existing or new projects.	Bay Area Council Foundation	Private	It is expected awards will be between \$100,000 and \$200,000	Not stated as required	https://resilientcal.org Success Rate: Unknown LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
12	02/10/20 Animals	Pet Lovers' License Plate Program. Purpose: To help stop pet overpopulation in California by providing funds for spay/neuter services to municipalities and non-profit organizations in California. Eligible applicants: Veterinary facility that is registered and in good standing with the Veterinary Medical Board and operated by: • California city or county animal control facility (or an agency that currently holds a contract with one or more municipalities) that provides spay & neuter services to the public • California city or county with the capability to administer a spay/neuter voucher program • California non-profit (501(c)3) organization holding a municipal contract for animal control service • California non-profit (501(c)3) organization that operates a veterinary facility that offers low-cost or no-cost spay and neuter services and is registered and in good standing with the Secretary of State.	CA Department of Food and Agriculture	State	\$5,000 - \$50,000	Not stated as required.	https://www.cdfa.ca.gov/SpayNeuter/ Success Rate: Unknown. LOD: Simple

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
13	02/11/20 Interest Form (required - non-binding) Application: April 1, 2020 Library	NEW: Shared Vision Community Partnership Grants for Early Learning and Out-of School Time Programs: - Early Learning grants will aim to connect children, youth, families and caregivers with the services they need to thrive, by building or enhancing early learning hubs and wraparound services. - Out-of-School Time grants: Funded projects will focus on programs designed to improve and support the social-emotional development of school-aged children, and/or the workplace preparedness of teens, during out-of-school times (after school, weekends, and summer). Projects must also include a component where youth have a leadership voice in designing and implementing activities. Brining the Library to You: Mobile Library Solutions Grant. Will help libraries implement new ways to bring literacy, technology and other services to those who face challenges visiting their local library.	CA State Library	State	Most awards will be in the range of \$25,000 to \$250,000, though we may consider smaller or larger amounts (for example, in the case of a cooperative application) on a case-by-case basis.	For libraries in LIPC Level 1, a 20% match will be required. For LIPC Level 2, a 25% match will be required. For LIPC Level 3, a 30% match will be required.	https://www.library.ca.gov/grants/shared-vision/ Success Rate: Unknown. LOD: Unknown

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
14	Round 1 February 12, 2020 to grants.gov February 18-25, 2020 to Applicant Portal Round 2 July 9, 2020 to grants.gov July 14-21, 2020 to Applicant Portal Art	Grants for Arts Projects. To support public engagement with, and access to, various forms of excellent art across the nation, the creation of art that meets the highest standards of excellence, learning in the arts at all stages of life, and the integration of the arts into the fabric of community life. Disciplines are: • Artist Communities • Arts Education • Dance • Design • Folk & Traditional Arts • Literary Arts • Local Arts Agencies. • Media Arts • Museums • Music • Musical Theater • Opera • Presenting & Multidisciplinary Works • Theater • Visual Arts	National Endowment for the Arts	Federal	\$10,000 to \$100,000. Well over half the grants awarded under Art Works have been less than \$25,000 Note: An applicant applying to Challenge America may not apply to Grants for Arts Projects.	50%	https://www.arts.gov/grants-organizations/gap/application-calendar Success Rate: Unknown. LOD: Unknown/Varies Slightly by Discipline

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
15	02/13/20 Housing	Veteran Housing and Homelessness Prevention LOAN Program. Funding provides loans to public or private entities for the development of affordable multifamily rental housing containing permanent Supportive Housing (SH) units, and affordable housing units, for Veterans and their families. Eligible sponsor is the applicant, and the borrowing entity that HCD relies upon for experience and capacity, and which controls the project during development and occupancy. In a project with multiple layers of ownership, the Sponsor cannot have more than two corporate entities between itself and the borrowing entity. A corporate entity is defined in Code of Regulations of the 2017 Uniform Multifamily Regulations. Sponsors and borrowers may be for-profit or not-for-profit entities. Any public agency or private entity capable of entering into a contract is eligible to apply.	CA Housing and Community Development Department	State	\$10 million	Not stated as required.	https://www.hcd.ca.gov/grants-funding/active-funding/vhvp.shtm# Success Rate: Unknown. LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
16	02/14/20 Youth Diversion	Youth Reinvestment Grant Program. To fund programs and services that will divert at-risk youth away from the juvenile justice system. Applicants may implement new activities or programs OR expand existing activities or programs. - Programs funded under this grant must serve youth who are under 18 at the time of program enrollment or who are 18 or older and still under the continuing jurisdiction of the juvenile court including youth being processed for probation violations. - To provide services to youth who would otherwise face entry into the juvenile justice system – either for the first time or for a subsequent violation. - Funds are intended to target youth who are living in underserved communities. All 2019 YRG grantees that are local governmental entities must pass through at least 90 percent of their grant award to nonprofit organizations. Only nonprofit organizations that are community-based, non-governmental, non-law enforcement agencies may be counted as fulfilling this pass-through requirement.	CA Board of State and Community Corrections	State	Minimum: \$50,000 / Maximum: \$2 million Note: Entities that received 2018 YRG funds as either a direct applicant or a passthrough entity are <u>not</u> eligible to receive or be awarded funds under the 2019 YRG Program.	25%	http://www.bscc.ca.gov Success Rate: Last year 44 applications were received; 30 projects were funded. Success rate was 68%.. LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
17	02/15/20 Housing	Homeless Housing, Assistance and Prevention (HHAP). This is a \$650 million one-time block grant that provides local jurisdictions with funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges. Allocations will be given to the following: • The 44 Continuums of Care (CoCs) (will share 190 million) • The 13 large cities, or cities that are also counties, with populations of 300,000 or more (will share 275 million) • 58 counties (will share 175 million) • Agency will calculate each jurisdiction's final program allocation award amount once the 2019 point-in-time count numbers have been finalized and posted by the United States Department of HUD. The eligible applicants will administer their own funds separately; however, they are expected to demonstrate regional coordination as outlined in the HHAP Program Guidance. Eligible applicants must submit a plan specifying alignment of funds and goals, strategies, and services, both short-term and long-term, to reduce homelessness and make it non-recurring.	Homeless Housing, Assistance and Prevention	State	Allocation amount provided in Estimated Preliminary HHAP Allocation Spreadsheet.	None.	https://www.bcsb.ca.gov/hcfc/hhap_program.html Success Rate: Not applicable as this is a one-time block grant allocation. LOD: Unknown.

