



MEETING AGENDA

Technical Advisory Committee

Time: 10:00 a.m.

Date: July 15, 2024

Locations: Riverside County Transportation Commission
March Field Conference Room
4080 Lemon Street, 3rd Floor, Riverside, CA 92501

Council Chamber Conference Room
City of Palm Desert
73510 Fred Waring Drive, Palm Desert, CA 92260

COMMITTEE MEMBERS

Savat Khamphou, **Chair** / Kenny Nguyen, City of Corona
John A. Corella, **Vice Chair** / Armando Baldizzone, Cathedral City
Art Vela / Nate Smith, City of Banning
Robert Vestal / Dustin Christensen, City of Beaumont
VACANT, City of Blythe
Michael Thornton / Travis Bradshaw, City of Calimesa
Albert Vergel De Dios / Sean Young, Caltrans District 8
Stuart McKibbin / Mike Borja, City of Canyon Lake
Andrew Simmons / Maritza Martinez, City of Coachella
Randy Bowman / Mark Lancaster, CVAG
Daniel Porras / Nick Haecker, City of Desert Hot Springs
Jimmy Chung / Yurhi Choi, City of Eastvale
Noah Rau / Nancy Beltran, City of Hemet
Ken Seumalo / Dina Purvis, City of Indian Wells
Timothy T. Wassil / Donn Uyeno, City of Indio
Paul Toor / Octavio Duran, City of Jurupa Valley
Bryan McKinney / Julie Mignogna, City of La Quinta
Remon Habib / Yu Tagai, City of Lake Elsinore

Nick Fidler / Daniel Padilla, City of Menifee
Melissa Walker / Harold Zamora, City of Moreno Valley
Bob Moehling / Jeff Hitch, City of Murrieta
Chad Blais / Sam Nelson, City of Norco
Martin Alvarez / VACANT, City of Palm Desert
Joel Montalvo / VACANT, City of Palm Springs
K. George Colangeli / Dale Reynolds, PVVTA
John Pourkazemi / VACANT, City of Perris
Ryan Stendell / VACANT, City of Rancho Mirage
Farshid Mohammadi / Gilbert Hernandez, City of Riverside
Dennis Acuna / Hector Davila, County of Riverside
Kristin Warsinski / Jennifer Nguyen, RTA
Travis Randel / Stuart McKibbin, City of San Jacinto
Luis Garcia / Harman Singh, SunLine
Ron Moreno / Nick Minicilli, City of Temecula
Christopher Tzeng / Cameron Brown, WRCOG
Jason Farag / Cameron Luna, City of Wildomar

STAFF

Jillian Guizado, Planning and Programming Director
Jenny Chan, Planning and Programming Manager
Martha Masters, Planning and Programming Senior Management Analyst
Edward Emery, Planning and Programming Senior Management Analyst

AREAS OF RESPONSIBILITY

Subject to the supervision of the Commission, the Committee shall provide technical assistance to the Commission by reviewing and evaluating the various transportation proposals and alternatives within Riverside County. The Committee shall review, comment upon, and make recommendations on such matters as are referred to it by the Commission, including all matters relating to the programming of federal funds apportioned to the Riverside County and allocated by the Commission.

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
TECHNICAL ADVISORY COMMITTEE MEETING AGENDA***

*Actions may be taken on any item listed on the agenda.

TIME: 10:00 a.m.

DATE: July 15, 2024

LOCATION: Riverside County Transportation Commission
March Field Conference Room
4080 Lemon Street, 3rd Floor, Riverside, CA 92502

TELECONFERENCE SITE: Council Chamber Conference Room
City of Palm Desert
73510 Fred Waring Drive, Palm Desert, CA 92260

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- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. APPROVAL OF MINUTES – NOVEMBER 20, 2023 & MARCH 18, 2024**
- 4. PUBLIC COMMENTS** – This is for comments on items not listed on agenda. Comments relating to an item on the agenda will be taken when the item is before the Committee. *Page 1*

- 5. STATE AND FEDERAL LEGISLATIVE UPDATE** *Page 21*

Overview

This item is to receive and file a state and federal legislative update.

- 6. CORE CAPACITY INNOVATIVE TRANSIT STUDY** *Page 23*

Overview

This item is to receive and file an update on the Core Capacity Innovative Transit Study (Study).

7. SCAG HIGHWAYS TO BOULEVARDS REGIONAL STUDY

Page 25

Overview

This item is to receive a presentation from the Southern California Association of Governments (SCAG) on SCAG's Highways to Boulevards Regional Study.

8. SB 821 PROGRAM - UPDATE AND DISCUSSION

Page 26

Overview

This item is to discuss Transportation Development Act (TDA) Article 3 (SB 821) bicycle and pedestrian program and provide input for modifications to the guidelines and evaluation criteria.

9. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

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Overview

This item is to receive and file an update from Caltrans District 8 Local Assistance.

10. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: MARCH, MAY, AND JUNE 2024

Page 47

Overview

This item is to receive and file the March, May, and June 2024 California Transportation Commission (CTC) meeting highlights.

11. RCTC COMMISSION MEETING AND WORKSHOP HIGHLIGHTS: APRIL, MAY, JUNE, AND JULY 2024

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Overview

This item is to receive and file the April, May, June, and July 2024 Commission meeting highlights.

12. COMMITTEE MEMBER / STAFF REPORT

Overview

This item provides the opportunity for the committee members and staff to report on attended and upcoming meetings/conferences and issues related to committee activities.

13. ADJOURNMENT

The next meeting of the TAC is scheduled to be held September 16, 2024, at 10:00 a.m.

MINUTES

TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Monday, November 20, 2023

1. CALL TO ORDER

The meeting of the Riverside County Transportation Commission (RCTC) Technical Advisory Committee (TAC) was called to order by Chair Savat Khamphou at 10:00 a.m., in the March Field Conference Room at the County of Riverside Administrative Center, 4080 Lemon Street, Third Floor, Riverside, California, 92501 and at the teleconference site: Council Chamber Conference Room, City of Palm Desert, 73510 Fred Waring Drive, Palm Desert, California 92260.

2. ROLL CALL

Nate Smith, City of Banning
Robert Vestal, City of Beaumont
Michael Thornton, City of Calimesa
Sean Yeung, Caltrans
Stuart McKibbin, City of Canyon Lake
John Corella, City of Cathedral City*
Andrew Simmons, City of Coachella*
Randy Bowman, Coachella Valley Association of Governments*
Savat Khamphou, City of Corona
Noah Rau, City of Hemet
Ken Seumalo, City of Indian Wells*
Donn Uyeno, City of Indio*
Bryan McKinney, City of La Quinta*
Nick Fidler, City of Menifee
Melissa Walker, City of Moreno Valley
Bob Moehling, City of Murrieta
Mojahed Salama, Riverside County
Jennifer Nguyen, Riverside Transit Agency
Travis Randel, City of San Jacinto
Luis Garcia, Sunline Transit Agency*
Patrick Thomas, City of Temecula
Jason Farag, City of Wildomar

*Joined the meeting at Palm Desert.

3. APPROVAL OF SEPTEMBER 18, 2023, MINUTES

B/C/A (Corella/Walker) to approve the Minutes as submitted. There were no objections to this motion.

4. PUBLIC COMMENTS

There were no public comments.

5. DRAFT UPDATE TO THE TRAFFIC RELIEF PLAN

David Knudsen, RCTC, provided a presentation on the Traffic Relief Plan. All of the information presented is also available on the Traffic Relief Plan website: www.trafficreliefplan.org.

RCTC is the implementor and administrator of Measure A, the county-wide transportation improvement agency, supporter of Metrolink, RTA, Sunline, and other transit operators, as well as a toll operator. In 2020, just prior to the pandemic shut down, the Commission approved the 2020 Traffic Relief Plan. This was a transportation strategy intended to present a list of projects and services possibly for the consideration of a future ballot measure. The plan did not move forward in the form of a ballot measure, but the Commission did adopt the plan. The Commission is now updating the 2020 Traffic Relief Plan, titled the Draft 2024 Traffic Relief Plan (TRP). The plan includes transportation projects and services strategy for Riverside County for today and tomorrow. The Draft 2024 TRP updates the TRP approved by the Commission that was formed by public outreach beginning in 2017, through 2020, and now through 2023. The 2024 TRP represents \$25 billion in transportation investments for Riverside County, but what the plan is not, is funded. This is a strategy document that details projects but is not funded.

The TRP is broken into 8 investment categories that identify where funds would be spent and where projects might be funded from. Safe streets and roads would repair potholes, provide road maintenance, sidewalk and pedestrian safety infrastructure, traffic signals, and ADA improvements. Highways would include State Route 60, 91, and 111, and Interstates 10, 15, and 215, and highway interchange improvements. Public transportation includes Metrolink operations, services, and expansion, Coachella Valley Rail, investments in zero-emission trains and buses, and expansion of rapid commuter bus services and micro-transit. Regional connections is a new category that includes constructing multi-modal transportation corridors that connect Riverside County and relieve congestion on existing highways and local roads.

Commuter assistance would expand Freeway Service Patrol, carpool and vanpool services, park and ride lots, and incentivize employers and employees to use alternative commute methods. Active transportation would improve safety and expand access to pedestrian and bicycle facilities and improve and expand trails and access to open spaces and natural areas. Flood and blowsand control includes reinforcing roadways and infrastructure against natural hazards in the Coachella Valley and projects to address persistent flooding. Finally, environmental mitigation includes safeguarding infrastructure from natural hazards, supporting transit-oriented development and housing, and promoting public health and safety by improving air quality.

These eight investment categories are spread out across the county in three geographical locations. The Coachella Valley currently receives Measure A funds which are administered by the Coachella Valley Association of Governments (CVAG). The TRP for 2024 maintains this status quo where CVAG administers the funding. The administration of funds is done through the prioritization of the Transportation Project Prioritization Study (TPPS) and includes vehicle miles traveled (VMT) mitigation, support for transit oriented development, and the Coachella Valley Multiple Species Habitat Conservation Plan. Projects can be funded through multiple categories.

Specific examples of projects in the Coachella Valley include the Coachella Valley Rail, investments on critical roads and bridges, improvements on Interstate 10, Highway 111, and State Route 86, grade separations, connecting regions including Highway 62 and 74, complete streets, multi-modal connections, zero-emissions buses, expansion of Freeway Service Patrol, pothole repair and local road maintenance, and preservation of Coachella Valley's natural areas.

Western Riverside County, unlike the Coachella Valley, has specific allocation percentages of funds between the eight investment categories. Highways receive 25%, regional connections 12%, public transportation 25%, environmental mitigation 25%, commuter assistance 2%, active transportation 3%, and safe streets and roads 8%.

Examples of projects for Western Riverside County include highway improvements on 15, 215, 91, 60, and 10 corridors, regional connections, establishing passenger rail service to the pass area, Coachella Valley, Hemet, and San Jacinto, pothole repair, road maintenance and traffic signal improvements, sidewalks and bike lanes, expansion of rapid/commuter buses, micro-transit and vanpool services, investment in zero-emission trains and buses, expansion of Freeway Service Patrol, and safeguarding infrastructure from natural hazards.

The third sub-region is the Palo Verde Valley area. Blythe City Council and the County Board of Supervisors set priorities and use of the funds, like in the current measure. The intent is to strengthen the agricultural economy and tourism with a focus on safety and maintenance of local streets and roads, ensuring ADA compliance, establishing a new vanpool program, and providing reduced or free transit services to the most vulnerable populations.

