



# MEETING AGENDA

## Technical Advisory Committee

**Time:** 10:00 a.m.

**Date:** November 18, 2024

**Locations:** Riverside County Transportation Commission  
March Field Conference Room  
4080 Lemon Street, 3<sup>rd</sup> 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 Yeung, 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 / Jilleen Ferris, City of Hemet

Ken Seumalo / Dina Purvis, City of Indian Wells

Timothy T. Wassil / Donn Uyeno, City of Indio

Paul Toor / Manuel Gonzales, 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

Jennifer Nguyen / Mauricio Alvarez, RTA

Travis Randel / Stuart McKibbin, City of San Jacinto

Paul Mattern / Luis Garcia, 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:** November 18, 2024

**LOCATION:** Riverside County Transportation Commission  
March Field Conference Room  
4080 Lemon Street, 3<sup>rd</sup> Floor, Riverside, CA 92502

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

*In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a public meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.*

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF MINUTES – SEPTEMBER 16, 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. **CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE UPDATE** *Page 12*

***Overview***

This item is to receive and file an update on the California State Transportation Agency's (CalSTA's) Climate Action Plan for Transportation Infrastructure (CAPTI).

6. **PROPOSED 2025 TECHNICAL ADVISORY COMMITTEE MEETING SCHEDULE** *Page 27*

***Overview***

This item is for the Committee to adopt the 2025 TAC Meeting Schedule.

**7. ACTIVE TRANSPORTATION PROGRAM – METROPOLITAN PLANNING ORGANIZATIONS’ REGIONAL PROGRAM AUTHORITY TO AWARD PROJECTS BASED ON 20-POINTS METHODOLOGY**

*Page 29*

***Overview***

This item is for the Technical Advisory Committee (TAC) to recommend the Commission take the following action(s):

- 1) Authorize staff to award projects based on the 20-point distribution methodology for the ATP Cycle 7 Metropolitan Planning Organization (MPO) component funding.

**8. SB 821 BICYCLE AND PEDESTRIAN FACILITIES PROGRAM REFRESH**

*Page 33*

***Overview***

This item is for the Technical Advisory Committee (TAC) to recommend the Commission take the following action(s):

- 1) Approve the updated Transportation Development Act Article 3, or Senate Bill 821 Guidelines, and Evaluation Criteria.

**9. OBLIGATION DELIVERY PLAN UPDATE – FEDERAL FISCAL YEAR 2024/25 AND FUTURE**

*Page 58*

***Overview***

This item is to receive and file an update on Riverside County’s Obligation Delivery Plan.

**10. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE**

*Page 60*

***Overview***

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

**11. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: OCTOBER 2024**

*Page 71*

***Overview***

This item is to receive and file the October 2024 California Transportation Commission (CTC) meeting highlights.

**12. RCTC COMMISSION MEETING HIGHLIGHTS: OCTOBER AND NOVEMBER 2024**

*Page 72*

***Overview***

This item is to receive and file the October and November 2024 Commission meeting highlights.

**13. 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.

**14. ADJOURNMENT**

The next meeting of the TAC is scheduled to be held March 17, 2025, at 10:00 a.m.



***MINUTES***





# TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Monday, September 16, 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 10:00 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  
Michael Thornton, City of Calimesa  
Albert Vergel De Dios, 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  
Jilleen Ferris, City of Hemet  
Dina Purvis, City of Indian Wells\*  
Donn Uyeno, City of Indio\*  
Manuel Gonzales, City of Jurupa Valley  
Bryan McKinney, City of La Quinta\*  
Nick Fidler, City of Menifee  
Melissa Walker, City of Moreno Valley  
Bob Moehling, City of Murrieta  
Joel Montalvo, City of Palm Springs\*  
Ryan Stendell, City of Rancho Mirage\*  
Farshid Mohammadi, City of Riverside  
Dennis Acuna, Riverside County  
Jennifer Nguyen, Riverside Transit Agency  
Travis Randel, City of San Jacinto  
Nick Minicilli, City of Temecula  
Cameron Brown, Western Riverside Council of Governments  
Jason Farag, City of Wildomar

\*Joined the meeting at Palm Desert.

**3. APPROVAL OF MINUTES – JULY 15, 2024**

**B/C/A (Randel/Mohammadi) to approve the Minutes as submitted. There were no objections to this motion.**

**4. PUBLIC COMMENTS**

There were no public comments.

**5. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL DATA PLATFORM AND STREETLIGHT INSIGHT LICENSES**

Isabelle Legare, SCAG, provided a presentation on Leveraging Big Data Analytics Using StreetLight InSight. Big data analytics is the process of collecting, storing, and analyzing large datasets to detect valuable insights and relationships. It involves using complex techniques to analyze various data from various sources to understand patterns, preferences, and behaviors in travel. The four main characteristics that define big data are volume, velocity, variety, and voracity. Volume as in the mass of data, velocity is the processing in real time and timely decision making, variety would be from a wide range of data sets, and voracity would be the quality and reliability of the data.

By leveraging and learning the ins-and-outs of big data and analytics, planners can help to identify travel patterns and trends, optimize network performance, enhance public transit systems, promote sustainable transportation, and enhance public safety. All of these are fed in from the idea that this data encompasses different demographics, different classes of data in the SCAG region, and there are also different components of the big data platform that meet specific needs.

StreetLight InSight is a cloud web-based platform and can provide different insights for stakeholders. The largest metrics provided are travel counts; trip/origin destination metrics including purpose, distance, and travel time; vehicle speeds; transportation safety metrics; and network performance metrics which would be insightful for county-level decision making.

The contract for StreetLight InSight was negotiated for March 2023 through June 2026. This service comes at no cost to public agencies in the SCAG region. It has been provided by the Regional Early Action Planning Grant 2021 (REAP 2.0). This program was a \$5 million investment for three years and is available for use by public agency staff, academics, and their supporting consultants and includes access to four additional custom data tools. There is currently a push to have academic agencies register and evaluate the reliability of the data as they do not count toward the total license count of 200.