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
18	02/17/20 06/15/20 10/15/20 Humanities	Humanities for All Quick Grant. Projects should be grounded in the humanities, show potential to provide high quality humanities learning experiences for participants and audiences, and demonstrate capacity for successful implementation. Appropriate formats include but are not limited to community dialogues, reading- or film-and-discussion groups, oral history or nonfiction writing or story-sharing workshops, and other types of activities.	CA Humanities	State	\$1,000 - \$5,000	None.	www.calhum.org Success Rate: Unknown. LOD: Unknown
19	02/17/20 and 06/24/20 Waste	Illegal Disposal Site Abatement Grant Program. To fund solid waste cleanup project sites where cleanup is needed to protect public health and safety or the environment within the applicant's jurisdiction. Eligible costs include, but are not limited to: • Waste removal and disposal; • Security measures such as fences, barriers, and warning signs and other measures to prevent recurring illegal dumping at the remediated sites. • Health and safety measures required for eligible project work.	CalRecycle	State	\$500,000	Not required	https://www.calrecycle.ca.gov/lea/grantsloans/solidwaste/lea/fy201920 Success Rate: Unknown LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
20	02/18/20	Resilient Communities. Purpose: To prepare, strengthen and bounce back more quickly after a disaster. Three eligible categories: • Category 1: Adaptation through conservation projects - support highly impactful and visible conservation projects. • Category 2: Community capacity building and demonstration projects - help multiple communities understand, organize and take action to address risks and opportunities through preparedness and adaptation. Projects that only address one city will not be considered. • Category 3: Adaptation focused on affordable housing and small businesses - support projects that advance scalable, nature-based resilience solutions benefiting affordable housing and/or small businesses in communities vulnerable to impacts from natural disasters.	National Fish and Wildlife Foundation		Maximum funding: • Category 1: \$200,000 to \$500,000 • Category 2: \$200,000 to \$500,000 • Category 3: \$100,000 to \$500,000	1:1	https://www.nfwf.org/resilientcommunities/Pages/2020rfp.aspx Success Rate: Unknown LOD: Medium - Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
21	02/19/20 Water	Title XVI Congressionally Authorized Water Reclamation and Reuse Projects. For planning, design, and/or construction of Projects specifically authorized for funding under Title XVI. If the funding requested will be used for construction activities, the Project must have a completed Feasibility Study. Congressionally Authorized projects can be found here: https://www.usbr.gov/watersmart/title/authorized.html.	Bureau of Reclamation	Federal	Not stated. 6-10 awards are expected.	75% or more of the total project cost.	https://www.usbr.gov/watersmart/title/ Success Rate: 2019: Five projects funded (\$16.98 million total). 2018: Six projects funded (\$35.3 million total). 2017: Six projects funded (\$20.9 million total). LOD: Medium - Complex