RCTC had an independent economic analysis from Beacon Economics. They reviewed the TRP over a 30-year horizon and if funding were allocated through a one cent measure, it would help invest \$25 billion into the plan, which supports 168,000 jobs, with a labor income of over \$10 billion, and a total economic output of over \$30 billion.

Looking at the investment among regions over a 30-year planning horizon, investing \$25 billion in transportation would address transportation needs across all three subregions of Riverside County with around \$100 million for the Palo Verde Valley, \$5 billion for Coachella Valley, and \$20 billion for Western Riverside County.

Built into the TRP are extensive efforts to maintain accountability to taxpayers; there are independent audits and mandatory reviews. Since these would be local funds, they would have

a local voice and local control with no funds being diverted to Sacramento or Washington, D.C., and no more than 1% can be used for administrative salaries.

At the last Commission meeting, Commissioners approved releasing the Draft 2024 TRP for public review, with the TAC being the first to receive this presentation. RCTC wants to hear from TAC members, residents, and city councils. Feedback can be submitted at www.trafficreliefplan.org or emailed to trafficreliefplan@rctc.org. A digital and grass-roots outreach and education effort will be forthcoming in January 2024.

Melissa Walker, Moreno Valley, asked what the deadline for receiving comments would be. David Knudsen stated that RCTC would be taking comments until March. RCTC staff is also available to speak at city council meetings.

Patrick Thomas, Temecula, wanted to confirm the use of the funds for Coachella Valley included VMT mitigation, but it was not included for the Western Riverside County region. David Knudsen noted that VMT mitigation is included in the Western Riverside County region under the environmental mitigation category.

Nate Smith, Banning, noted that there were quite a few projects listed in the TRP and wanted to know if the \$25 billion was on top of what was already there or if the funds were also to help current projects get to a point that they were constructable. David Knudsen used the State Route 79 realignment project as an example: the project is currently under Measure A and there is not enough money currently to complete the project. The project is also included in the TRP for 2024 to complete the project. In most cases, the projects listed were not in Measure A but are projects that most are familiar with. While the TRP is looking at a 30-year horizon, it is not just a 30-year document, it is a living document that will be updated as the Commission deems appropriate.

Nate Smith wanted to know where the additional 1% tax increase would put Riverside County in comparison to neighboring counties. David Knudsen shared that Los Angeles County has over 2% for a transportation tax, if this were implemented in 2024, Riverside County would have 1.5% in transportation taxes.

Jillian Guizado, RCTC, stated that 7.75% is the base state tax including the ½ cent transportation tax. Everyone in the county pays a minimum of 7.75%. With this new tax that would increase to 8.75%, but some cities like Riverside and Corona have an additional 1 cent sales tax.

Jason Farag, Wildomar, asked when the TRP would be adopted. David Knudsen noted that the timeline for adopting is fluid now, mainly because RCTC wants to hear back from cities and residents. There will be discussions in January and February on the TRP, and after March the Commission will need to decide on the funding strategy if they so choose. Otherwise, mid-spring would see the final adjustments to the TRP before adoption.

6. PROPOSED 2024 TECHNICAL ADVISORY COMMITTEE MEETING SCHEDULE

Jillian Guizado shared that the proposed 2024 TAC meeting schedule continues the traditional schedule of meeting every other month on the third Monday. The January TAC meeting falls on the Martin Luther King holiday, so the proposal is not to have a January meeting and start the 2024 meetings in March. It is proposed to continue holding the meetings in two different locations, the RCTC Office in the March Field Conference Room and Palm Desert Council Chambers Conference Room.

B/C/A (Randel/Moehling) to adopt the 2024 TAC Meeting Schedule. There were no objections to this motion.

7. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 2024 CALL FOR PROJECT NOMINATIONS

Jillian Guizado provided an update on the Southern California Association of Governments (SCAG) 2024 Call for Project Nominations. For approximately 30 years, RCTC has been responsible for programming and managing federal formula funding. This was based on state law that has been in place for decades that delegates these funds to the local level. Two years ago, the Federal Highway Administration (FHWA) decided that California was not distributing funds correctly. The state was given a corrective action to adjust the error in its procedures.

SCAG, as the Metropolitan Planning Organization (MPO), received a similar corrective action when going through its federal certification review. Federal guidance indicates funding decisions should not be delegated beyond the MPO level, which in the case of Riverside County is SCAG. RCTC and other SCAG region counties were given until June 30, 2023, to program the balance of federal formula funds through Fiscal Year 2025/26. RCTC staff completed this following the Board policy to prioritize the Measure A 10-Year Highway Delivery Plan projects for federal formula funding and accounting for a fair share distribution of the funding to the Coachella Valley.

Since June, Caltrans has released updated four-year federal formula funding estimates for the SCAG region. Between the three federal formula programs: Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Carbon Reduction Program (CRP), the SCAG region is due to receive an additional \$275 million over the current and next two federal fiscal years. The SCAG region includes all six counties which would be sharing the \$275 million. SCAG has adopted guidelines for administering these funds and intends to release a call for project nominations in early January 2024. This will be a region-wide competition with San Bernardino, Imperial, Orange, Los Angeles, Ventura, and Riverside County.

While fair shares no longer exist as funding decisions ultimately rest with SCAG, if a formula share were to be applied, Riverside County would generally receive 12%, which comes out to \$33 million of the \$275 million anticipated to be available through Fiscal Year 2026. At a minimum, staff is hopeful that the county will receive at least that much in the upcoming call.

In addition to providing the above information to the TAC, this item is also to inform the TAC of the nomination procedures RCTC has developed for the Board's consideration at the December 13 Commission meeting. Only the county transportation commissions are eligible to submit nominations under the SCAG call for project nominations, however, all local agencies, transit operators that are federally eligible, and tribal governments are eligible to receive the federal formula funding.

As such, staff has developed nomination procedures that are attached to this agenda item to establish a methodology for how projects will be nominated to SCAG. The SCAG guidelines specify that nominations may receive up to 50 points based on the level of recommendation from the county transportation commissions. The levels of recommendation in the SCAG guidelines are highly recommended, recommended, and contingency list. The proposed RCTC nomination procedures would move nominations forward as follows: projects in the Measure A 10-Year Highway Delivery Plan groups 1 and 2 will be highly recommended, based on prior Commission policy to prioritize these projects for federal formula funding; projects in group 3 of the Measure A 10-Year Highway Delivery Plan, the CVAG Transportation Project Prioritization Study, the WRCOG Transportation Uniform Mitigation Fee (TUMF) Nexus Study backbone network, or a zero emission transition plan will be recommended; and projects that are not in any of the aforementioned plans will be on the contingency list.

RCTC's proposed approach for receiving project nominations for all eligible entities in Riverside County is to conduct a two-step process whereby there will be an initial screening, in which project sponsors will submit an intake form. They will then be advised as to what their RCTC level of recommendation to SCAG will be and then invited to prepare a full nomination application if they choose to move forward.

The full schedule is included in the agenda item. Highlights include: December 13, staff will present the staff nomination procedures to the Commission; if approved, the call for nominations would open; January 12 RCTC would close nominations; February 7 RCTC would notify nominators of their recommendation category; March 13 nominators will submit the full project nominations to RCTC for review with any feedback being provided a week later; March 27 the final project nominations are due to RCTC; and March 28 final nominations would be submitted to SCAG by RCTC.

RCTC staff will be holding office hours and will be available to schedule one-on-one consultations with interested eligible agencies. SCAG intends to request board approval of the project list on June 6. While any opportunity to secure additional funding for projects in Riverside County is a good one, agencies should meter their expectations as to what Riverside County may be able to get out of it.

Chair Khamphou wanted to clarify that the projects nominated had to be NEPA cleared, so it would be federally funded through SCAG. Jillian Guizado confirmed that yes, this funding is all federal formula funding.

Travis Randel, San Jacinto, wanted to know where he could review the 10-Year Highway Delivery Plan that was mentioned. Jillian Guizado noted that it should be on the RCTC website, but staff can send out a PDF of the plan to the TAC members.

Patrick Thomas wanted to know if all three programs were going under one call for projects. Jillian Guizado confirmed that they are, and that SCAG has adopted guidelines for the STBG and CMAQ, which are the older fund types. SCAG will be adopting separate guidelines for the CRP funds later this month.

CRP is a new program under the Infrastructure Investment and Jobs Acts (IIJA) and Caltrans has put additional constraints on these funds. In federal language, CRP is similar to CMAQ and is intended to reduce greenhouse gas emissions, but at the state level, three pillars have been implemented that further dictate how CRP funds will be spent. The three pillars are active transportation, transit and rail, and zero-emissions. There is also a carve out for general purpose lanes that get converted to managed lanes.

Nate Smith wanted to know if a local agency would need to take the lead on the call for projects on a project RCTC was managing. Jillian Guizado thought this would be something to discuss with the RCTC project manager.

Travis Randel wanted to know if the funds were only for construction or if they could also be used for ROW acquisition. Jillian Guizado stated that ideally NEPA would need to be completed or have evidence that the process was underway, but the funding could be used for any phase.

John Corella, Cathedral City, asked if the date for upcoming workshops had already been determined. Jillian Guizado stated that the meeting date had not been confirmed yet. On December 13, if the Commission approves the nomination procedures, then RCTC will release the call for nominations that will list the dates for workshops.

8. ACTIVE TRANSPORTATION PROGRAM CYCLE 7 UPDATE

Edward Emery, RCTC, provided an update on the Active Transportation Program (ATP) Cycle 7. ATP is a highly competitive statewide program administered by the California Transportation Commission (CTC) that funds bicycle and pedestrian facilities. Cycle 7 was kicked off in August 2023, with Virtual Guideline Workshops. Since then, staff has participated in several workshops. A schedule of upcoming Cycle 7 milestones is available in the agenda packet.

Overall, CTC staff is not recommending any major changes to the Cycle 7 guidelines. For those planning to refresh and resubmit an application from a previous cycle, the process should be straight forward. Staff has confirmed they will not adjust the project size thresholds for the five project types. Additionally, they will not change the maximum score available for matching funds. The ATP application requires agencies to consult with the California Conservation Corps (CCC) per SB 99. CTC staff reminded applicants that this process must be followed for each application and must be repeated when an application is resubmitted from a prior cycle. Non-complying applications will receive a reduction of 5 points.

CTC staff is providing two new tools to allow applicants to demonstrate project benefits to disadvantaged communities. These tools, which have been used by the Justice40 initiative, may allow more census tracts to qualify. The process for cancelling an awarded project has been memorialized; agencies will submit a signed letter to Caltrans and CTC staff detailing the reasons for project cancellation, steps taken to avoid cancellation, and lessons learned. A follow-up call will be conducted with the agency.

CTC staff will post ATP funding information for projects selected by CTC on the ATP website indicating whether the awarded project receives state or federal funds. Currently, CTC staff is unable to provide such level of information for MPO selected projects. CTC is requiring awardees to provide additional project data points to better highlight the ATP program's impact on VMT reduction, mode shift, and emissions reduction. These results will be used to advance efforts to increase ATP funding.

Agencies planning to submit a new project or resubmit a refreshed application from a prior cycle, should strongly consider a virtual site visit with the CTC to discuss the project and help maximize the scoring potential. The visits will occur through March, but availability is limited. The link to the scheduling portal is on page 70 of the agenda packet. Lastly, CTC staff propose to hold an in-person branch workshop this January in Riverside County. The workshop was created to provide program education and direct technical assistance to the region. CTC staff will host the two-hour branch workshop and would like to tour potential projects the following day.