The custom data offerings include:

- Heavy Duty Truck/Freight Data from GeoTab – it comes with eight different weight classifications.
- Transportation Network Company (TNC) data from Gridwise – this is a request form that

allows you to set parameters that you wish to receive data on.

- Safety Performance Dashboard – allows users to view and analyze crash data by cause, severity, and crash characteristics.
- Near Real-Time (NRT) and Typical Speeds Dashboard – allows users to view traffic speeds at all major roadways in the SCAG region, updated on a 48-hour basis.

There are trainings and support that are offered for SCAG’s Big Data Platform. All the past trainings have been recorded and are available in the training portal library. The next training is tomorrow, September 17<sup>th</sup>, which will focus on the StreetLight InSight Freight and Goods Movement analysis module. SCAG has four trainings a year to cater to users.

Riverside County does not currently have as many jurisdictions or agencies using the system as LA County, so an effort is being made to expand usage. There is also a push to get more educational institutions on the platform to evaluate the data and applications for real-life usage.

The City of Temecula has been running roundabout studies for trucks and vehicles. The City of Riverside has been running traffic volumes and CVAG has had a consultant that has been active on the platform viewing annual average daily traffic and heavy-duty truck volumes along I-10.

To access the StreetLight InSight, a QR code was shared that could be used to request a license from SCAG. Licenses are available for CTCs, City and County staff, Councils of Governments, academic institutions, and other public entities. Use of the tool must be in alignment with REAP 2.0 objectives.

Nick Minicilli, Temecula, asked if there was any indication the license would be extended beyond June 2026.

Isabelle Legare stated that at this point there are not any plans to extend the license, but the state has passed a bill within the last year, AB 744, that requires the California Transportation Commission to procure and provide data resources for public and local agencies.

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

Edward Emery, RCTC, provided a presentation on the Active Transportation Program (ATP) 20-Point Methodology. ATP is a highly competitive statewide program that funds bicycle and pedestrian facilities and programs to enhance or encourage biking or walking. The ATP process allows applicants two chances for award, once at the statewide level and again at the Metropolitan Planning Organizations (MPO) level. As the MPO, SCAG is required to work with County Transportation Commissions, the California Transportation Commission, and Caltrans to develop its regional program qualifications.

The initial ATP Cycle 7 fund estimate indicated \$568 million would be available; the updated fund balance for Cycle 7 is \$168 million. This amount leaves \$84 million for the statewide

competition, \$16 million for the small urban and rural component and \$68 million for the MPO component.

SCAG’s portion of the MPO component is \$35 million, which means \$4.6 million for Riverside County projects. Like past cycles, this share is split 95% for implementation projects or \$4.4 million, and 5% for planning and non-infrastructure projects or \$233,000.

In 2022, the Commission approved the 20-point distribution methodology that was used in Cycle 6. This methodology allowed the Commission to meet its goal of funding construction ready projects and awarding agencies that invested in pre-con activities. For Cycle 7, and future cycles, it is recommended the Commission retains the previously approved methodology.

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

Due to the very limited funding this cycle, staff would like assistance to establish a framework to follow once the project list has been established. There is a strong possibility that the highest scoring project would exhaust all available funding or that the highest scoring project requests significantly more than what is available. Staff would also like to discuss what should be done with any limited remaining funds once the highest scoring project is awarded.

Of the 22 projects that Riverside County submitted, 17 are implementation projects. Looking at the implementation projects list, most are requesting a large amount of funding. Given that there is only \$4.4 million, suggestions from the TAC on how to manage the situation after the list is established would be helpful.

John Corella, Cathedral City, wanted to know if there was a cap on the minimum and maximum that could be submitted.

Edward Emery stated that there was no cap or maximum for a project, but the minimum was \$250,000.

Jillian Guizado, RCTC, added that only SB 821 had a cap, not ATP.

John Corella thought that spreading the funds out would be best and would work better if there was a cap on the program.

Edward Emery noted given that the projects have already been submitted, once the statewide component is complete, RCTC will get the remaining projects. As an example, there is a project that has requested \$15 million for construction. Given that RCTC only has \$4.4 million to award, if that agency was offered partial funding and was not able to accept it, the funding would move down the list. In future cycles, RCTC can work on the regional guidelines to incorporate a low funding clause to build in a cap if the TAC would like.

Jillian Guizado stated that the CTC purposefully chose not to revise the Cycle 7 call, as this was an impossible situation as there was a possibility the money could have been found in the legislature, but it was not. If a cap was implemented in future cycles, the specifics of it would need to be discussed. RCTC has also seen instances where a large amount of money is found and there are mid-cycle awards, so there is a push not to disadvantage Riverside County projects.

Joel Montalvo, Palm Springs, thought that RCTC should look at projects that could be fully funded, not those that would only be partially funded.

John Corella concurred with that thought. Some of the larger projects with higher funding requests would not be able to use the small partial funding. Though, the agencies should be asked first as they may be able to leverage funding from somewhere else to complete the project.

Andrew Simmons, Coachella, would not be in favor of instituting any kind of cap. The project that scored the highest should be able to accept or deny partial funding.

John Corella agreed that the highest rank should be provided the opportunity to accept or deny the partial funding. The acceptance should include deadlines so that the funding is used in a timely manner.

Jillian Guizado noted that the CTC does due diligence on the funding deadlines and understands where and when the funds are allocated.

Randy Bowman, CVAG, thought the funding should be offered according to the scores. Since the state is saying they will keep the scoring lists intact in case there is additional funding, it should also be considered for RCTC's project list.

Savat Khamphou, Corona, appreciated the discussion, and was in favor of keeping the ranking list in order. Once the CTC provides their priority list, RCTC can take it from there.