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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
22	02/21/20 Warehouse/ Distribution	Warehouse & Distribution Facilities in Riverside and San Bernardino Counties. The purpose of this notice is to identify owners and/or operators of warehouses, distribution centers, and logistics facilities located in Riverside or San Bernardino County interested in potentially partnering with the MSRC Clean Transportation Funding™ Program to implement air pollution reduction strategies and technologies at their facilities that reduce air pollutant emissions associated with Goods Movement. Eligible activities include: • Purchase & Deploy Zero-Emission or Near-Zero Emission (Z/NZE) Heavy-Duty On-Road Trucks. • Purchase & Deploy Off-Road Z/NZE Cargo Handling Equipment. • Facility Electrification to Support Zero Emission Trucks & Off-Road Cargo Handling Equipment. • Development of Onsite Renewable Natural Gas Refueling Infrastructure. • Development of Onsite Hydrogen Refueling infrastructure.	Mobile Source Air Pollution Reduction Review Committee (MSRC)	State	Not stated. \$20 million available to award.	MSRC will work with respondents to identify additional funding sources, as applicable to each conceptual project.	http://www.cleantransportationfunding.org/requests-for-proposal/2019/financial-assistance-transition-zero-near-zero-emission-goods-movement Success Rate: Unknown. LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
23	02/25/20 Transportation	Nationally Significant Freight and Highway Projects (NSFHP) (Infrastructure for Rebuilding America Program – INFRA). The purpose of this program is to fund highway and freight projects of national or regional significance. Transportation infrastructure projects that support four key objectives: • Supporting economic vitality; • Leveraging Federal funding; • Innovation; and • Performance and Accountability. Highway and freight projects carried out on the National Highway Freight Network; highway or bridge projects carried out on the National Highway System including projects that add capacity on the interstate system to improve mobility or projects in a national scenic area; railway-highway grade crossing or grade separation projects; or a freight project that is: • An intermodal or rail project, or • Within the boundaries of a public or private freight rail, water or intermodal facility.	U.S. Department of Transportation	Federal	Large Projects Maximum: • \$100 million; • 30% of a State's FY2018 Federal-Aid apportionment if the project is located in one State; or • 50% of the larger participating State's FY18 apportionment for projects located in more than one State. • Minimum award is \$25 million Small Projects Minimum: \$5 million.	40 percent No more than 80% of the total project cost may come from Federal assistance.	https://www.transportation.gov/buidamerica/infragranets Success Rate: Unknown. LOD: Complex.

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
24	02/26/20 Emissions Reduction	Diesel Emission Reduction Act National Grants. For projects that achieve significant reductions in diesel emissions. To implement programs which incentivize and accelerate the upgrading or retirement of the diesel fleet. Eligible Diesel Vehicles, Engines and Equipment may include, but are not limited to these diesel emission source types: school buses; transit buses; medium-duty or heavy-duty trucks; marine engines; locomotives; and nonroad engines, equipment or vehicles used in construction, handling of cargo, agriculture, mining, or energy production. Priorities: A list of counties that have been designated as priority locations can be found on the website. Other priorities: goods movement, benefits to the community, community engagement, and project sustainability. Projects must include one or more of the following: vehicle and equipment replacements; engine replacement; certified remanufactured systems; verified idle reduction technologies; verified engine retrofit technologies; clean alternative fuel conversions; verified aerodynamic technologies and verified low rolling resistance tires.	U.S. Environmental Protection Agency (EPA)	Federal	Per EPA Region: • Region 1 - \$1 million • Region 2 - \$2.5 million • Region 3 - \$2.5 million • Region 4 - \$2 million • Region 5 - \$3 million • Region 6 (TX) - \$2.5 million • Region 7- \$1.5 million • Region 8 - \$2.6 million • Region 9 (CA) - \$4 million - Region 10 - \$1 million	Match is required on most projects. See page 29 of the guidelines for amounts because the match depends upon the project type.	https://www.epa.gov/cleandiesel/clean-diesel-national-grants#2020 Success Rate: Unknown. LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
25	02/28/20 November 18, 2019 - Prospective lead applicants must complete an Application Survey Transformative Communities	Transformative Climate Communities Implementation Round 3. To fund neighborhood-level proposals that include multiple, coordinated projects that reduce greenhouse gas emissions and achieve other community benefits. The TCC Program focuses investment in communities most burdened by environmental, socioeconomic, and health inequities. The CalEnviroScreen 3.0 ("CES") Tool identifies these communities. The Program is focused on investing in the communities in which more than half of the area overlaps with census tracts in the top 10 percent (10%) of the CES rankings, and the remaining 49% of the project area overlaps with census tracts in the top 25 percent (25%) of CES rankings, or with AB 1550 low-income tracts.	Strategic Growth Council	State	2 locations at \$28.2 million each	50%	http://sgc.ca.gov/programs/tcc/ Success Rate: Round 1: 3 Implementation Grants awarded Round 2: 2 Implementation and 4 Planning Grants awarded. 4 applications received for Implementation Grants – success rate 50%. 7 applications received for Planning Grants – success rate: 57%. LOD: Medium – Complex