John Corella wanted to know when consulting with the CCC, how other jurisdictions utilized them on their projects because when a contractor engages them there is liability insurance requirements and many local CCC offices do not have that or the skillset.

Chair Khamphou noted that there were a lot of people shaking their heads at the Riverside location.

Elaine Rogers, Caltrans, shared that the City of San Bernardino did use CCC. While the details were not known, it was offered to connect the two cities together. John Corella thought that would be helpful as this was probably the test case for Riverside County. Any details or insights will be reported back to the TAC.

Chair Khamphou added that the experience with the CCC has been that the projects were too complex and they issued denial letters.

Randy Bowman, CVAG, noted that their ATP application for the Art and Music Line expects collaboration with CCC, so any insight or experiences would be helpful.

Andrew Simmons, Coachella, stated that the CCC should be contracted through the state not the contractor. John Corella noted that one is put on the contractor's obligation and the other is on the city, and the city is trying to figure out the smoothest way to accomplish this.

Edward Emery stated that if anyone was interested in having CTC visit a potential project site, let RCTC staff know.

Jenny Chan, RCTC, added that having been in contact with CTC staff, they are interested in coming out to Riverside and it has morphed into a joint branch workshop where San Bernardino County will also be included. The first day would be the branch workshop, the next day would be site visits in Riverside County, and the third day would be site visits in San Bernardino County. Due to the size of Riverside County, staff would like to get an idea on who would be interested in hosting CTC for a site visit.

John Corella thought it would have been helpful for the CTC to give a presentation at this TAC meeting. Perhaps that is something that could be coordinated in the future.

Jenny Chan stated that as part of the branch workshop it would be requested that CTC speak about the CCC and what would be involved as part of the application.

Patrick Thomas was under the understanding that the site visits were going to be virtual. Edward Emery clarified that the site visits were different. The branch workshop is a regional meeting, but the site visits would be individual.

9. 2024 STATE TRANSPORTATION IMPROVEMENT PLAN UPDATE

Edward Emery provided an update on the 2024 State Transportation Improvement Plan (STIP). The first action taken in the new STIP cycle is Caltrans presents the STIP fund estimate, which lays out the estimated funding in the next cycle and in which years the funds are anticipated to be available. At the same time, the CTC begins updating the program guidelines. The STIP is comprised of the public transportation account and highway account funds that are available for state highway improvements, inner city rail, and regional highway and transit improvements. The 2024 STIP consists of Fiscal Years 2024/25-2028/29, and new STIP distributed in Riverside County is based on sales tax revenue in each geographic area of the county.

Based on sales tax revenue in Riverside County, Western County's 2024 distribution is 79.91%, Coachella Valley is 19.7%, and Palo Verde Valley is 0.39%. At the September 2023, meeting, the Commission approved the 2024 STIP funding distribution for the three geographic areas of the county. The item also presented an outline for developing the 2024 STIP and reported that the Riverside County target share for programming is \$59,788,000. After taking \$1.7 million off the top for Planning, Programming, and Monitoring (PPM), Western County will have approximately \$51 million, and Coachella Valley will have \$6 million of STIP funds for programming. The \$294,000 for Palo Verde Valley will be swapped for Measure A funds. The Commission approved programming the 2024 STIP funding at its October 2023 meeting.

In order to identify projects for the 2024 STIP, a thorough review of Commission sponsored programs and projects was performed. Due the relatively small amount of STIP funding and the funding not being available for programming until at least FY 27/28, it was challenging to

identify projects or programs for STIP. Ultimately, the Commission approved programming 2024 STIP funds on four projects.

The Interstate 15 Express Lanes Project Southern Extension is well suited for STIP funding, as environmental clearance is not anticipated until FY 25/26. Staff recommended programming \$37,415,722 of STIP funds on that project.

Staff also recommended funding for two regionally significant projects. The French Valley Parkway Phase II is currently under construction, led by the City of Temecula. Staff recommended programming \$5 million on the next phase of the project. The funds will be used to advance the design of the project.

As has been mentioned by Commissioners at Commission meetings over the past couple years, the Interstate 10 is seeing increased congestion, significant development, and it has become routine that the entire interstate is shut down in any number of emergency situations. The I-10 Bypass is critically important to the Cabazon and Pass areas. STIP funding was recommended for the right of way phase of this project.

CVAG is responsible for nominating STIP projects in the Coachella Valley. CVAG's Executive Committee approved programming the Coachella Valley STIP share of \$6.7 million on the I-10/Monroe Street Interchange as it did in the 2022 STIP. This is CVAG's highest priority project based on its transportation project prioritization study.

The Riverside County 2024 STIP project recommendations were forwarded to SCAG to conduct regional performance measures analysis as required by the CTC STIP guidelines and will be forwarded to the CTC for adoption by the statutory deadline of December 15, 2023. Additionally, Riverside County still has STIP projects programmed in the 2022 STIP cycle that were approved by the Commission in 2021. These important ongoing projects will be allocated by the CTC beginning in FY 25/26. Carryover projects include the I-10/Highland Springs Interchange, Temescal Canyon Road, and Coachella Valley Rail.

10. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Elaine Rogers, Caltrans, provided a presentation on the Caltrans District 8 Local Assistance updates. Immediate action was required for inactive projects greater than 24 months. Justification was to be provided for these projects by November 2, 2023, to the Division of Local Assistance (DLA).

The American Public Works Association (APWA) exists to develop and support the people, agencies, and organizations that plan, build, maintain, and improve our communities. Working together, APWA and its membership contribute to a higher and sustainable quality of life. Each APWA chapter offers its members information sharing, training, best practices, and networking opportunities to improve their knowledge of and enhance skills for the public works sector across California. Please go to the APWA website to get information on the local chapter.

Caltrans Office of Strategic Investment Planning (OSIP) Division of Transportation Planning leads Caltrans Letter of Support (LOS) requests from local and regional agencies for inclusion in their project application packages for competitive grant programs. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) for 2024 request for a Caltrans LOS is due November 30, 2023.

The Caltrans Office of Environmental Compliance & Outreach (ECO) in the DLA is requesting local public agency, Tribal, and consultants' help to improve ECO's processes and provide better support. The purpose of this survey is to identify where the Local Assistance Environmental process may be improved which will ultimately enhance services to the public and create a more expeditious path for project delivery.

The experts at ECO will assist with any questions concerning how to fill out the Preliminary Environmental Study (PES) for your project, or any other PES questions attendees may have. Assistance is available the first Thursday of every month from 1:00 pm – 2:00 pm starting on November 2, 2023; registration is available online.

The DLA has had exhibit updates. In response to recent changes in federal regulations, Exhibit 12-G: Required Federal-aid Contract Language of the Local Assistance Procedures Manual (LAPM) has been updated to incorporate two significant revisions related to Buy America and the Davis-Bacon regulations. A new Exhibit 13-E: Preliminary Engineering Right of Way Checklist has been implemented for all federally funded local projects. Any proposed projects and existing projects currently working on their PES document must complete and submit Exhibit 13-E.

The Clean California Local Grant Program (CCLGP) has announced the award of 42 Clean California grants totaling nearly \$100 million for local projects throughout the state. The Caltrans CCLGP team received 230 applications for local grant projects by the application deadline of May 31, 2023, which sought approximately \$560 million in grant funds. Awards will be given to 42 projects, or approximately 18% of the received applications, totaling \$99,998,175 in requested grant funds.

Federal Highway Administration (FHWA) has upcoming webinars in November and January. On November 27, 2023, 12:30 – 1:30 pm PT, there will be a Digital As-Builts Forum. It will cover Digital Construction Management (DCM) builds upon existing 3D Modeling, e-Construction, Digital As-Builts, e-ticketing, Unmanned Aerials Systems, Smart Work Zone Project Coordination, and Strategic Workforce Development Innovations. On January 29, 2024, 12:30 - 1:30 pm PT, will be the Innovation in Project Delivery, From Hard Hats to Safety Helmets. The National Institute for Occupational Safety & Health (NIOSH) and its partners are working to prevent work related (WR) traumatic brain injury (TBI). Consistent with the hierarchy of controls, prevention of WR TBIs should begin with efforts to eliminate hazards and use engineering and administrative controls at construction worksites and among construction workers with the use of personal protective equipment such as helmets remains essential in many construction settings to prevent injury.

The DOT is now accepting applications for its FY 2023 Thriving Communities Program (TCP). The TCP will provide up to \$22 million in funding for Capacity Builders to provide technical assistance, planning, and capacity building support to disadvantaged and under-resourced communities across the U.S. to help them advance the transformative transportation projects needed to thrive. The Notice of Funding Opportunity (NOFO) applications are through [grants.gov](https://www.grants.gov) and will be due by 1:59 pm on November 28, 2023. Webinar materials for the three webinars, including presentation slides and recordings, are available on the TCP Webinars webpage.

The USDOT Discretionary Grants Dashboard provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. The Dashboard also includes federal grant programs outside of DOT that may be of particular interest to rural communities. Visit the Grants Dashboard to find out more or check the calendar of open and upcoming grant opportunities.

Many of the NOFOs have trainings and information sharing recordings and webinars that are associated with the programs and application processes. Several of the programs, including Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program, Thriving Communities Program, Tribal Transportation Program Safety Fund (TTPSF), RAISE Grants Program, Bridge Investment Program, and others should be of interest to Caltrans' Tribal Nation partners. All federal grants can be found at [grants.gov](https://www.grants.gov).

11. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: OCTOBER AND NOVEMBER 2023

Jillian Guizado stated since the last TAC, the CTC has met twice. One of the meetings was a statutorily required bi-annual joint meeting with California Air Resources Board (CARB) and California Housing and Community Development (HCD). Notable items to highlight include staff confirming all cities and Riverside County submitted the required documentation to remain eligible for SB 1 Local Streets and Roads funding; this item was approved by the CTC in October.

At the joint meeting with CARB and HCD, the California State Transportation Agency provided an update on the progress made in implementing the Climate Action Plan for Transportation Infrastructure (CAPTI). CAPTI was born out of Governor Newsom's Executive Order N-19-19 in 2019, directing state departments to invest \$5 billion in annual transportation funding toward projects that advance California's clean air goals. The report indicated that by the end of this calendar year, all 34 of the goals in CAPTI will have been met. In the spring, the agency will begin an update to CAPTI. It is important that all agencies engage in CAPTI matters as they have effects to projects that are being delivered.

The joint meeting included many advocates who made public comments almost exclusively calling for a full-stop on all spending on the highway system, even SHOPP funding which pays to fill potholes, install and repair guard rails, and maintain bridge safety. It was stated that the CTC and Caltrans are not doing enough to stop highway widenings and reduce VMT.

The CTC will meet again in December, here in Riverside. The January meeting will be in Modesto.

12. RCTC COMMISSION MEETING HIGHLIGHTS: SEPTEMBER, OCTOBER, AND NOVEMBER 2023

Jillian Guizado highlighted some notable items from the recent Commission meetings. RCTC agreed to be the lead agency on the design phase of the Lake Elsinore I-15 Franklin Street Interchange. RCTC will utilize Transportation Uniform Mitigation Fees (TUMF) from WRCOG for the design phase so it is fully funded by external sources.

RCTC entered into a cooperative agreement with the City of Coachella to help lead the Coachella Rail Station Feasibility Study and Integrated Land Use Transit Network Study, which received funding through SCAG.

The next Commission meeting will be held on December 13.