Ryan Stendell, Rancho Mirage, wanted to know if the TAC's recommendation was just going to be a guidance for the scoring of the submitted projects. Since it is too late to make changes, whatever is decided here today will just guide the review committee at some point.

Edward Emery confirmed that was true. Once the statewide component is complete, the list of projects will come to RCTC for review and scoring based on the methodology approved today.

Randy Bowman thought that it was possible that RCTC would need clarification from the CTC if any agency was asked to reduce their project scope or switch to phasing to be able to use the available funding.

John Corella stated that changing or limiting the scope of a project was possible as his city had done it in the past.

Jillian Guizado was not sure this was a possibility, but it is something that could be discussed with CTC if the need arises.

John Corella thought that when the ranking is completed, the top projects should be offered the available funding and let them decide if they can use the funding or give them an opportunity to pass the funds on.

Jillian Guizado shared that RCTC could also offer funding to only some of the phases that could be covered with the available funding versus the entire project, if the TAC was ok with that approach.

Andrew Simmons did not believe that you could apply ATP funds to only the PS&E phase, because the ATP requires a construction deliverable.

Edward Emery stated that if this program was only funding pre-construction activities, the project would still need to demonstrate it was fully funded to be eligible. The CTC has not made any exception for this. If only the PA/ED had been funded, the project would still be held to the 10-year rule, in that it would need to be fully constructed within 10 years or the money would need to be paid back. Theoretically, the environmental phase could be funded with Cycle 7 funds, and the remainder of the project could be requested and funded in Cycle 8.

Jillian Guizado stated with all this discussion, the TAC can still vote on the 20-point methodology. The approval of this methodology will not dictate how the \$4.4 million is spent amongst the projects. There are only 10 agencies that submitted projects, so there could be a call to discuss next steps after the ranking has been completed.

Savat Khamphou suggested the TAC vote on the 20-point methodology and wait to discuss the plan for the ranked projects after the list is released.

**B/C/A (Khamphou/Simmons) to approve the 20-points distribution methodology for the Metropolitan Planning Organizations' (MPO) Regional Program Guidelines for Active Transportation Program (ATP) Cycle 7 and all future calls. There were no objections to this motion.**

## **7. SB 821 PROGRAM - UPDATE AND DISCUSSION**

Edward Emery, RCTC, provided a presentation on the FY 2025/26 SB 821 Recommended Program Revisions. SB 821 is a discretionary program administered by RCTC to fund local bicycle and pedestrian projects and master plans.

At the September 18, 2023, and July 14, 2024, TAC meetings, discussions on the constructive feedback received during the 2023/24 cycle continued. The plan is to continue these discussions today and seek approval for the draft guidelines at the next TAC meeting in November.

At the July TAC meeting, the recommended changes to the first three evaluation criteria were discussed. Staff recommended changes to the destinations served question with the points being awarded on the types of destinations versus each individual destination, with the aim to promote projects that enhance access to a variety of destinations. Staff also proposed to reduce the radius to ½ mile or less for pedestrian projects and 1 mile or less for bicycle projects, better aligning with state and federal guidance.

The safety metric changes overall add more clarity. In prior cycles, the safety metric was presented as a single category worth 15 points. Staff recommends dividing that into three separate categories for a maximum of 5 points each. The first sub-question will be awarded points based on the severity of the existing safety hazard at the project location. Additional language has been added to offer clarification. The full text is available in the agenda package starting on page 41.

The second sub-question asks for safety countermeasures or safety enhancement features included in the project scope. Applicants are to provide an example of how each countermeasure will improve safety for non-motorized travelers.

The third sub-question is based on the potential of the project to benefit the safety of the non-motorized public. Applicants are to discuss what was considered when evaluating the type of facility for the corridor. This is a great opportunity to tell the story and explain to the evaluator why the project is important and why a particular class of facility was chosen as the best option.

The multimodal question has been revised to enhance clarity and points will be awarded for proposed facilities that enhance pedestrian and bicycle access to other modes of transportation such as Metrolink, bus stops, and park and rides. Points will also be awarded for closing gaps in facilities to improve connectivity. Like the destinations served question, staff is also proposing adjusting the radius of the improvements to a maximum of ½ mile for pedestrians and 1 mile for bicycle projects.

At the July TAC meeting, recommendations to clarify matching funds was discussed because the current guidelines have no definition for qualifying matching funds. Based on that discussion, RCTC staff recommends adding language to the metric to clarify that non-RCTC funds spent on pre-con activities will count as matching funds.

Class III bike lanes were also discussed at the last TAC meeting with regard to how to ensure compliance with TDA that mandates the funds only be spent on bicycle and pedestrian projects. From that discussion, staff recommends limiting the funding for Class III bicycle lane projects to the cost of striping and signage improvements that are directly related to bicycles; pavement rehabilitation would not be an eligible expense.

To streamline the process for guidelines revisions, staff wants to request Commission approval to delegate this responsibility to the TAC going forward.

John Corella, Cathedral City, wanted to know if the Class III bike lanes were the only exception to pavement rehabilitation.

Edward Emery stated that if the improvement was being done solely for pedestrians and bicycles, then it would be covered. The main point is preventing the entire street being repaved since that primarily benefits vehicles.

Jason Farag, Wildomar, wanted clarification on the non-RCTC matching funds and if Measure A funds were counted as RCTC funds.

Jillian Guizado, RCTC, stated that Measure A Local Streets and Roads belonged to the agencies so that was not the intent when stating non-RCTC funds.

Edward Emery added that he would revise the wording to further clarify the intent. The intent was to say the matching funds needed to be anything other than SB 821 funds.