TABLE 2
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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
26	02/28/20 January 15, 2019 - Prospective lead applicants must complete an Application Survey Transformative Communities	Transformative Climate Communities Planning Round 3. To fund planning activities in disadvantaged communities that may be eligible for future TCC Implementation Grants. These communities have been identified as those with a majority of Census Tracts that fall within the top 25% of disadvantaged communities. Examples of eligible projects: • Building capacity both internally and externally by including the development of collaborations partnerships that connect land use development with environmental, economic and social justice priorities. • Evaluating, updating, and streamlining various policies and codes currently enforced by the Planning Department and other local departments (e.g., public works, health & safety, fire, parks & open space). • Completing fiscal analyses and studies, such as conducting a fiscal impact analysis to understand long-term service costs of future development and to determine fee structures. • Preparing climate action and climate adaptation plans. Designing or enhancing community engagement that results in innovative and meaningful programs and practices.	Strategic Growth Council	State	3 locations at \$200,000 each	Not required.	http://sgc.ca.gov/programs/tcc/ Success Rate: Round 1: 3 Implementation Grants awarded Round 2: 2 Implementation and 4 Planning Grants awarded. 4 applications received for Implementation Grants – success rate 50%. 7 applications received for Planning Grants – success rate: 57%. LOD: Medium - Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
27	03/02/20 Recycling	City/County Beverage Container Recycling. The goal of this program is to reach and maintain an 80 percent recycling rate for all California Refund Value (CRV) beverage containers - aluminum, glass, plastic and bi-metal.	CalRecycle	State	Each city is eligible to receive a minimum of \$5,000 and each county is eligible to receive a minimum of \$10,000 or an amount calculated by the Department based on per capita, whichever is greater. The per capita amount is calculated, based upon the population as of January 1, 2019.	Not required.	https://www.calrecycle.ca.gov/bevcontainer/grants/citycounty/fy201920 Success Rate: Unknown LOD: Simple - Medium
28	03/02/20 Libraries	Library Innovation Lab. Supports the design and delivery of responsive and relevant public humanities programming in California's public libraries by providing a nine-month practice-based professional development experience and cash grants to participating library programmers.	CA Humanities	State	\$5,000	50%	www.calhum.org Success Rate: Unknown. LOD: Unknown

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
29	03/02/20 Pets of the Homeless	Pet Assistance and Support Program. To qualified homeless shelters to provide shelter, food, and basic veterinary services for common household pets owned by individuals experiencing homelessness, as well as staffing and liability insurance related to providing those services.	Housing and Community Development	State	\$100,000 to \$200,000	Not required.	https://www.hcd.ca.gov/grants-funding/active-funding/pas.shtml#funding Success Rate: Unknown LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
30	03/02/20 Housing	LOAN: Multifamily Housing Program. Purpose: For permanent financing for affordable multifamily rental and transitional new construction, acquisition, rehabilitation, and conversion housing developments. Projects proposing 9 percent federal low-income housing tax credits are not eligible, per Guidelines Section 7302(d), with some exceptions as specified thereunder.	CA Housing and Community Development Department	State	The maximum loan per MHP project under this NOFA shall be \$20 million, or the amount allowed under Guidelines Section 7307. Base loan limits are \$175,000 per Supportive Housing Unit, \$175,000 per Restricted Unit in a Large Family new construction project located in a "High Resource" or "Highest Resource" area on the TCAC/HCD Opportunity Map, and \$150,000 per other Restricted Units.	N/A	https://www.hcd.ca.gov/grants-funding/active-funding/mhp.shtml#funding Success Rate: Unknown LOD: Unknown