13. COMMITTEE MEMBER / STAFF REPORT

Mojahed Salama, Riverside County, introduced Dennis Acuna, the new Deputy Director of Transportation, and announced that he would be retiring at the end of the year.

14. ADJOURNMENT

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at approximately 11:11 a.m. The next meeting will be on March 18, 2024, at 10:00 a.m.

Respectfully submitted,



Jillian Guizado
Planning and Programming Director

TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Monday, March 18, 2024

1. CALL TO ORDER

The meeting of the Riverside County Transportation Commission (RCTC) Technical Advisory Committee (TAC) was called to order by Chair Savat Khamphou at 10:01 a.m., in the March Field Conference Room at the County of Riverside Administrative Center, 4080 Lemon Street, Third Floor, Riverside, California, 92501 and at the teleconference site: Council Chamber Conference Room, City of Palm Desert, 73510 Fred Waring Drive, Palm Desert, California 92260.

2. ROLL CALL

Robert Vestal, City of Beaumont
Armando Garcia Baldizzone, City of Cathedral City *
Savat Khamphou, City of Corona
Noah Rau, City of Hemet
Dina Purvis, City of Indian Wells *
Timothy T. Wassil, City of Indio *
Bryan McKinney, City of La Quinta *
Harold Zamora, City of Moreno Valley
Bob Moehling, City of Murrieta
Dennis Acuna, Riverside County
Travis Randel, City of San Jacinto

*Joined the meeting at Palm Desert.

3. APPROVAL OF MINUTES – NOVEMBER 20, 2023

A quorum was not present, so the approval of the minutes was deferred.

4. PUBLIC COMMENTS

There were no public comments.

5. SCAG SCP AND QUICK-BUILD PROJECTS PRESENTATION

Edward Emery, RCTC, shared that the Southern California Association of Governments (SCAG) Sustainable Communities Program (SCP) is a technical assistance program that strengthens partnerships with local agencies and strategic partners who are responsible for land use and transportation decisions. The program awards funding for Non-Infrastructure (NI) projects, plans, and quick build projects. For the upcoming cycle, SCAG's SCP is supplemented with a 5% share of the Active Transportation Program (ATP), Metropolitan Planning Organization (MPO)

component funds. A call for projects for the SCP will be released in June 2024. RCTC encourages staff to apply for SCP, especially for quick build projects, which are defined as temporary improvements to evaluate the effectiveness of a project, quickly address a safety concern, and gather community feedback.

Rachel Om, SCAG, provided a presentation on Quick Build Projects and Funding Opportunities. The California Transportation Commission (CTC) describes a quick build project as an interim capital improvement project. Another way to think of quick build projects is a near-term pilot project using durable, low- to medium-cost materials. Quick build elements could include planters, striping, plastic posts, rubber curbs, and signage. Other examples include enhanced pedestrian infrastructure or updating a regular crosswalk to a high visibility crosswalk. Even operational changes like adjusting signal timing could be considered a quick build.

The quick build process starts with outreach and design which typically takes a year to 18 months using community outreach events and other engagement opportunities. The implementation can take anywhere from just a few days to a couple of months depending on the scale of the project. A key part of the quick build is to have the evaluation which can take anywhere from one to three years. With the state funding ATP and SCAG's SCP funding, the evaluation must be a minimum of 6 months to provide time for interaction and data collection. Following the evaluation period, there are a lot of options: the project could be modified based on feedback, funding could be sought to make the improvements permanent, or the build could be removed.

A quick build is an opportunity to gather community feedback. This could work for controversial projects that may need time for ongoing engagement and with locations that have operational constraints, such as school zones. There are also opportunities to pair quick build projects with repaving projects to maximize funding. A quick build scope would include project management, existing conditions analysis, community engagement, quick build design, evaluation, and a final report. In the region, there are quite a few completed projects in Los Angeles County but SCAG is hoping to have more projects across the region.

ATP Cycle 7 is a statewide call for projects that should be opening next week. There is up to \$7 million available for quick build projects. To submit an application, city staff will need to meet with CTC staff prior to submission. Any project that does not get awarded statewide funding will be forwarded to SCAG for consideration under the regional component. If the timing does not work out to have a project presented by the June due date, there is also SCAG's SCP which will have a call for projects open from June to September. SCAG has \$7.5 million set aside for quick builds in the region. There will also be funding available for plans and non-infrastructure projects.

The SCP aims to reduce the administrative burden of invoicing and contracts. If a local agency were to apply and get quick build funding, SCAG would work with the local agency to design the Request for Proposals (RFP), the scope of work, and the budget. SCAG would put out the RFP and the local agency would be involved in the proposal reviews even though SCAG would be holding the contract. SCAG would establish a Memorandum of Understanding (MOU) with local

agency staff for implementation. The MOU would allow pass through funds for the contractor or for local agency staff to implement the quick build.

6. ACTIVE TRANSPORTATION PROGRAM – METROPOLITAN PLANNING ORGANIZATIONS’ REGIONAL PROGRAM GUIDELINES –20 POINTS DISTRIBUTION FOR RIVERSIDE COUNTY PROJECT APPLICATIONS

Edward Emery, RCTC, provided an update on staff recommendations for the ATP points distribution. ATP is a highly competitive statewide program administered by the CTC that funds bicycle and pedestrian facilities and programs to enhance or encourage walking and biking. The ATP process allows applicants two opportunities for award. Applications are first evaluated statewide and those that are not ranked high enough for statewide funding are automatically provided a second opportunity for funding through the large MPO share. As the MPO, SCAG allows each county transportation commission to assign up to 20 points to the CTC score to award projects at the MPO level.

In 2022, the Commission approved a 20-point distribution that was used for ATP Cycle 6. The methodology allowed RCTC to meet its goal of funding projects that were construction ready and awarding agencies that invested in pre-construction activities. For Cycle 7, staff recommends keeping the previously approved points distribution with no changes.

As a reminder, the points distribution is as follows:

Requesting construction-only funding	6
Construction funding in the first three years of programming	4
PA/ED completed – either CEQA, NEPA, or both	7 or
PA/ED started – either CEQA, NEPA, or both (partial funding)	3
Projects identified in WRCOG Sub-regional Active Transportation Plan or CVAG Non-Motorized Plan; or an adopted local active transportation plan, bike or pedestrian master plan, or Safe Routes to School Plan	3

RCTC is expecting to award \$15.7 million in the ATP Cycle 7 MPO component. Like past cycles, SCAG’s share is split 95 percent for implementation projects and 5 percent for NI projects and plans. For Cycle 7, the 5 percent share will supplement SCAG’s SCP. SCAG is committed to ensuring each county receives its population-based, fair share funding targets.

For the MPO component, projects will be evaluated first on the information in the ATP application, though eventually RCTC will need the signature pages to confirm CEQA/NEPA completion. Each agency will have a separate link to upload applications/updates.

In January 2024, amid ATP Cycle 7 guidelines development, the Governor’s proposed budget was released indicating a \$200 million cut to the ATP. The CTC is looking into potential alternative sources of funding in the event the proposed cut is enacted in summer 2024. Staff will be monitoring this situation closely.

Amer Attar, Temecula, asked if the points awarded for CEQA and NEPA completion had a cutoff approval date. Edward Emery stated that if the completion was turned into RCTC staff by January 8, 2025, it would be accepted. The environmental document does not need to be completed at the time of application submittal.

7. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Elaine Rogers, Caltrans, introduced Eddie Moreno-Castanedo, who is the Highway Safety Improvement Program (HSIP) Inactive Project End Dates (PED) Coordinator, as well as an area coordinator.

Caltrans Division of Local Assistance (DLA) Environmental Compliance has new office hours for Ask an Expert 2024, held on the first Thursday of every month on Webex from 1-2pm. The experts will assist with any questions concerning how to fill out the Preliminary Environmental Study (PES), or any other PES questions attendees may have. The link is available on the Caltrans website.

Caltrans has commissioned BBC Research & Consulting (BBC) to conduct a disparity study to aid in developing its next triennial Disadvantaged Business Enterprise utilization goal for the Federal Highway Administration (FHWA). BBC will be contacting Caltrans District Offices and several local agencies to gather information about contracts and procurements awarded using FHWA funds between January 1, 2020, and December 31, 2023. It is vital that each agency and district office support BBC in its data collection efforts so Caltrans can set an accurate data-driven triennial goal. The information being requested can be found in Exhibits 10-O2, 15-G, and 17-F. Agencies in possession of these forms for the time period mentioned needed to submit them to the District Local Assistance Engineer (DLAE) by March 5, 2024.

The Department of Transportation's (DOT) Climate Change Center is hosting a 2024 webinar series on climate change and transportation topics ranging from greenhouse gas reduction strategies to climate resilience activities to research and technology advancements. The next webinar is on March 25, 2024.

FHWA is accepting applications for \$9.7 billion in multi-year funding to improve the nation's bridges. Applications must be submitted by March 19, 2024, via Grants.gov. The Federal Transportation Administration (FTA) is offering \$1.5 billion in FY 2024 funding to support state and local efforts to modernize buses and support workforce development through its low or no emission program. Applications are due by April 25, 2024. The Port Infrastructure Development Program (PIDP) is a discretionary grant program administered by the Maritime Administration. Applications are due by April 30, 2024.

The California Connectivity and Crossing Conference 2024 will be October 1-2, at the UC Davis Conference Center. California has a high density of ecologists and wildlife biologists, as well as the nation's largest transportation and conservation budgets. New public attention and federal and state funding will provide more opportunities to connect habitat for California wildlife and

reduce their mortality by advancing wildlife fencing and crossings structures over and under roads.

The FHWA Notice of Funding Opportunity (NOFO) is to solicit applications for Safe Streets and Roads for All (SS4A) grants. Funds for the FY 2024 SS4A grant program are awarded on a competitive basis to support planning, infrastructural, behavioral, and operational initiatives to prevent death and severe injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, etc. Implementation Grant applications have a single deadline for the FY24 SS4A NOFO on May 16, 2024, by 2:00 pm PT. Planning and Demonstration Grant applicants have three deadlines for the FY24 SS4A NOFO: April 4, 2024, May 16, 2024, and August 29, 2024, by 2:00 pm PT.

On February 21, 2024, FHWA opened the FY 2022 through FY 2024 NOFO for the Congestion Relief Program (CRP) Grant. The CRP will provide discretionary grant opportunities to states, MPOs, cities, and municipalities. The purpose of the program is to advance innovative, integrated, and multimodal solutions for congestion relief in the most heavily congested metropolitan areas of the United States, specifically for urbanized areas surpassing a population of one million people. The primary goal of the program is to reduce highway congestion and reduce the economic and environmental costs associated with that congestion. The minimum required amount for an award is \$10 million with a minimum 20 percent non-Federal match. Additional information on the program can be found on the CRP webpage.

The new self-paced course, Pavement Preservation Construction Inspection, will provide a detailed understanding of construction, inspection, and associated material testing. Participants will learn about the materials and application both before, during, and after application, the associated material testing, and other details. The course is intended for construction inspectors, material testers, engineers, maintenance workers, and other technical staff. Registration for the self-paced course is on the UC Berkeley TechTransfer website.