Finally, there was discussion at the last TAC meeting about how to handle large-scale citywide projects. These projects typically score well as they serve so many destinations. After analyzing the data, it was found the success rate of the large-scale projects is not significantly higher than other projects. Furthermore, when considering the maintenance type projects versus new infrastructure, maintenance type projects scored lower on the safety question. Maintenance projects did not do as well as projects that were filling gaps. Due to this information, staff is not recommending any changes in the process for large scale projects. This can be revisited in the future should the metrics change.

John Corella concurred with that recommendation.

## **8. 2023 AND 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE**

Martha Masters, RCTC, provided an update on the 2023 and 2025 Federal Transportation Improvement Program (FTIP). For the 2023 FTIP, all amendments have been approved through #23-33, receiving both SCAG and Federal approval as of September 5. The link to SCAG's website can be found in the agenda packet to review all the current approved FTIP listings. After September 5, there are no known opportunities to update the 2023 FTIP and it will expire in December 2024. However, SCAG may accept an emergency amendment on a case-by-case



basis if federal funds for a project will be obligated before December 2024. Please contact staff as soon as possible if that is the case.

The 2025 FTIP is anticipated to be fully approved this December. The 2025 FTIP schedule is attached to this agenda for information. The next opportunity to submit an amendment to the 2025 FTIP is on October 15. Please reach out to staff if there are any required updates.

## **9. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE**

Elaine Rogers, Caltrans, stated that due to time constraints, the TAC members should review the slide deck that was included in the agenda packet. The slides include links to webinars, trainings, and funding opportunities.

Albert Vergel De Dios, Caltrans, introduced some new Caltrans employees.

Quyen Sy will be taking care of federal programs. He has been with Caltrans for 25 years and has recently transferred to Local Assistance.

Bree Content-Watkins will be handling all the monitoring required in Local Assistance and helping with local agencies. She has been with Caltrans for six years and came from District 7.

Eddie Castaneda, Caltrans, will be taking care of the state programs.

Albert Vergel De Dios noted that Local Assistance would be sending out a new assignment sheet that will include these new hires, their contact information, and their responsibilities.

Elaine Rogers shared that this would be her last TAC meeting. She will be going on rotation for the next two years. She will be starting with design first and then construction.

## **10. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: AUGUST 2024**

Jillian Guizado, RCTC, noted that the CTC met a month ago in San Diego. The service of long-time CTC Commissioner Joe Tavaglione was recognized following his passing just a couple of weeks prior.

The CTC adopted the various SB 1 program guidelines including Trade Corridor Enhancement Program (TCEP) and Local Partnership Program, both of which cities and the County are eligible to apply for. They also adopted the Solutions for Congested Corridor Program Guidelines, which RCTC is eligible for. Please note that if an agency is going to apply for TCEP, they need to coordinate with SCAG.

This year's SB 1 Local Streets and Roads Program was adopted. At the time of adoption, there were still a couple of agencies from Riverside County that had not submitted the required information to receive the monthly funding, but hopefully that has been completed by now. The final deadline was September 1.

Temecula received an allocation for the design of their French Valley Parkway Phase 3 project, which has 2024 State Transportation Improvement Program funds. Riverside was also able to allocate ATP funds for the design of the Civil Rights Walk project.

The CTC will meet again in mid-October in Bakersfield.

#### **11. RCTC COMMISSION MEETING HIGHLIGHTS: SEPTEMBER 2024**

Jillian Guizado, RCTC, stated since the Commission was dark in August, there has only been one meeting since the last report to TAC. Several big items were considered, including the FY 2022/23 Transportation Development Act and Measure A audit results. These results confirmed cities and the county had appropriately accounted for the revenues provided to them by RCTC and identified any significant fund balances being carried forward. It is essential that cities and the county are demonstrating need for these local dollars should the time come when the public is asked to contribute more to these programs.

RCTC is moving forward with the project development phase of an innovative transit project in the median of SR 91, called North Main Corona Transit Connector. A contract was awarded, albeit reluctantly, to Jacobs Engineering for a PSR-PDS which is expected to take a year to complete.

RCTC has agreed to be the lead agency on behalf of the Palo Verde Valley Transit Agency (PVVTA) for its bus maintenance facility expansion and hydrogen fueling station project. RCTC is excited for the opportunity to work with PVVTA on this project.

The Commission also awarded, again reluctantly, multiple contracts for the I-15 Smart Freeway Pilot Project in Temecula.

The next Commission meeting will be held on October 9. Things have been getting interesting at the committee and Commission meetings. Any specific questions on approved items can be forwarded to RCTC staff.

#### **12. COMMITTEE MEMBER / STAFF REPORT**

Cameron Brown, WRCOG, announced that last Monday the Executive Committee approved WRCOG's TUMF Nexus Study. This kicks off a lot of work to get it implemented with the date of the new fee schedule being effective April 1, 2025.

#### **13. ADJOURNMENT**

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at approximately 11:12 a.m. The next meeting will be on November 18, 2024, at 10:00 a.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Jillian Guizado". The signature is written in a cursive, flowing style.

Jillian Guizado  
Planning and Programming Director



# ***AGENDA ITEM 5***



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	November 18, 2024
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Tyler Madary, Legislative Affairs Manager
<b>SUBJECT:</b>	Climate Action Plan for Transportation Infrastructure Update

**STAFF RECOMMENDATION:**

This item is to receive and file an update on the California State Transportation Agency’s (CalSTA’s) Climate Action Plan for Transportation Infrastructure (CAPTI).

**BACKGROUND INFORMATION:**

***The Origins of the Climate Action Plan for Transportation Infrastructure***

In 2021, the California State Transportation Agency (CalSTA) finalized the Climate Action Plan for Transportation Infrastructure (CAPTI), which are guidelines that build on executive orders signed by Governor Gavin Newsom in 2019 and 2020 to reduce greenhouse gas emissions in the transportation sector. CAPTI outlines key investment strategies for investing \$5 billion of state discretionary transportation dollars annually to combat and adapt to climate change while “supporting public health, safety, and equity.”