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
31	03/03/20 School Violence Prevention	STOP School Violence Prevention. For school safety projects that provide: • Training to prevent student violence against others and self, including training for local law enforcement officers, school personnel, and students • The development and operation of anonymous reporting systems for threats of school violence • The development and deployment of school threat assessment and intervention teams that include coordination with law enforcement agencies and school personnel and/or specialized training for school officials in responding to mental health crises. Eligible applicants may apply under one or more of the following purpose areas: • Train school personnel and educate students on preventing student violence against others and themselves to include anti-bullying training and training for school officials to respond to mental health crises. Develop and implement threat assessment and/or intervention teams to operate technology solutions for threats of school violence. These teams must coordinate with law enforcement agencies and school personnel.	U.S. Department of Justice	Federal	• Up to \$500,000 each for Purpose Area 1, training. - Up to \$750,000 each for Purpose Area 2, threat assessment and/or intervention teams.	Not required.	https://bjaojp.gov/funding/opportunities/bja-2020-17313?utm_campaign=solicitation_2020&utm_content=stop_school_violence_fy19&utm_medium=email&utm_source=govdelivery Success Rate: Not applicable as the program focus has been revised. LOD: Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
32	03/04/20 Emission Reduction	VW Combustion Freight and Marine Project Funding. To mitigate these excess emissions. At least 50% of the funding allocation is expected to benefit disadvantaged and low-income communities. Refer to the Eligibility and Funding Table at http://www.aqmd.gov/docs/default-source/vw_mitigation/vw-cfm-eligibility-and-funding-table.pdf	VW Mitigation Trust Administered through South Coast AQMD	Private	Varies depending on project.	Varies depending on project.	http://www.aqmd.gov/vw/?utm_medium=email&utm_source=govdelivery Success Rate: N/A as this is a new funding source. LOD: Simple - Medium
33	03/04/20 Water	Small-Scale Water Efficiency Projects. For small-scale water efficiency projects that have been prioritized through planning efforts led by the applicant. These projects are generally shovel-ready regarding design, compliance, additional funding, permits, and other approvals. Examples of projects include, but are not limited to: • Canal Lining/Piping • Municipal Metering • Irrigation Flow Measurement Supervisory Control and Data Acquisition (SCADA) and Automation Irrigation Measures	Bureau of Reclamation	Federal	\$75,000	50%	https://www.usbr.gov/newsroom/newsrelease/detail.cfm?RecordID=68963 Success Rate: 2019: 63 projects funded. 2018: 58 projects funded. LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
34	03/11/20 Law Enforcement	Community Oriented Policing Services (COPS) Hiring Program. Purpose: To hire and re-hire career law enforcement officers in an effort to increase their community policing capacity and crime prevention efforts.	U.S. Department of Justice, Community Oriented Policing Services	Federal	\$125,000 per officer position.	25%	https://cops.usdoj.gov/chp Success Rate: Unknown LOD: Medium
35	03/11/20 Law Enforcement	Community Oriented Policing Services (COPS) Microgrants Program. Purpose: To develop the capacity of law enforcement to implement community policing strategies by providing guidance on promising practices through the development and testing of innovative strategies; building knowledge about effective practices and outcomes; and supporting new, creative approaches to preventing crime and promoting safe communities.	U.S. Department of Justice, Community Oriented Policing Services	Federal	\$100,000	Not required.	https://cops.usdoj.gov/cpdmicrogrants Success Rate: Unknown LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
36	03/17/20 Domestic Violence	NEW: Sexual and Domestic Violence Prevention (SD) Program. To expand sexual and domestic violence prevention efforts in California, prioritize marginalized populations within communities, and build the capacity of local organizations through funding primary or secondary prevention methodologies.	CalOES	State	• \$150,000	Not required.	https://www.caloes.ca.gov/pages/Grant-Details.aspx?itemID=350&ItemTitle=2019-20%20Sexual%20and%20Domestic%20Violence%20Prevention%20(SD)%20Program%20RFP Success Rate: Unknown LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
37	03/17/20 Emission Reduction	NEW: Low or No Emission Grant Program. To support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. Eligible projects include: ○ Purchasing or leasing low or no emission buses; ○ Acquiring low or no emission buses with a leased power source; ○ Constructing or leasing facilities and related equipment for low or no emission buses; ○ Constructing new public transportation facilities to accommodate low or no emission buses; or ○ Rehabilitating or improving existing public transportation facilities to accommodate low or no emission buses. Eligible projects must make greater reductions in energy consumption and harmful emissions than comparable standard buses or other low or no emission buses.	Federal Transit Administration	Federal	None	15 percent for leasing or acquiring a transit bus. 10 percent of the cost of transit bus related equipment or facilities	https://www.transit.dot.gov/funding/grants/lowno AND NOFO: https://www.transit.dot.gov/funding/applying/notices-funding/low-or-no-emission-program-low-no-program-fy2020-notice-funding Success Rate: In 2019, 157 applications were received. 38 projects were funded. Success rate is 24% LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
38	03/25/20 Flood Protection	NEW: Urban Flood Protection Grant Program. Projects must address flooding in urbanized areas and provide multiple benefits. Priorities: • Projects that leverage private, federal, or local funding or produce the greatest public benefit. • Projects that propose to use, where feasible, the services of the CA Conservation Corps or certified community conservation corps. • Projects that include water efficiencies, storm water capture for infiltration or reuse, or carbon sequestration and greenhouse gas emission reduction features in the project design, where feasible. Additional Priorities: 1. Projects that use multi-benefit approaches to meet multiple needs at once. 2. Projects that utilize natural infrastructure, such as forests and flood plains. 3. Projects that are developed with local community engagement.	CA Natural Resources Agency	State	Minimum: \$200,000 Maximum: \$6 million	25% unless a DAC.	http://resources.ca.gov/grants/ Success Rate: N/A as 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
39	03/30/20 Law Enforcement	NEW: Alcohol Policing Partnership. To expand their present efforts in addressing alcohol-related problems through a comprehensive ABC program that will encompass a wide range of strategies. Program requirements: • If selected, agencies sworn officers assigned to the project will work closely with ABC Agents and receive training in ABC law, alcohol enforcement strategies, and community resources. • Minor Decoy Programs: Applicants should demonstrate a willingness to conduct Minor Decoy Operations at both On-Sale and Off-Sale locations. • Training: Applicants should demonstrate a willingness to host and facilitate a Licensee Education on Alcohol and Drugs (LEAD) or other Responsible Beverage Service (RBS) Class. In some cases, ABC may be able to provide a trainer for a hosted LEAD class but cannot be relied upon to fulfill this objective. Applicants should demonstrate an ability to conduct a class on their own. • Coordination with District Attorney's Office: Applicants should demonstrate that the District Attorney's or City Attorney's Office is willing to prosecute ABC related cases.	Alcoholic Beverage Control	State	\$100,000	Not stated as required.	https://www.abc.ca.gov/enforcement/alcohol-policing-partnership/request-for-proposals-guidelines/ Success Rate: Unknown LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
40	03/30/20 Transit	NEW: Bus and Bus Facilities Program. To assist in the financing for buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities. • For capital projects to replace, rehabilitate, purchase or lease buses, vans, and related equipment and capital projects to rehabilitate, purchase, construct or lease bus-related facilities. • Up to 0.5 percent of funding may be used for workforce development activities eligible under 49 U.S.C 5314 (b) and an additional 0.5 percent for costs associated with training at the National Transit Institute. • FTA may prioritize projects that demonstrate how they will address significant repair and maintenance needs, improve the safety of transit systems and deploy connective projects that include advanced technologies to connect bus systems with other networks. In FY2020, FTA is encouraging applicants to propose projects that introduce innovative technologies or practices in support of FTA's Accelerating Innovative Mobility (AIM) initiative.	Federal Transit Administration	Federal	None, except no single grantee will be awarded more than 10% of the funds made available. Total funds available is \$454.6 million.	20% with exceptions for Clean Air Act and ADA compliance.	https://www.transit.dot.gov/bus-program Success Rate: In 2019, 319 applications were received; 94 awards were made; success rate was 30%. LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
41	03/31/20 Law Enforcement	NEW: Law Enforcement Mental Health and Wellness. Purpose: To improve the delivery of and access to mental health and wellness services for law enforcement, and significantly advance peer mentoring mental health and wellness programs within law enforcement agencies across the country. With the exception of the “Peer Support Implementation” topic area, initiatives that primarily or solely benefit one or a limited number of law enforcement agencies or other entities will not be considered for funding. • Peer Support Implementation Projects – For law enforcement agencies to create or enhance their peer mentoring programs and to document these efforts to share with other agencies. • National Peer Support Program for Small and Rural Agencies • LEMHWA Coordinator Assistance Provider	U.S. Department of Justice	Federal	\$125,000	None.	https://cops.usdoj.gov/lemhwa Success Rate: Unknown LOD: Medium - Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
42	04/01/20 Interest form (required and non-binding) is due 02/11/20. Libraries.	Shared Vision and Bringing The Library to You Grants. Eligible costs (not finalized or comprehensive): • No major construction costs are allowed, but minor improvements specific to the project space, such as carpeting in one area, furniture, shelving, lighting, etc., or a privacy space build, are allowable • Staffing costs can be included • Programming costs are allowed, such as materials, supplies, minor equipment, and food when used to enhance full participation in the program • Collection and resources are allowed • Vehicles including uplift, interior and exterior improvements, and pop-up library equipment are allowed • Travel (in-state except by approval) is allowed • Project promotion/marketing costs are allowed. The California State Library should be acknowledged in your promotional materials.	CA State Library	State	Most awards will be in the range of \$25,000 to \$250,000, though we may consider smaller or larger amounts (for example, in the case of a cooperative application) on a case-by-case basis.	The match will be based on your library's local income per capita level, or LIPC and is a percentage of funds requested: • Level 1: 20% • Level 2: 25% • Level 3: 30%	https://www.library.ca.gov/grants/shared-vision/ Success Rate: Unknown LOD: Unknown