FHWA, through the National Highway Institute (NHI), is pleased to announce free web-based training on the use of Unmanned Aerial Systems (UAS). There are 16 individual training sessions focusing on specific use cases and each session may be completed online. Take only the courses you need or enroll in all 16 and gain a well-rounded understanding of the full capabilities of UAS to support surface transportation asset management. Each course can be found by searching the FHWA – National Highway Institute Catalog online. The FHWA Webinar, Global Benchmarking Study on UAS, held on February 7, 2024, has a recording link that is now available. The webinar included an overview of key findings by study team members, as well as presentations from German and UK subject matter experts, discussing and explaining important topics including automated data management and Rapid Engineering Models. The webinar also featured an opportunity for participants to ask live questions. This webinar and all other FHWA UAS related webinars can be found at the FHWA UAS Webinar Library.

Eddie Moreno-Castanedo, Caltrans, added that this morning a handful of agencies were contacted regarding Architectural and Engineering transition plans. This will not affect an agency that has 50 or fewer employees. If your agency received that email, follow the instructions and click on the link to answer the questions.

For the last year, everyone has been doing great in terms of unexpended balances on projects. Caltrans District 8 has received praise from FHWA on the efforts put forward.

Some agencies will be contacted about request for authorization of HSIP funds that have either approached or are approaching a milestone requirement. If an email is received, the agency should act as soon as possible as funds may be at risk of being lost.

8. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: DECEMBER 2023 AND JANUARY 2024

Jillian Guizado, RCTC, shared since the last TAC meeting, the CTC has met twice. The most notable item was at the December CTC meeting. TAB 99 was a routine item to allocate \$202 million to RCTC's sister agency San Bernardino County Transportation Authority's (SBCTA) I-15 Express Lanes project so it could begin construction. The CTC was quickly losing quorum and due to multiple no votes, ultimately the item failed, sending a shockwave not only through the Inland Empire, but the entire state. Trust between implementing agencies and the CTC has been lost, but in a subsequent visit to the Inland Empire, the outgoing CTC Chair expressed sincere desire to rebuild that trust.

Fortunately, at the following meeting in January, the CTC approved SBCTA's allocation request but only after a 3-hour hearing on the item. This is yet another cautionary tale of the future of the Inland Empire's transportation network. As has been shared for the last few years, making improvements to the regional transportation system is not going to be easy and the state continues to implement new roadblocks all the time. The latest being the California System Investment Strategy (CSIS). If agencies have not already engaged on the CSIS, they are encouraged to look it up, it is available on the Caltrans website, and they are currently taking comments through April 15.

Another cautionary tale from the January CTC meeting was in TAB 97. The item was to deprogram \$10 million from a Senate Bill (SB) 1 competitively awarded Trade Corridor Enhancement Program (TCEP) project in Sacramento. The lead agency did not meet the requirement to clear CEQA within six months of funding being awarded. If an agency is going to pursue competitive grant funding from the state or feds, you must ensure you can meet the requirements set forth in the guidelines.

The CTC will be meeting again this week on Thursday and Friday in San Jose.

9. RCTC COMMISSION MEETING AND WORKSHOP HIGHLIGHTS: DECEMBER 2023 AND JANUARY, FEBRUARY, AND MARCH 2024

Jillian Guizado, RCTC, shared RCTC Commission Meeting and Workshop highlights for December, January, and March. RCTC awarded a contract for the next step of the I-15 Express Lanes Southern Extension. The contract is for project and construction management services as the environmental process will be completed next year.

The Commission approved the nomination procedures for the 2024 SCAG Call for Projects nominations, which each agency should be aware of. Any agencies planning to apply should

have sent your draft nomination to RCTC last week. Final project nominations are due to SCAG next week.

RCTC has entered into agreements with the City of Wildomar to prepare two Project Study Reports on interchanges on I-15 and with the City of Beaumont to finish the design and right of way phases on SR-60 Potrero Boulevard.

At the workshop in January, the Commission reaffirmed its support of the Coachella Valley Rail project. Staff is considering next steps in advancing the project into the Tier 2 Environmental Phase. Staff was also instructed to proceed with investigating opportunities to advance the southernmost segment of the previously shelved SR-79 realignment project.

The Commission adopted revenue projections for FY 2025, which is a critical step in RCTC's development of its annual budget. Ultimately, Measure A revenues are projected to hold steady at \$282 million, Local Transportation Fund (LTF) at \$155 million with nearly \$3 million anticipated to be available for the SB-821 Bike and Pedestrian Facilities Program, and Transportation Uniform Mitigation Fee (TUMF) at \$30 million.

Last week, the Commission approved providing backstop funding to the County of Riverside for Jurupa Valley's Jurupa Road Grade Separation Project which has experienced a number of pandemic and railroad coordination related challenges.

The next Commission meeting will be held on April 10.

10. ADJOURNMENT

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at approximately 10:48 a.m. The next meeting will be on May 20, 2024, at 10:00 a.m.

Respectfully submitted,



Jillian Guizado
Planning and Programming Director

AGENDA ITEM 5

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 15, 2024
TO:	Technical Advisory Committee
FROM:	Tyler Madary, Legislative Affairs Manager
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

This item is to receive and file a state and federal legislative update.

BACKGROUND INFORMATION:

State Update

Fiscal Year 2024-25 Budget

On June 22nd, the Governor and the Legislature reached an agreement on the Fiscal Year (FY) 2024-25 budget, which the Governor signed on June 29th. The \$297.9 billion dollar spending plan implements a combination of cuts, spending deferrals, reserves, and pauses in some tax credits to address the existing \$45 billion shortfall for FY 2024-25, and the projected shortfall of over \$30 billion for FY 2025-26.

The FY 2024-25 Budget includes the following investments:

- Preserves \$600 million for the Active Transportation Program, with \$100 million each in FY 2024-25 and FY 2025-26 and the remaining \$400 million to be appropriated in future years.
- Protects \$4 billion for the SB 125 formulaic Transit and Intercity Rail Capital Program (TIRCP), with \$2 billion funded in FY 2023-24 and \$1 billion each in FY 2024-25 and FY 2025-26.
- Maintains \$1.1 billion for the Zero-Emission Transit Capital Program (ZETCP), with \$190 million in FY 2023-24, \$220 million in FY 2024-25, \$230 million in FY 2025-26, and \$460 million in FY 2026-27.
- Preserves \$150 million for grade separation projects, rather than fully cut the \$350 million in awards in FY 2023-24 and directs the state to prioritize funding for other grade separations that had awards clawed back.
- Restores \$260 million of the \$300 million in proposed cuts to the Regional Early Action Planning (REAP 2.0) program, which seeks to integrate housing and climate goals while allowing broad planning and implementation investments at the regional and local levels.

Federal Update

Congress is beginning to markup the first set of budget bills for Fiscal Year 2025, including RCTC's Community Project Funding (CPF)/Congressionally Directed Spending (CDS) requests:

- \$4 million for the State Route 91 Eastbound Corridor Operations Project, submitted by Representative Young Kim;
- \$3 million for the Mid County Parkway: Ramona Expressway Project, submitted by Senator Alex Padilla and Senator Laphonza Butler;
- \$3 million for the Interstate 15 Express Lanes Project Southern Extension, submitted by Representative Ken Calvert; and
- \$850,000 for the Metrolink Double Track Project: Moreno Valley to Perris, submitted by Representative Mark Takano. Representative Takano submitted RCTC's request for \$2.5 million for this project, however the House Appropriations Committee recommended \$850,000 in funding.

Discussions will continue between the House and Senate over the coming months as they seek to pass a federal budget bill before September 30th. Staff will keep Committee Members apprised as the federal appropriations process continues.

FISCAL IMPACT:

This is a policy and information item. There is no fiscal impact.

AGENDA ITEM 6

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 15, 2024
TO:	Technical Advisory Committee
FROM:	Lorelle Moe Luna, Multimodal Services Director
SUBJECT:	Core Capacity Innovative Transit Study

STAFF RECOMMENDATION:

This item is to receive and file an update on the Core Capacity Innovative Transit Study (Study).

BACKGROUND INFORMATION:

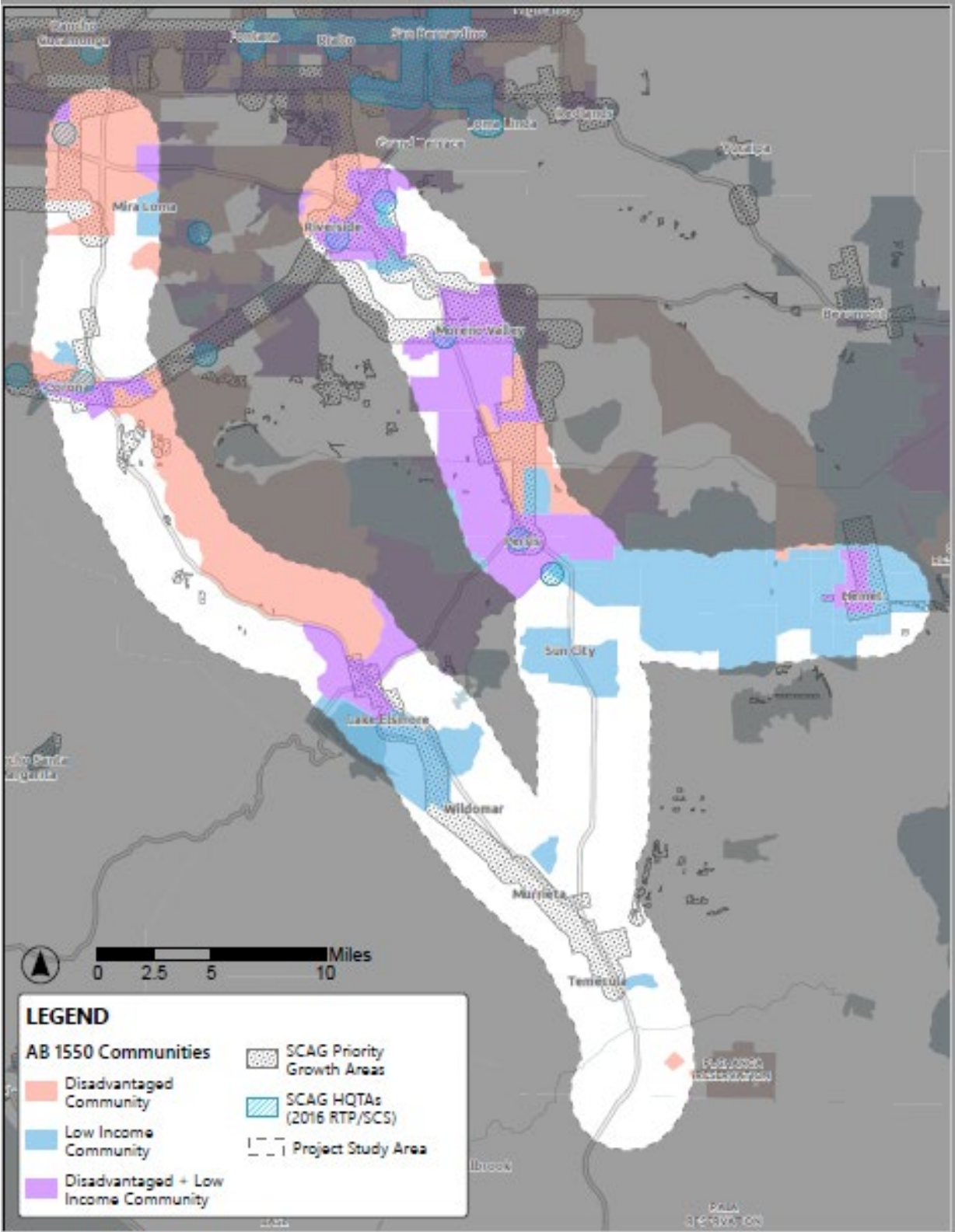
The Study will be a 30-year vision of a fully integrated, public transportation network that uses advanced technology and infrastructure design to leverage and benefit multiple modes of travel. The Study will focus on improved transit potential along three corridors: Interstate 15 (I-15), I-215, and the San Jacinto Branch rail line east in Western Riverside County (refer to Attachment 1 for map). The purpose of this Study is to take a closer look at the Commission’s current proposed projects and potential for new innovative projects along the corridors while building upon existing regional and local studies and plans, such as:

- [RCTC Traffic Relief Plan, 2020](#)
- [RCTC Next Generation Rail Study, 2021](#)
- [RCTC Short Range Transit Plan, Fiscal Years 2024 – 2028](#)
- [RCTC/SBCTA Inland Empire Comprehensive Multimodal Corridor Plan, 2020/2022](#)
- [Southern California Association of Governments’ \(SCAG\) Connect SoCal, 2020/2024](#)
- Local jurisdictions’ General Plans including Housing and Land Use Specific Plans/Policies
- RCTC Transit Oriented Communities Study, 2023
- RCTC Rail Strategic Plan, 2023

The Study is intended to help determine the feasibility, costs, and timeframes of different innovative high-capacity transit improvements along the key corridors. Another expected outcome is the development of specific projects that could lead to Project Study/Development Reports. The Study is being funded by the Southern California Association of Governments’ Regional Early Action Planning 2.0 grant and is expected to be completed by the end of 2025.