According to CalSTA at the time the plan was finalized, CAPTI would not change the “fix-it-first” approach to maintaining the state’s highways, roads, and bridges via the 2017 Road Repair and Accountability Act, Senate Bill (SB) 1 (Beall, 2017). However, where feasible and within existing funding program structures, the state would invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and equity goals. CAPTI calls for increased investments to support zero-emission transit, freight, and rail, as well as projects that expand access to walking, biking, and transit to reduce dependence on driving.

Leading up to the finalization of CAPTI, RCTC staff provided feedback to CalSTA regarding the implementation of CAPTI by submitting comments and participating in meetings to reinforce the local perspective that a “one size fits all” climate action approach will not work. This is especially true for regions like Riverside County already identified as one of the fastest growing counties in the state and with a significant population required to commute long distances to job-centers. RCTC’s public comment on CAPTI, dated May 17, 2021, is attached for reference (Attachment 1).

## ***The Implementation and Impact of CAPTI***

Since CalSTA's adoption of CAPTI, its policy principles are reflected in state policies, programs, and procedures ranging from the guidelines of SB 1-funded programs to the rubric that Caltrans follows to determine whether to provide letters of support for local projects competing for federal funds. While CAPTI was originally intended to inform—rather than dictate—state selection and support of projects for funding, there are growing instances of CAPTI being cited by advocacy groups as justification for denying funding for projects that increase highway and road capacity or supposedly increase vehicle miles traveled (VMT) in any way.

A recent example of this is the California Transportation Commission's (CTC) initial rejection of funding for the San Bernardino County Transportation Authority's Interstate 15 Corridor Freight Improvement Project which includes proposed express lanes. This initial rejection took place despite the CTC previously approving the project for SB 1 Trade Corridor Enhancement Program (TCEP) and competitive Local Partnership Program funds. In their arguments against funding the project, advocates contended that the project would incentivize more vehicle use with added highway capacity, increasing carbon emissions and air pollution. Recognizing both the regional needs of the transportation system and the concerning precedent the CTC's action would set, RCTC joined a coalition of industry, labor, and local transportation agencies to successfully advocate for the CTC to reconsider their action and allocate funding to the project.

While this was a concerning experience, it underscores the importance of preserving the discretion of the CTC and other agencies that administer state funds or otherwise approve projects in a manner that balances state housing goals, the economy, and varying regional needs. Unfortunately, agency discretion to meet the needs of Riverside County residents cannot be taken for granted. Since 2022, RCTC has proactively engaged in the legislative process to advocate against bills that would remove this discretion, including:

- Two efforts by Assemblymember Laura Friedman (Glendale) to codify CAPTI into the guidelines of transportation funding programs – AB 2438 (2022) and AB 7 (2023);
- Two efforts by Assemblymember Friedman to require projects to reduce VMT in order to be programmable through the Regional Transportation Plan/Sustainable Communities Strategy – AB 2237 (2022) and AB 6 (2023);
- An effort by former Assemblymember Cristina Garcia (Bell Gardens) to ban highway expansions in communities impacted by specified levels of air pollution – AB 1778 (2022); and
- A recent effort by Assemblymember Mia Bonta (Oakland) to codify CAPTI into SB 1 TCEP guidelines and require a subset of TCEP funds to be dedicated toward zero-emission freight infrastructure.

Each time RCTC engaged with legislators and stakeholders regarding these bills, staff emphasized that RCTC does not inherently oppose the intentions of CAPTI. Indeed, there is a place for state policies that address climate change while promoting clean air and equity. However, the state must be thoughtful and practical about how these policies are implemented, and the unintended consequences they will create in rapidly growing, geographically and socioeconomically diverse



regions that disproportionately bear the traffic impacts of goods movement and affordable workforce housing. Furthermore, the state must consider how it will provide the multiple billions of dollars and regulatory relief necessary to develop safe, frequent, far-reaching, and reliable passenger rail and bus options for residents of inland regions to switch from car use in a manner that does not jeopardize their jobs, time with family, or their ability to live a healthy, productive life. Without these considerations, these bills and amplification of CAPTI policies will widen state funding inequity in inland regions and inhibit effective transportation solutions by any public agency, resulting in increase of traffic, at which point—some legislators and activists seem to presume—drivers would be forced to either find work closer to home, or find ways to walk, bike, or take a bus or train.

### **CAPTI UPDATE:**

#### ***Update of CAPTI in Progress***

Earlier this year, CalSTA determined it has accomplished the 34 actions spelled out in CAPTI and has since announced its intention to update CAPTI to “include new actions to further implement the existing CAPTI framework.” Listening sessions were held in the spring to receive feedback. From those listening sessions and a brief series of workshops in September 2024, a short list of potential actions was developed.

The short-listed actions fall under four newly proposed CAPTI strategies:

1. “Transforming the Future of the State Highway System”
2. “Reducing GHG Impacts of Transportation Investments”
3. “Delivering Equitable Outcomes”
4. “Improving Transparency and Accountability”

On October 31<sup>st</sup>, CalSTA released its Draft 2024 CAPTI Actions (Attachment 2). Notable actions proposed by CalSTA to implement the strategies unveiled during the September workshops include:

- Updating TCEP guidelines to state that goods movement projects that mitigate their passenger VMT impacts are more competitive for funding;
- Updating Solutions for Congested Corridors Program (SCCP) guidelines to require that all applications demonstrate that they are VMT neutral in order to compete in the program; and
- Codifying CAPTI Guiding Principles in statute to ensure continuation of CAPTI in future administrations.

#### ***Potential Impacts of Draft 2024 CAPTI Actions***

It is important to note that it is unclear how these actions would be implemented if adopted. It is apparent from the recent workshops that some advocates are encouraging CalSTA to escalate the state’s effort to discourage the development of highway and roadway projects that increase capacity or VMT.