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
43	04/09/20 Public Art	Challenge America. To support primarily to small and mid-sized organizations for projects that extend the reach of the arts to underserved populations -- those whose opportunities to experience the arts are limited by geography, ethnicity, economics, or disability	National Endowment for the Arts	Federal	\$10,000	\$10,000	https://www.arts.gov/grants-organizations/challenge-america/grant-program-description Success Rate: Unknown LOD: Medium - Complex
44	04/30/20 Alternative Fuel	Hydrogen Refueling Infrastructure. For projects with fueling agreements with fleets of commercial vehicles and transit buses to increase station throughput and to aid in the transition of California's commercial vehicle and bus fleets to a zero-emission alternative.	CA Energy Commission	State	Refer to the pages 8-10 of the guidelines.	50%	https://www.energy.ca.gov/solicitations/2019-12/gfo-19-602-hydrogen-refueling-infrastructure Success Rate: Unknown. LOD: Simple - Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
45	07/01/20 OTC Housing Planning	NEW: Local Early Action Planning Grant. Provides over-the-counter grants complemented with technical assistance to local governments for the preparation and adoption of planning documents, and process improvements that: • Accelerate housing production • Facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment Eligible activities • Must demonstrate an increase in housing related planning activities and facilitate accelerated housing production. • May be part of a larger planning effort (e.g., a comprehensive zoning code update) if proposed activities have not been completed prior to the NOFA date, are distinct, and demonstrate a nexus to accelerating housing production. • Are not necessarily jurisdiction-wide and may include a smaller geography with a significant impact on housing production. • May include a variety of planning documents and processes • Establishing Pro-housing Policies.	CA Housing and Community Development	State	Min. funding: \$25,000 Max funding: • Population 750,000 or greater - \$1.5 million • Population 300,000 to 749,999 - \$750,000 • Population 100,000 to 299,999 - \$500,000 • Population 60,000 to 99,999 - \$300,000 • Population 20,000 to 59,999 - \$150,000 • Population less than 20,000 - \$65,000	Not required.	https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml#getfunding Success Rate: Unknown. LOD: Simple - Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
46	FY 2021 funding: October 14, 2020, at 4:00 p.m. MDT Water	WaterSMART Drought Response Program: Drought Resiliency Projects Grant. 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. Eligible categories: Task A - Increasing the Reliability of Water Supplies through Infrastructure Improvements, such as system modifications or improvements; storing water and/or recharging groundwater supplies; developing alternative sources of water supply including water treatment. Task B - Projects to Improve Water Management through Decision Support Tools, Modeling, and Measurement such as developing water management and modeling tools; installing water measurement equipment and monitoring instrumentation devices; developing a water marketing tool or program that would provide a mechanism for willing participants to buy, sell, lease, or exchange water to avoid or reduce water conflicts. Task C - Projects that Provide Protection for Fish, Wildlife, and the Environment such as fish screens, ladders, bypasses, and modifications to water intakes and improving fish hatcheries.	Bureau of Reclamation	Federal	Funding Group I: Up to \$300,000 per agreement for a project that can be completed within two years. Funding Group II: Up to \$750,000 per agreement for a project that can be completed within three years. Projects in this group will be funded on an annual basis. Funding for the second and third years of the project is contingent upon future appropriations.	50 percent of the total project cost.	http://www.usbr.gov/drought/ Success Rate: 2019: 18 projects funded. 2018: 15 projects funded. 2017: 39 applications received and 11 projects funded. Success rate: 28% LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
47	First Come; First Served until December 30, 2020 Emission Reduction	Proposition 1B - Goods Movement Emission Reduction Program. To reduce air pollution emissions and health risk from freight movement along California's trade corridors. Projects funded under this Program must achieve early or extra emission reductions not otherwise required by law or regulation. - For heavy-duty diesel truck projects, including these six project options: Truck Replacement, Truck Engine Repower (Small Fleet Only), Three-Way Truck Transaction. Two-for-One Truck Replacement, Electrification Infrastructure at a Truck Stop, Rail Yard or Other Facility, or Electric Charging Stations or Hydrogen Fueling Units. - Class 5, 6, 7, and 8 trucks are the only projects that can be funded under this solicitation. - Equipment owner must demonstrate existing truck has been used to move goods a majority of time for the past two years; Fleet compliance with the Statewide Truck and Bus Rule; At least 75% operation within California each year for the past 24 months, and Annual VMT documentation required. California Registration documentation required.	South Coast Air Quality Management District	State via Regional	Varies based on vehicle.	Not required.	http://www.aqmd.gov/home/programs/business/business-detail?title=goods-movement-emission-reduction-projects-(prop-1b)&parent=vehicle-engine-upgrades Success Rate: In Year 5, CARB awarded approximately \$221 million for various projects. LOD: Medium