Attachment: Project Corridors Map

Core Capacity Innovative Transit Study: Project Corridors Map



AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 15, 2024
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	SCAG Highways to Boulevards Regional Study

STAFF RECOMMENDATION:

This item is to receive a presentation from the Southern California Association of Governments (SCAG) on SCAG’s Highways to Boulevards Regional Study.

BACKGROUND INFORMATION:

SCAG received federal funding to develop a Highways to Boulevards Regional Study, which will identify opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity. The Highways to Boulevards Regional Study furthers Connect SoCal’s vision for a more resilient and equitable future. SCAG will engage stakeholders from across the region from November 2023 through June 2025.

The Highways to Boulevards Regional Study goals include:

- Identifying opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities, such as highways or railways, that create barriers to community connectivity including to mobility, access, or economic development.
- Offering a path for communities to reknit by removing, retrofitting, or mitigating transportation facilities so that what remains is a better fit for the context of their surroundings and serves all people.
- Providing a framework to identify and evaluate potential transportation facilities to reconnect communities for performance improvements to provide more multi-modal travel options.
- Focusing on areas that intersect with Priority Equity Communities.
- Preserving local communities and creating opportunities for safer and healthier communities.
- Positioning the region to compete for Federal Reconnecting Communities program funds.

SCAG has published a Best Practices and Policy & Planning Context and the report can be found at <https://scag.ca.gov/corridor-planning-documents>.

DISCUSSION:

SCAG has secured consultant support for this work and SCAG staff and consultants are engaging with agencies in Riverside County to seek input on the study’s progress. Input and feedback from two Project Advisory Committees inform two stages of the Study through June 2025.

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 15, 2024
TO:	Technical Advisory Committee
FROM:	Edward Emery, Senior Management Analyst
SUBJECT:	SB 821 Program - Update and Discussion

STAFF RECOMMENDATION:

This item is to discuss Transportation Development Act (TDA) Article 3 (SB 821) bicycle and pedestrian program and provide input for modifications to the guidelines and evaluation criteria.

BACKGROUND INFORMATION:

SB 821 is a discretionary program administered by the Commission to fund local bicycle and pedestrian projects. The program is funded through the Local Transportation Fund (LTF), a ¼ percent of the state sales tax. Each year, two percent of LTF revenues are set aside for the SB 821 program, and every odd-numbered year the Commission conducts a competitive call for projects in which all local agencies within the county can submit applications. Eligible projects include construction of bicycle lanes, sidewalks, and Americans with Disabilities Act curb ramps, and the development of bicycle and pedestrian master plans.

DISCUSSION:

During the Fiscal Year (FY) 2023/24 SB 821 Call for Projects, staff received constructive feedback from applicants and evaluators relating to general program policy, questions on the application, and the scoring metrics. On September 18, 2023, staff initiated a discussion with the TAC to review this feedback and revise the SB 821 guidelines and scoring metrics based on the discussion. This agenda item continues the discussion and provides a summary of staff-recommended changes based on the discussion thus far. These recommendations are summarized in Table 1 and are redlined in Attachment 1.

Table 1: SB 821 Summary of Recommended Changes

Evaluation Criteria	
Current	Proposed
Destinations Served – 14 points max, 2 points per destination; for pedestrian projects, destinations are within ¾ mile or less, for bicycle projects, destinations are within 2 miles or less.	Destinations Served – 14 points max, 2 points per type of destination; update radius for pedestrian projects to ½ mile or less, and bicycle projects to within 1 mile or less to better represent the distances individuals are willing to walk/bike.

Safety – 15 points max; concerns that the safety question is too subjective.	Safety – 15 points max; revise language to reduce subjectivity. Break the question into 3 sub-questions, including a new question asking how the proposed project would benefit bicyclist and pedestrian safety. Explain the considerations made when evaluating and determining the type of bicycle or pedestrian facility proposed for the project corridor.
Multimodal Access – 6 points max; for pedestrian projects, destinations are within ¾ mile or less, for bicycle projects, destinations are within 2 miles or less.	Multimodal Access – 6 points max; update radius for pedestrian projects to ½ mile or less, and bicycle projects to within 1 mile or less to better represent the distances individuals are willing to walk/bike. Language revised for clarity.

A list of the remaining discussion topics is provided below. Final revisions will be brought back to the TAC in September 2024 for approval.

- Matching funds – Currently, SB 821 guidelines do not define matching funds for scoring purposes. Therefore, staff recommends the addition of clarifying language to the guidelines based on discussion with TAC members. The discussion should include the determination of whether funds spent on the project before the award should be counted as match. Additionally, should local funds spent on all phases be counted as local match or should local funds spent on the SB 821 requested phase(s) be counted as match. Staff is considering only counting local funds spent on the SB 821 requested phase(s) as match for scoring purposes.
- Large-scale projects – In past cycles, projects have been awarded funding for improvements in multiple locations. For instance, an ADA crossing at 20 locations in a city. Given the potential to score well due to the multitude of locations and the radius around each location, does this present an unfair advantage? Should projects with citywide scopes of work be permitted to apply for funding under the SB 821 program? One option to consider is limiting scoring to a single corridor or project location chosen by the applicant.
- Class III Bicycle Lanes – TDA Article 3 policy allows funds to be spent on projects exclusively benefiting pedestrians and bicyclists. Facilities like Class III bicycle lanes are dual-purpose and serve both bicyclists and motor vehicles. How should Class III projects be handled to remain in compliance with TDA Article 3 policy? Staff would like to discuss limiting funding to striping and signage improvements. Should any other components be eligible and at what level or percentage should they be funded?
- SB 821 Guidelines revisions - Staff is considering seeking Commission authorization to delegate the responsibility for the approval of future SB 821 Guidelines revisions to the TAC. Updates to adopted program policies would still require Commission approval.

Attachment: Draft SB 821 FY 2025/26 Biennial Call for Projects Guidelines

TDA Article 3 (SB 821) Bicycle and Pedestrian Facilities

DRAFT Biennial Call for Projects Guidelines

FY 2025/26

Background/Funding Capacity:

TDA Article 3, or SB 821, the Bicycle and Pedestrian Facilities Program, is provided through the Transportation Development Act (TDA), funded through a ¼ cent of the general sales tax collected statewide. The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance (STA). The LTF provides funding for essential transit and commuter rail services, TDA Article 3/SB 821 and planning. Each year, two percent of the LTF revenue is made available for use on bicycle and pedestrian facility projects through TDA Article 3/SB 821 program. This is a discretionary program administered by the Commission. Based on the FY 2024/25 mid-year adjustments, FY 2025/26 apportionments, and project savings, the amount available for programming in the 2025 TDA Article 3/SB 821 Call for Projects is an estimated \$tbd.

Eligible Applicants:

Per TDA, Riverside County cities and the County are eligible to submit applications.

Each city is eligible to submit up to three applications, and Riverside County is eligible to submit two applications per Supervisory District.

Each application is limited to a maximum request of 10% of the current Call for Projects programming capacity. For this cycle, each application is limited to \$tbd.

For total award, each agency is limited to 20% of the current Call for Projects programming capacity. For this cycle, each agency is limited to \$tbd.

Program Schedule:

The SB 821 Call for Projects occurs on a biennial basis, with a release date on the first Monday in February and a close date on the last Thursday in April. Per Commission’s Article 3/SB 821 adopted policies, awardees receiving an allocation have 36 months from award, defined as July 1 of the Call for Projects fiscal year cycle to complete construction and submit final claim forms. Where substantial progress or compelling reason for delay can be shown, awardees may be granted time extensions in twelve-month increments at the discretion of the Executive Director.

Calendar

<i>February 3, 2025</i>	<i>Call for Projects released. Guidelines and application available on Commission webpage and RivTrack.</i>
<i>February 4 – April 17, 2025</i>	<i>One-on-One Sessions on program eligibility and guidance with RCTC Staff are available on requests. Submit requests to Jenny Chan and Edward Emery at jchan@rctc.org; eemery@rctc.org.</i>

<i>April 24, 2025 @ 5:00 p.m.</i>	<i>Proposals due to RCTC via RivTrack.</i>
<i>April 23, 2025</i>	<i>Evaluation Committee preliminary meeting</i>
<i>May 14, 2025</i>	<i>Evaluation Committee meets to discuss scores of proposals</i>
<i>June 18 (TBD), 2025</i>	<i>Present recommended funding allocation to Commission for project award.</i>
<i>July 1, 2025</i>	<i>Project Start</i>
<i>October 1, 2025</i>	<i>Deadline to execute MOU with Commission</i>
<i>July 1, 2028</i>	<i>Project Completion</i>

Eligible Projects:

Per TDA, eligible projects include:

- 🚲 Construction, including related engineering expenses, of bicycle and pedestrian facilities, or for bicycle safety education programs.
- 🚲 Maintenance of bicycling trails, which are closed to motorized traffic.
- 🚲 Maintenance and repairs of Class I off-street bicycle facilities only.
- 🚲 Restriping Class II bicycle lanes.
- 🚲 Facilities provided for the use of bicycles that serve the needs of commuting bicyclists, including, but not limited to, new trails serving major transportation corridors, secure bicycle parking at employment centers, park and ride lots, and transit terminals where other funds are available.
- 🚲 Development of comprehensive bicycle and pedestrian plans (limitations apply). Plans must emphasize bike/pedestrian facilities that support utilitarian bike/pedestrian travel rather than solely recreational activities.

Temporary facilities, projects in the bid process, or projects that are under construction will not be funded.

One-on-One Sessions:

RCTC Staff is available for one-on-one sessions with interested applicants to discuss project eligibility, scoping and any other program guidance. Sessions will occur between February 4 to April 17, 2025. Please note, applications are due April 24, 2025, at 5:00 P.M.

Please contact Jenny Chan (jchan@rctc.org)/(951) 787-7924) and Edward Emery (eemery@rctc.org)/(951) 787-7968) to schedule a one-on-one session.