There are already examples of CAPTI conflicting with other state priorities such as addressing the housing shortage and preserving its status as a supply chain and goods movement leader, and these conflicts could worsen if CalSTA adopts the Draft 2024 CAPTI Actions, particularly the programmatic changes to TCEP and SCCP. These programs are funded by SB 1 revenue with the goal of providing much needed investments in areas experiencing significant congestion and impacts from the goods movement. RCTC has received funding under these programs to advance regionally significant projects, including the 71/91 Interchange Project and Mid County Parkway Ramona Expressway Project.

To put these policy proposals into perspective – nearly one million Riverside County residents drive for their commutes to work. They do this while competing with truck traffic on highways since 40% of the nation’s goods move through inland southern California from the Ports of Los Angeles and Long Beach to the rest of the country. Additionally, Riverside County’s population is forecasted to increase by 500,000 by 2050 and the County is mandated to add 167,000 housing units. Altering the guidelines of the TCEP and SCCP programs—against the legislative intent of SB 1—could impact the region’s ability to meet state housing goals while supporting a growing population and economy.

### ***Public Comment Process***

Following the release of the draft CAPTI actions, CalSTA commenced a public comment process through December 13<sup>th</sup>. CalSTA intends to consider comments from the public and stakeholders in preparation of their release of final CAPTI actions in early 2025. RCTC staff is preparing a comment letter to highlight how the Draft 2024 CAPTI Actions could negatively impact the Commission’s efforts to deliver priority projects to meet the transportation mobility needs of a growing region.

Given the implications of the actions proposed by CalSTA, at its October meeting the Commission directed staff to undertake a concerted public education effort to ensure that the voices of Riverside County residents and stakeholders are heard by state policy decision-makers. As a part of this process, RCTC provided verbal comments regarding CAPTI at the Joint California Air Resources Board/CTC/California Housing and Community Development Department Meeting in Riverside on November 7, 2024, along with Assemblymember Sabrina Cervantes (Riverside) and the Greater Riverside Chambers of Commerce. In addition to RCTC’s own public comment letter, staff is drafting a template comment letter that local governments, community organizations, businesses, and residents may use to send their own comments and concerns to CalSTA ahead of the December 13<sup>th</sup> deadline.

#### Attachments:

- 1) RCTC Comment Letter to CalSTA on CAPTI in 2021
- 2) Draft 2024 CAPTI Actions and Descriptions



4080 Lemon St. 3rd Fl. Riverside, CA 92501  
Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208  
951.787.7141 • rctc.org

May 17, 2021

The Honorable David Kim  
Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, California 95814

**Re: CAPTI Implementation Public Comment**

Dear Secretary Kim:

The Riverside County Transportation Commission (RCTC), both in its position as the regional transportation planning agency and as the administrator of a local voter-approved sales tax measure dedicated to transportation improvements in Riverside County, has participated in numerous briefings regarding California State Transportation Agency's (CalSTA) development of the Climate Action Plan for Transportation Infrastructure (CAPTI or Plan). As CalSTA developed the Plan's goals and strategies based on Governor Newsom's Executive Orders N-19-19 and N-79-20, RCTC staff provided feedback and comments to ensure the Plan could feasibly and equitably be implemented in growing suburban/rural regions like Riverside County.

RCTC supports CAPTI's efforts to reduce pollution and provide safe walking, biking, and transit access. Indeed, RCTC has led the way in many of these efforts within Riverside County. Our local sales tax measure, Measure A, funds improvements for all transportation modes, including on highways, public transit, rideshare alternatives, local streets, and even habitat preservation. Our residents have invested considerable local tax dollars that have not only provided operational improvement to the state's highway system but extended Metrolink commuter rail service via the 91/Perris Valley Line, the first new Metrolink extension to open since 1994. The 24-mile extension of Metrolink was designed to reduce traffic congestion on Interstate 215 and improve transit options for southwestern Riverside County residents.

RCTC has successfully delivered a diverse portfolio of transportation projects in Riverside County for decades because of the financial investment our residents make to improve the region's transportation system. These funds kept critically needed projects funded when state and federal funds ran dry. Also, these local funds, leveraged with available state and federal resources, ensure our region has the transportation infrastructure that is directly responsive to the needs of our diverse communities.

With the CAPTI, however, the state appears ready to prescribe how and when transportation should be delivered without regard for transportation needs in our region. Likewise, the Plan does not help or incentivize the relocation of job centers to communities doing more than their fair share to address the state's affordable housing shortage. While the state's emphasis has been on bringing in-fill housing to urban centers, equal emphasis should also be placed on bringing "in-fill" jobs to predominantly residential centers. To do so would reduce the need for long commutes outside our region and facilitate a shift in regional transportation planning away from long-distance inter-county highway commutes to more localized transit and active transportation improvements. Commuter traffic is not the only contributor to our region's roadway congestion. The ever-increasing movement of goods through inland southern California takes a substantial toll on our air, roadways, and infrastructure.

According to the Southern California Association of Governments, 32 percent of all containers entering the country come through the San Pedro Bay Ports, and the total container volume is expected to increase by 120 percent to over 34 million containers by 2045. Inland southern California is a thoroughfare for goods and freight movement to the rest of the country via four interstate highways and state routes, three airports, and 11 rail lines and subdivisions with an associated intermodal terminal and three railyards. Warehousing square footage in southern California exceeds 1.2 billion and 50 percent of these warehouses are located within five miles of State Route 60. The majority of new warehousing growth is in inland southern California due to the region having the most developable land zoned for industrial use. As a result, Interstate 10, Interstate 15, State Route 60, and State Route 91 averaged over 25,000 truck trips per day as of 2016.

Goods movement, coastal and urban job-center locations, and population growth due to availability of affordable housing put a substantial strain on our region's transportation network. Local, regional, and state collaboration is necessary before state agencies can implement the CAPTI strategies.