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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 Parks	Statewide Park Per Capita Program. For local park rehabilitation, creation, and improvement grants to local governments on a per capita basis. Grant recipients are encouraged to utilize awards to rehabilitate existing infrastructure and to address deficiencies in neighborhoods lacking access to the outdoors. Applicants must submit an application. All eligible applicants will be notified and webpage will be updated once allocations have been determined.	CA State Parks	State	Per capita allocation. Cities and eligible districts minimum allocation is \$200,000. Counties and Regional Park Districts minimum allocation is \$400,000.	20%	https://www.parks.ca.gov/?page_id=29906
2	TBD Recycling	Pilot Reuse Grant Program. Details of the program are currently under development including eligible applicants, eligible projects and eligible activities. \$1 million will potentially be available. Examples of Projects: • Refillable Bottle Hydration Stations • Reusable Coffee Cup Club • Reusable Plates/Cups at Events/Festivals	CalRecycle	State	TBD	TBD	Website is not yet developed. Questions and be sent to: GHGReductions@CalRecycle.ca.gov

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
3	2020 Parks	Recreational Infrastructure Revenue Enhancement Grant Program. Eligible Projects: Funds must be spent on projects aimed at improving or enhancing local or regional park infrastructure for the purposes of the revenue enhancement measure. UPDATE: Agencies need to provide information on whether they passed a revenue enhancement measure between November 1, 2012 and November 30, 2018 and wish to participate in the program, then need to respond by February 2020. https://www.parks.ca.gov/pages/1008/files/FINAL_RIRE_Eligibility_Solicitation_Questionnaire_Memo_1.13.20.pdf	CA State Parks	State	Grants will be awarded proportionally based on populations served, with a minimum award of \$250,000.	TBD	https://www.parks.ca.gov/?page_id=29906
4	2020 Stormwater	Urban Stormwater and Waterways Improvement. For low-impact, multi benefit projects in urbanized areas to address flooding (e.g., stormwater capture and reuse, restoration of urban streams and watersheds and increasing permeable surfaces to help reduce flooding).	CA Natural Resources Agency	State	TBD	TBD	http://resources.ca.gov/grants/2019/01/program-overviews/