Project Proposal Submittal Process:

The FY 2025/26 SB 821 Call for Projects guidelines will be posted on the Commission webpage at <http://rctc.org/sb821call> on Monday, February 3, 2025. Project proposals are due on Thursday, April 24, 2025 by 5:00 p.m.

Submit completed project applications through [RivTrack](#). Applicants are required to register an account with RivTrack or utilize their existing RivTrack account. Please note, draft applications can be saved in RivTrack before submitting to RCTC.

Training to submit an application in RivTrack is available here: [Module 3 Submit Grant Application.mp4](#)

Please contact Jenny Chan (jchan@rctc.org/(951) 787-7924) and Edward Emery (eemery@rctc.org/(951) 787-7968) if you have any questions regarding the submittal process or for any other questions.

Evaluation Criteria:

DESTINATIONS SERVED (14 pts) – Two points will be awarded for each type of destination served by the proposed project (e.g. employment center, school/college, retail center, downtown area, park or recreation facility, library, museum, government office, medical facility) up to a maximum of 14 points.

- For pedestrian projects, destinations served must be within a 1/2-mile or less radius of the proposed project.

For bicycle projects, destinations served must be within a one-mile or less radius of the proposed project. *Applicant must include map listing all destinations served. Map must include the respective radius around the project location. A map without the marked buffer will receive half of its eligible points.*

SAFETY (15 pts) – The extent to which the proposed project will increase safety for the non-motorized public or how the project will reduce the number of non-motorized fatalities and serious injuries.

- Points (5) will be given on the severity of the existing safety hazard at the project location to demonstrate project need.

Examples include: no existing shoulder within project limits, no existing/planned sidewalk or bike route/lane/path adjacent to the project; and/or by providing documented pedestrian/bicycle collision history, most current and valid 85th percentile speed of motorized traffic in project limits, photos of existing safety hazards project will address, existing pedestrian/bicycle traffic counts,

and/or student attendance figures for school(s) served by the project. Projects proposed in areas with lower collision history should provide details describing the safety need for the project or provide collision or safety information from a similar adjacent street.

- Up to 5 points will be given for safety countermeasures or safety enhancement features included in the project scope. Provide an explanation of how each countermeasure will improve safety for bicyclists and pedestrians.
 - Examples of acceptable safety countermeasures and enhancements include rectangular rapid flashing beacons, bicycle boxes, and curb extensions. For more examples, see <https://safety.fhwa.dot.gov/provencountermeasures/>. The use of countermeasures not appearing on the FHWA list of proven countermeasures must include a detailed description of why the countermeasure is needed and how it will improve safety for non-motorized travel.
- Up to 5 points will be given based on the potential of the proposed project to provide safety benefits to the non-motorized public. Applicant should draw from responses in the prior safety sections. Discuss the considerations made when evaluating and determining the type of bicycle or pedestrian facility for the project corridor.. Why was a certain class of bicycle facility chosen over another?

MULTIMODAL ACCESS (6 pts) – One point will be awarded for each transit route, Metrolink station, or park and ride facility that will have improved accessibility by bicyclists and pedestrians because of the project. Points will also be awarded for addressing each gap in sidewalks, bicycle lanes, or crosswalks leading to improved connectivity for non-motorized travel.

- For pedestrian projects, transit stops served must be within a 1/2-mile or less radius of the proposed project.
- For bicycle projects, transit stops served must be within a one-mile or less radius of the proposed project.

Applicant must include map listing all locations with improved access. Map must include the respective radius around the project location. A map without the marked buffer will receive half of its eligible points.

MATCHING FUNDS (10 pts) – One point is awarded for each 5% of match provided by the local agency, for a maximum of 10 points at a 50% match. **Supporting documentation of proposed match must be included.*

POPULATION EQUITY (5 pts) – Points for population equity is calculated by RCTC Staff. Population equity is scored by comparing the agency’s total SB 821 allocation received in the last ten fiscal years versus the agency’s share based on per capita basis. RCTC Staff calculates the ratio between the two factors and assigns points based on the table below.

Ratio of Total Allocation to Per Capita	
0.80 – 0.99	1 Point
0.60 – 0.79	2 Points
0.40 – 0.59	3 Points
0.20 – 0.39	4 Points
0 – 0.19	5 Points

The equity table for the 2025 SB 821 Call for Projects is provided on the following page.

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Evaluation Committee:

The SB 821 evaluation committee will be comprised of a minimum of five evaluators representing a wide range of interests and geographic areas, such as: accessibility, bicycling, Coachella Valley, Western Riverside, public transit, and the region. Staff, consultants, and other representatives from agencies submitting project proposals will not be eligible to participate on the evaluation committee that year.

Allocation:

Based on the results of the evaluation committee's scores, staff will develop a recommended funding allocation. Starting from the highest ranked project on the list, the full amount requested will be allocated until a project cannot be fully funded. Unfunded projects will be placed on a contingency list and may be awarded if additional funding becomes available.. The contingency list will remain effective until the next call for projects opens. The allocation recommendation will be presented to the Commission for final approval on June 18, 2025.

If a project cannot be fully funded, RCTC may recommend partial funding for award.

If there is insufficient funding to award all projects with the same score, RCTC may recommend funding based on, in order of priority, the safety score, then the construction readiness score.

Memorandum of Understanding:

Per Commission's SB 821 adopted policies, awardees receiving an allocation have 36 months upon award, defined as July 1 of the Call for Projects fiscal year cycle to complete construction and submit final claim forms. Memoranda of Understanding (MOU) shall be executed by October 1, 2025. A sample MOU is provided in Exhibit A.

Where substantial progress or compelling reason for delay can be shown, awardees may be granted time extensions in twelve-month increments at the discretion of the Executive Director. Extension requests will be submitted to RCTC via RivTrack.

Claims:

The claim form is to be used to claim reimbursement for approved SB 821 projects. Adequate supporting documentation substantiating the cost of the claim is required. Supporting documentation is: before and after pictures of project site, copy of notice of completion, and copies of paid invoices from project contractor. Claims will be submitted to RCTC via RivTrack.

Exhibit A: Sample Memorandum of Understanding

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AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	July 15, 2024
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Planning and Programming Manager
SUBJECT:	Caltrans District 8 Local Assistance Update

STAFF RECOMMENDATION:

This item is to receive and file an update from Caltrans District 8 Local Assistance.

BACKGROUND INFORMATION:

Caltrans' Local Assistance Program oversees more than one billion dollars annually available to over 600 cities, counties, and regional agencies for the purpose of improving their transportation infrastructure or providing transportation services. This funding comes from various federal and state programs specifically designated to assist the transportation needs of local agencies. Annually, over 1,200 new projects are authorized through the Local Assistance Program of which approximately 700 are construction projects.

Caltrans District 8 Local Assistance is responsible for obligating and allocating federal and state funds, providing guidance on federal and state regulations, and direction on processes and procedures that are tied to each funding program. Local Assistance is responsible for the current funding programs as identified in Table 1.

Table 1: Caltrans Local Assistance Funding Program Responsibilities

Federal Programs	State Programs
Emergency Relief (ER)	Active Transportation Program (ATP)
Congestion Mitigation and Air Quality (CMAQ)	Local Partnership Program (LPP) <i>Off-system</i>
Highway Bridge Program (HBP)	Local Transportation Climate Adaption Program (LTCAP – PROTECT formula)
Highway Safety Improvement Program (HSIP)	Solutions for Congested Corridors Program (SCCP) <i>Off-system</i>
State Transportation Improvement Program (STIP) <i>Off-system</i>	State Transportation Improvement Program (STIP) <i>Off-system</i>
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program	Trade Corridor Enhancement Program (TCEP) <i>Off-system</i>
Surface Transportation Block Grant (STBG)	

Attachment: Powerpoint presentation slide deck

RCTC TAC MTG

4080 Lemon St. 3rd Fl.
Riverside, CA 92502

Caltrans Local Assistance D8

July 15, 2024

Federal Grants 101 Webinar Series

Caltrans Office of Federal Liaison

Session 2: Learn About Federal Grant Requirements and Resources

July 23, 2024

10:00 am – 12:00 pm PT

Caltrans Office of Federal Liaison is hosting a Federal Grants 101 Webinar Series to assist local/regional transportation partners and Tribal Governments in applying for Competitive Federal Grant Programs under the Infrastructure Investment and Jobs Act (IIJA, also called Bipartisan Infrastructure Law).

Two years into the 5-year IIJA, hundreds of transportation-related projects across California have been funded. The law authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion going to new programs. There is still time to take advantage of this once-in-a-generation investment in America's infrastructure!

Position your federal grant applications for success by learning about federal and state resources available, as well as funding match requirements you should be aware of.

Free Registration please contact Caltrans Office of Federal Liaison.

Note – those who register will be invited to the Fall and Winter upcoming Federal Grants 101 Webinar Sessions.

California Local Assistance Survey

Help Local Assistance better serve California's local and tribal transportation communities!

The Caltrans Division of Local Assistance (DLA), California LTAP (CALTAP), and Federal Highway Administration (FHWA) seek your help in assessing the support needs of our local and tribal road agency partners and in setting priorities for our delivery of training and technical assistance throughout California.

What are your staff training needs?

Are those needs being met by current class offerings?

Do you want more effective (or responsive) technical support?

Are you kept informed of key funding opportunities and training schedules?

By completing this brief survey, you can help us plan, develop, and prioritize our local assistance services in ways that can more effectively serve your agency needs.

And to ensure we capture a diverse and equitable representation of community feedback (urban, rural, tribal, large/small agency, disadvantaged, etc.), we encourage you to forward this survey to all your regional transportation contacts.

Survey Access: <https://www.surveymonkey.com/r/QJBRWSL>

Every Day Counts News: Funding, Resources, & Information

- Funding available for Advanced Digital Construction Management Systems (ADCMS)
- On May 30th, 2024, FHWA announced the availability of up to \$17 million each for FY2024, FY2025 and FY2026 ADCMS grants.
- The ADCMS Program was created to promote, implement, deploy, demonstrate, showcase, support, and document the application of ADCMS, practices, performance, and benefits. FHWA is awarding up to \$17 million in ADCMS Program funding for Fiscal Year (FY) 2024 and up to \$17 million each for FYs 2025, and 2026 in future announcements. FY 2024 funds applications must be received through Grants.gov by July 30, 2024, at 8:59 pm PT.
- <https://www.fhwa.dot.gov/construction/ADCMS/grants.cfm>

Webinar: Visualization Tools for Decision-Making

- FHWA invites participants to explore tools available to project managers and teams when confronted with difficult choices in the design, construction, and planning phases of a project. Communication and visualization tools offer an opportunity for the public and others, who are not immersed in the technical or engineering professions to plainly “see” and understand the risk of a specific action over another, or the consequences of no action. The lack of complete understanding of consequences or fully visualizing an outcome can lead to unfulfilled expectations. Today’s new visualization tools can better inform project teams, decision-makers, and the public; leading to more informed decisions.
- **Join speakers from the Office of Federal Lands Highway as they demonstrate several tools available to help communicate with non-engineers, such as handheld LiDAR scanners, 360-degree cameras, techniques for public involvement/engagement in a virtual world, and 3D printing.**
- **The Center for Local Aid Support will provide a certificate of participation for this event. Simply select “yes” when prompted during registration.**
- **For questions, contact Karyn Vandervoort, FHWA National Program Manager for Innovation and Research or email the Center for Local Aid Support.**

USDOT Technical Assistance, Resources, & Funding Opportunities

- Department of Transportation (DOT) is hosting a two-part webinar series to help communities use data to effectively tell their story in planning, development, and applying for DOT grants. Part 1 of the webinar series, being held July 22, 2024 at 12:00 pm PT, will focus on how to identify and describe a project and its goals, identify users of the infrastructure or system, and determine the project's impact area. Participants will receive step-by-step information and presenters will use examples to illustrate each of the concepts in the planning, project development, and/or grant application process.
- Part 2 of the webinar series, being held August 15, 2024 at 12:00 pm PT, will introduce participants to DOT's Equitable Transportation Community (ETC) Explorer tool and provide detailed information on how to use the tool to map a project area, identify how a community is experiencing disadvantage, and evaluate project benefits to a community. This information will build on the content presented during Part 1 of the webinar series. Participants are encouraged to register for both or review the Part 1 materials before attending Part 2.