For these reasons, RCTC provides the following comments to the draft Plan:

**One-size does not fit all:** RCTC's concerns with CAPTI are rooted in the potential that CalSTA, Caltrans, the California Transportation Commission (CTC), and other state agencies will implement the Plan in a one-size-fits-all approach that does not consider local issues and needs. Riverside County, for example, is known for its affordable living, vibrant communities, and preserved open spaces. For these reasons, we are among the fastest-growing counties in the state. However, with this level of population growth, our residents also have among the longest daily commutes in California. A report published in 2019 based on U.S. Census data found that two Riverside County cities – Corona and Moreno Valley – are among the top 10 cities in the entire nation for average round-trip commute time (73.4 and 68.6 minutes, respectively). Highway congestion represents one of the top 10 concerns for our residents. The following Implementation Strategies will require ongoing collaboration with agencies like RCTC:

- S5.2 Update SHOPP and SB 1 Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/Strategies

- S6.1 Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects

**Maintain the State's integrity with the voters by delivering on the Senate Bill 1 promises:** As CTC Commissioners and industry organizations have stated, SB 1 was courageously passed by the legislature in 2017 after decades of inaction to increase transportation funding. SB 1 promised to reinvest in the dilapidated state-owned facilities that our state's residents, visitors, and economy rely on for their livelihoods. The funding from SB 1 promised to propel our state's transportation system forward is solely provided by vehicle owners as they register their vehicles and purchase fuel. The CAPTI indicates a commitment to SB 1's fix-it-first approach. However, we note the following Implementation Strategies that promise significant scrutiny will be placed on future highway project investments while CTC, Caltrans, and CalSTA reconsider guidelines for programs, including SCCP and TCEP that jeopardies the intent of SB 1.

- S1.4 Mainstream Zero-Emission Vehicle Infrastructure within the Trade Corridor Enhancement Program
- S2.4 Increase Funding to Active Transportation Program
- S4.1 Develop and Implement the Caltrans Strategic Investment Strategy to Align Caltrans Project Nominations with the CAPTI Investment Framework
- S4.5 Develop and Implement Caltrans Climate Action Plan
- S4.6 Incorporate Zero-Emission Freight Infrastructure Needs into the California Freight Mobility Plan
- S5.2 Update Transportation Infrastructure Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/Strategies
- S6.3 Develop Interagency Framework for Project Evaluation Around Advancing Sustainable Communities
- S7.1 Leverage Transportation Investments to Incentivize Infill Housing Production

**Local control, investment, and resources:** Embedded in the CAPTI is a general theme that CalSTA, Caltrans, and CTC will prioritize funding for non-highway projects even when local voter-approved measures seek to make improvements to the state's highway system. The Plan also seeks to create stakeholder workgroups, including one that will evaluate roadway pricing that could impact local toll collection. The state cannot inhibit the implementation of RCTC's voter-approved project portfolio or interfere with toll pricing activities established by local independent authorities, like RCTC, without its approval.

- S6.2 Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts

**Confronting inequities, reducing harms, and increasing benefits:** RCTC joins CalSTA in its sincere efforts to right the wrongs of past transportation decisions that have instituted and perpetuated inequities and disadvantages, particularly to disadvantaged, low-income, and Black, Indigenous, and People of Color (BIPOC) individuals and communities. It is critically important that the CAPTI Investment Framework and Investment Strategies not continue to unintentionally harm the very individuals and communities we seek to uplift. In suburban and rural areas where housing is more available and affordable, social, and racial inequities will be perpetuated by divesting from the state highway system when a disproportionately high number of disadvantaged, low-income,

The Honorable David Kim  
May 17, 2021  
Page 4

and BIPOC individuals rely on this system to get to jobs in urban areas. CalSTA should therefore revisit the following Investment Framework Guiding Principles to recognize that social and racial inequities exist all over the state, not just in the urban cores, and that the inequities look different in various parts of the state:

- “Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits”
- “Promoting projects that do not significantly increase passenger vehicle travel”
- “Promoting compact infill development while protecting residents and businesses from displacement”
- “Developing a zero-emission freight transportation system”

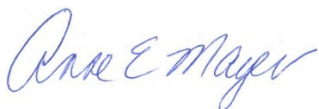
**No transportation-land use connections without including jobs:** As the CAPTI acknowledges, transportation projects are envisioned sometimes decades before they are ever delivered. The significant challenges involved with the environmental phase alone promise transportation improvements are not delivered until well-after they were needed. Acknowledging this unfortunate reality, the notion that “if you build it, they will come” is one of the distant past. Over the last two decades, the exponential population increases seen in Riverside County created a jobs-housing imbalance that leaves RCTC holding the bag. We do not have statutory authority over land-use decisions or job creation efforts. CAPTI Investment Strategy S7 to Strengthen Transportation-Land Use Connections harms areas like Riverside County that are doing their part to address the housing shortage in our state.

In conclusion, we stand ready to work with you on implementing the CAPTI goals, but we request that CalSTA allows for regional variation on the implementation methodology, protects the original intent of SB 1, and ensures the state continues transportation investment, including on highways, in our region.

Many of the goals set forth in CAPTI are commendable and critical to addressing the challenges of the 21<sup>st</sup> century. However, it contains the fatal flaw of infeasibility. The Plan does not recognize the staggering investments the state must make—not just in coastal urban centers, but also in more inland regions—in order to successfully secure an equitable and climate-resilient future for all. With good intent, the Plan instead applies stringent guidelines for existing funding that inland regions will struggle to meet. As a result, CAPTI as currently written would leave the very people it seeks to serve, behind.

I look forward to continuing this very important discussion and working with you towards implementing policies that enhance, not inhibit, transportation in Riverside County.