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
5	UPDATE: January 2020 Guidelines expected March 25, 2020. Deadline expected June 12, 2020. Transportation	Local Partnership Program (Competitive). The Local Partnership Program provides funding to local and regional agencies to improve: • Aging Infrastructure • Road Conditions • Active Transportation • Health and Safety Benefits The Local Partnership Program funds are distributed through a 50% statewide competitive component and a 50% formula component. Competitive: Jurisdictions with voter approved taxes, tolls, and fees, or with imposed fees dedicated solely to transportation.	CA Transportation Commission	State	Two groups: Jurisdictions with voter- approved taxes, tolls, or fees; and jurisdictions with only imposed fees. Minimum competitive funding: • Cat. I (pop. ≥ 1,500,000): \$5,000,000. • Cat. II (pop. 700,000 - 1,499,999): \$3,000,000. • Cat.III (pop. 300,000 - 699,999): \$2,000,000. • Cat.IV (pop. 100,000 - 299,999): \$1,000,000. Category V (pop. <100,000): No minimum.	Projects will require at least a one-to-one 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.	https://catc.ca.gov/programs/sb1/local-partnership-program

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
6	FY2020 Q3 (Jan-Mar) FOA expected Emission Reduction	VW Settlement Fund Light –Duty ZE Infrastructure. To install and maintain EV Charging Stations; to fill physical and funding gaps.	CA Air Resource Board to be administered by Bay Area Air Quality management District	Private	100% of public chargers on govt owned property. 80% of public chargers on privately owned property. 60% of non-public chargers at workplaces and multi-unit dwellings. •	TBD	http://www.baaqmd.gov http://www.baaqmd.gov/news-and-events/page-resources/2019-news/042919-vw-mt-trust https://www.arb.ca.gov/msprog/vwinfo/vsi/vw-mititrust/vw-mititrust.htm
7	March 2020 Water	Prop 1 Storm Water Grant Round 2, Implementation. For multi-benefit storm water management projects.	State Water Resources Control Board	State	\$250,000/ Maximum - \$10 million	50%	https://www.waterboards.ca.gov/water_issues/programs/grants_loans/wgp/prop1/

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
8	FY2020 Q4 (April-June) FOA expected Emission Reduction	VW Settlement Fund ZE Vehicle Class 8 Freight & Port Drayage Trucks For the replacement of freight, port and dump trucks, waste hauler, concrete mixer FIRST COME FIRST SERVED	CA Air Resource Board	Private	\$200,000 (up to 100% of govt vehicles; up to 75% of non-govt vehicles)	TBD	https://ww2.arb.ca.gov/our-work/programs/volkswagen-environmental-mitigation-trust-california/how-apply-vw-environmental
9	04/01/20 – 04/30/20 (tentative) GHG Reduction	Clean Mobility Options for Disadvantaged Communities. For shared mobility projects (e.g. microtransit, bikesharing, carsharing, etc) Voucher Program	CA Air Resources Board	State	\$1 million	TBD	http://www.cleanmobilityoptions.org Presentation slides: http://www.cleanmobilityoptions.org/wp-content/uploads/2020/01/CMO-Outreach-Forums-Presentation-January-2020.pdf

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
10	May 15, 2020 NOFA expected March 16, 2020 Art	Infrastructure and Capacity Building Challenge Grants. To strengthen the institutional base of the humanities by enabling infrastructure development and capacity building. Awards aim to help institutions secure long-term support for their core activities and expand efforts to preserve and create access to outstanding humanities materials.	National Endowment for the Humanities	Federal	\$750,000	TBD	https://www.neh.gov/grants/preservation/infrastructure-and-capacity-building-challenge-grants
11	2020 Regional Parks	Regional Parks Program. For Acquisition for new or enhanced public access and use development to create or renovate: • Trails, with preference given to multiuse trails over single-use trails • Regional sports complexes • Visitor and interpretive facilities • Other types of recreation and support facilities in regional parks	CA State Parks	State	TBD	TBD	https://www.parks.ca.gov/?page_id=29940

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
12	2020 Community Access to Outdoors	Youth Community Access. To fund programs that support youth access to natural and cultural resources, including community education and recreation amenities to support youth substance prevention. Community access provided under the program may include any, or any combination, including all, of the following components: • Transportation. • Physical activity programming. • Resource interpretation services. • Multilingual translation services. • Natural science. • Workforce development and career pathways. • Education. Communication related to water, parks, climate, coastal protection, and other outdoor pursuits.	CA Natural Resources Agency	State	TBD	TBD	http://resources.ca.gov/grants/2019/01/program-overviews/

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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
13	August 2020 Art	Our Town. To support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes. Successful Our Town projects ultimately lay the groundwork for systemic changes that sustain the integration of arts, culture, and design into local strategies for strengthening communities. These projects require a partnership between a nonprofit organization and a local government entity, with one of the partners being a cultural organization.	National Endowment for the Arts		\$25,000 to \$200,000	Equal to grant.	https://www.arts.gov/grants/apply-grant/grants-organizations
14	UPDATE: On Hold Park Access	Community Access Program. For activities and transportation that give community residents new access to outdoor recreation areas and programs.	CA State Parks	State	TBD	TBD	https://www.parks.ca.gov/?page_id=30053

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