USDOT Technical Assistance, Resources, & Funding Opportunities

- **Upcoming USDOT Funding Resources and Opportunities**
- **Deadline Extended!**
- • FHWA has extended the Notice of Funding Opportunity (NOFO) application deadline for the Active Transportation Infrastructure Investment Program (ATIIP). Applications must now be submitted electronically by 8:59 pm PT on Wednesday, July 17, 2024 through grants.gov. For more information regarding the NOFO, please visit the ATIIP website or reach out through email.
- **New and Notable!**
- • FHWA is now accepting applications for its Wildlife Crossings Pilot Program (WCPP), a competitive grant program with the goal of reducing Wildlife Vehicle Collisions (WVCs), while improving habitat connectivity for terrestrial and aquatic species. The WCPP provides funding for construction and non-construction projects. Construction projects include activities related to the construction of infrastructure improvements, such as building wildlife crossing overpasses or underpasses. Non-construction projects include planning, research, and educational activities that are not directly related to construction of infrastructure improvements, such as a hot spot analysis of WVCs. Applications must be submitted electronically through grants.gov no later than 8:59 pm PT on September 4, 2024. Find more information in the NOFO.

USDOT Technical Assistance, Resources, & Funding Opportunities



United States
Department of Transportation

Grants Closing in July

- FTA has made available nearly \$10.5 million in competitive grant funds for agencies to plan transit-adjacent development. FTA's [Pilot Program for Transit-Oriented Development \(TOD\) Planning](#) supports local planning and investment near transit hubs to promote sustainable, livable, and equitable communities, with a focus on projects that plan for affordable housing. Applications for areas with a lower population density or lower average income compared to surrounding areas will receive a higher federal funding share; applications with a substantial focus on affordable housing may receive up to 100% federal support. To apply for funding, an applicant must be an existing FTA grant recipient – either a project sponsor of an eligible transit project or an entity with land use planning authority in the project corridor. Learn more at FTA's [TOD webpage](#). The application period closes July 22, 2024.

USDOT Technical Assistance, Resources, & Funding Opportunities



United States
Department of Transportation

Grants Closing in August

- FHWA is accepting applications for its Charging and Fueling Infrastructure ([CFI](#)) discretionary grant program. The CFI Round 2 [NOFO](#) offers up to \$1.3 billion in funding for new and previously submitted applications. The CFI Program was created by the Bipartisan Infrastructure Law to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work, in addition to designated Alternative Fuel Corridors (AFCs). CFI Program investments make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two categories of grants: (1) Community Charging and Alternative Fueling Grants (Community Program); and (2) Charging and Alternative Fuel Corridor Grants (Corridor Program). View [FHWA webinar presentations](#) on grant overviews, as well as reconsideration of Round 1 applications. Applications are due August 28, 2024.
- The final deadline for Safe Streets and Roads for All ([SS4A](#)) Planning and Demonstration Grant applications is August 29, 2024 at 2:00 pm PT.



Questions?

AGENDA ITEM 10

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 15, 2024
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	California Transportation Commission Meeting Highlights: March, May, and June 2024

STAFF RECOMMENDATION:

This item is to receive and file the March, May, and June 2024 California Transportation Commission (CTC) meeting highlights.

BACKGROUND INFORMATION:

March 21 – 22, 2024 CTC Meeting ([Agenda](#))

- TAB 18 Adoption of the 2024 State Transportation Improvement Program
- TAB 22 Adoption of the 2025 Active Transportation Program Guidelines
- TAB 81 Adoption of the Final 2024 State Highway Operation and Protection Program (SHOPP)

May 16 – 17, 2024 CTC Meeting ([Agenda](#))

No substantive items relevant to the Technical Advisory Committee.

June 27 – 28, 2024 CTC Meeting ([Agenda](#))

- TAB 19 Draft 2024 Trade Corridor Enhancement Program Guidelines and Presentation
- TAB 20 Draft 2024 Local Partnership Competitive Program Guidelines and Presentation
- TAB 22 2025 Local Transportation Climate Adaptation Program Guidelines Adoption

AGENDA ITEM 11

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 15, 2024
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	RCTC Commission Meeting and Workshop Highlights: April, May, June, and July 2024

STAFF RECOMMENDATION:

This item is to receive and file the April, May, June, and July 2024 Commission meeting highlights.

BACKGROUND INFORMATION:

April 2024 Commission Meeting ([Agenda](#))

ITEM 8 Adopt the 2024 Traffic Relief Plan

This item is for the Commission to:
 1) Adopt the 2024 Traffic Relief Plan.

ITEM 9 Direct Staff to Draft an ACA-1 Compliant Ordinance and Expenditure Plan to Fund Eligible Projects in the 2024 Traffic Relief Plan

This item is for the Commission to:
 1) Direct staff to develop an Assembly Constitutional Amendment 1 (ACA-1) compliant ordinance and expenditure plan to implement projects in the 2024 Traffic Relief Plan.

May 2024 Commission Meeting ([Agenda](#))

ITEM 7D Adopted 2024 State Transportation Improvement Program

This item is for the Commission to:
 1) Receive and file the California Transportation Commission (CTC) adopted 2024 State Transportation Improvement Program (STIP).

June 2024 Commission Meeting ([Agenda](#))

ITEM 6 Public Hearing – Proposed Budget for Fiscal Year 2024/25

This item is for the Commission to:

- 1) Receive input on the proposed FY 2024/25 Budget;
- 2) Approve the salary schedule effective July 11, 2024, located in Appendix B of the proposed FY 2024/25 Budget;
- 3) Authorize the expenditure of \$94,300 of 91 Express Lanes toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund Commission costs related to the development of agreements specific to the funding, construction, operations, maintenance, and use of toll revenues for the future direct, tolled connector linking the State Route 241 toll road to the 91 Express Lanes (241/91 Connector);
- 4) Close the public hearing on the proposed FY 2024/25 Budget on June 12, 2024; and
- 5) Adopt the proposed FY 2024/25 Budget.

ITEM 71 Fiscal Years 2024/25 – 2028/29 Measure A Five-Year Capital Improvement Plans for the Local Streets and Roads Program

This item is for the Commission to:

- 1) Approve the Fiscal Years 2024/25 – 2028/29 Measure A Five-Year Capital Improvement Plans (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies.

ITEM 70 Fiscal Year 2024/25 Short Range Transit Plan Updates and Transit Funding Allocations

This item is for the Commission to:

- 1) Approve the Fiscal Years (FY) 2024/25 – FY 2026/27 Draft Short Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA), Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine) and the FY 2024/25 – 2028/29 SRTP for the Commission’s Rail and Vanpool Programs;
- 2) Approve FY 2024/25 Transit Operator Funding Allocations of 2009 Measure A, Local Transportation Funds (LTF), State Transit Assistance (STA), State of Good Repair (SGR), and Senate Bill (SB) 125 funds for the cities of Banning, Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission’s Rail and Vanpool Programs aggregating \$330,741,781;
- 3) Adopt Resolution No. 24-006, “Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds For the Fiscal Year 2024/25”;
- 4) Approve the Federal Transit Administration (FTA) Sections 5307, 5311, 5337, and 5339 Program of Projects (POP) for Riverside County and other federal funds as detailed in the respective transit operators’ SRTP aggregating \$62,286,111; and

- 5) Direct staff to submit the federally funded and regionally significant projects to the Southern California Association of Governments (SCAG) for inclusion into the Federal Transportation Improvement Program (FTIP) as needed for the FTA POP.

ITEM 8 Measure A Specialized Transit Award Recommendations for Fiscal Years 2024/25 – 2026/27

This item is for the Commission to:

- 1) Approve the Western Riverside County Measure A Specialized Transit Program Fiscal Years 2024/25 – 2026/27 Call for Projects awards totaling \$9,945,249;
- 2) Direct staff to prepare contract agreements with the award recipients outlining the project scope, schedules, and local funding commitments;
- 3) Authorize the Chair or Executive Director to execute the agreements with the award recipients, pursuant to legal counsel review; and
- 4) Authorize the Western Riverside County Measure A Specialized Transit Program Call for Projects to remain open for additional applications during the three-year period for the remaining funding authorized up to \$13,127,000.

ITEM 9 Approval of Metrolink Operating and Capital Subsidies for Fiscal Year 2024/25 and Related Action Items

This item is for the Commission to:

- 1) Receive and file a report on highlights from the Southern California Regional Rail Authority's (SCRRA) services;
- 2) Approve RCTC's share of the Fiscal Year 2024/25 SCRRA operating and capital budget, which results in an operating subsidy of \$30,289,196, with a contingency of \$3,710,804, for a not to exceed total of \$34,000,00, and a capital subsidy of \$21,381,360;
- 3) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 24-25-094-00 with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding; and
- 4) Adopt Resolution No. 24-003 for *"Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for the Southern California Regional Rail Authority Service Optimization in Riverside County in the amount of \$1,507,200."*

ITEM 10 Satellite Meeting Locations

This item is for the Commission to:

- 1) Establish a one-year pilot program providing satellite meeting locations for Commission meetings in French Valley and the Coachella Valley beginning in September 2024.

July 2024 Commission Meeting [\(Agenda\)](#)

ITEM 7 Senate Bill 125 Formula-Based Funding for the Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program

This item is for the Commission to:

- 1) Approve the funding recommendations for the Senate Bill 125 (SB 125) Formula-Based Funding for the Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) apportionments for Fiscal Years (FYs) 0224-25 – 2027/28, contingent upon the adopted state budget, availability of funds, and eligibility by fund type;
- 2) Direct staff to prepare and execute funding agreements with the project sponsors outlining the project scope, schedule, and local funding commitments; and
- 3) Authorize the Executive Director to execute the funding agreements with the project sponsors, pursuant to legal counsel review.

ITEM 8 Presentation of Ordinance and Expenditure Plan

This item is for the Commission to:

- 1) Review, discuss, and consider an ordinance adopting a transactions and use tax (sales tax) at the rate of one percent (1%) to fund transportation improvements, an accompanying expenditure plan directing the spending of revenues generated from said tax measure, and a Resolution placing it on the 2024 General Election ballot;
- 2) Review, discuss, and consider an ordinance adopting technical provisions for the collection and administration of a transactions and use tax (sales tax) at the rate of one percent (1%) by the California Department of Tax and Fee Administration to fund transportation improvements, programs and services; and
- 3) Review and adopt the recommendation of the Projects and Funding Strategies Ad Hoc Committee to not seek voter approval for a new transportation sales tax measure in the November 2024 General Election.

ITEM 9 2024 Traffic Relief Plan Public Outreach Summary

This item is for the Commission to:

- 1) Receive and file the public outreach and engagement summary of the Traffic Relief Plan and data from the recent public opinion survey.