Sincerely,



Anne Mayer  
Executive Director

## Draft 2024 CAPTI Actions & Descriptions

The draft actions below were derived through a robust stakeholder process, including listening sessions in Spring 2024, survey feedback, and workshops held in September 2024. All actions are intended to be completable by the end of 2026. Based on stakeholder feedback, actions will be further updated and ultimately included in the final CAPTI 2025 update anticipated to be released in early 2025. **Please provide any feedback in writing to [CAPTI@calsta.ca.gov](mailto:CAPTI@calsta.ca.gov) by December 13<sup>th</sup>, 2024.**

### Strategy 1: Transforming the Future of the State Highway System

Action	Description	Agencies*
<b>Create a Caltrans Statewide Express Mobility Action Plan that defines the role of roadway pricing and includes equity-based best practices, in consultation with the Roadway Pricing Working Group and the Equity Advisory Committee.</b>	This action commits Caltrans to the development and release of the Statewide Express Mobility Plan, in consultation with stakeholder and community partners, the Roadway Pricing Working Group and the Equity Advisory Committee. The Plan will outline the role of roadway pricing and include a clear roadmap for expanding facilities-based pricing mechanisms and mobility wallets across California. Stakeholder workshops will focus on understanding regional transportation needs, potential impacts of roadway pricing on underserved and low-income individuals and communities, and developing inclusive, equity-focused strategies for pricing models. The plan will include actionable steps for the implementation of equitable pricing, addressing applicability, or lack thereof, in both urban and rural contexts.	<b>Lead</b> Caltrans  <b>Support</b> CTC
<b>Implement a comprehensive climate adaptation planning and delivery framework and corresponding performance targets at Caltrans</b>	Caltrans is currently seeking funding to develop a prioritization methodology for climate adaptation projects currently identified in Caltrans District plans. If Caltrans is successful in receiving funds, Caltrans will work with regional partners and stakeholders to develop the methodology. Caltrans will continue to support climate adaptation projects through the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) funding program. Caltrans will also review existing processes to identify opportunities within the Planning and Environmental	<b>Lead</b> Caltrans

	<p>Documents phase to standardize project delivery practices related to climate adaptation. Caltrans will strive to meet its climate change adaptation performance objectives to be identified in the upcoming 2024-2028 update to the Caltrans Strategic Management Plan. These objectives include decreasing closures on the State Highway System associated with climate stressors and increasing the return on project investment for projects associated with climate risk.</p>	
<p><b>Establish a Central Delivery Team to support planning and investment in zero-emission freight (as recommended by the <u>SB 671 Assessment</u>).</b></p>	<p>This new action commits CalSTA and GO-Biz to establish a Central Delivery Team to support zero-emission (both battery-electric and hydrogen fuel cell electric) freight infrastructure planning and implementation, including carrying out the actions identified in the CTC’s Clean Freight Corridor Efficiency Assessment, where feasible. The Central Delivery Team will function as a cross-agency team including the California Energy Commission, Caltrans, the California State Transportation Agency, the Governor’s Office of Business and Economic Development, California Air Resource Board, California Public Utilities Commission, and the California Transportation Commission. The Central Delivery Team will identify leads from Regional Transportation Planning Agencies, Metropolitan Planning Organizations, ports, utilities, trucking fleets, infrastructure developers, and other stakeholders that are necessary to deliver stations quickly. The central delivery team will build off existing state equity efforts, in coordination with impacted communities, community-based organizations, tribal nations, and equity, public health, and environmental advocates, to develop a process for engaging stakeholders in infrastructure project planning, deployment, and implementation.</p>	<p><b>Lead</b> CalSTA/GO-Biz</p> <p><b>Support</b> CTC Caltrans CEC CPUC CARB</p>

\*The support agency is at the discretion of the lead agency to consult or include.



## Strategy 2: Reducing GHG Impacts of Transportation Investments

Action	Description	Agencies*
<p><b>Create a statewide VMT mitigation bank or exchange program that facilitates mitigation directly and/or assists regions in creating their own programs to deliver infill housing and other VMT-reducing projects as mitigation at scale.</b></p>	<p>Mitigation banks and exchanges would relieve project teams of having to identify mitigation measures individually and allows for implementation of mitigation in advance of the need. An exchange program would include mitigation measures for implementation and the associated VMT reduction that projects could be employed when needed, while a bank would monetize the VMT reduction allowing projects to purchase mitigation. This new action commits the Governor’s Office of Land Use and Climate Innovation (LCI) to explore the option of creating a statewide exchange or bank and to create guidance and technical assistance that will support local and regional agencies in creating mitigation exchanges and banks at a regional or local level.</p>	<p><b>Lead</b> LCI (formerly OPR)</p> <p><b>Support*</b> CalSTA Caltrans CARB</p>
<p><b>Improve VMT analysis and mitigation guidance for rural projects to better account for the low VMT impact of many rural projects in consultation with rural stakeholders</b></p>	<p>While California is making progress meeting the goals of VMT reduction from CAPTI investments, much of the significant reductions are tied to mitigation or avoidance of projects in urbanized areas. A one-size-fits all strategy may not be suitable for rural projects. The existing research on induced travel demand and VMT reduction are primarily from studies conducted in urban and metropolitan areas where highway capacity has been added with the goal to relieve congestion. Implementation of these strategies in rural areas require more nuanced guidance given the limited research. This action will commit Caltrans to conducting any necessary additional studies or identifying technical research that can inform guidance for rural projects to better account for projects that are unlikely to induce travel demand, in consultation with regional and local rural stakeholders.</p>	<p><b>Lead</b> Caltrans</p>

<p><b>Update the Trade Corridor Enhancement Program (TCEP) guidelines to state that goods movement projects that mitigate their passenger VMT impacts are more competitive for funding,</b></p>	<p>The Trade Corridor Enhancement Program (TCEP) statute requires that projects be evaluated across several criteria, including the project’s ability to reduce particulate, and greenhouse gas emissions and community impacts, particularly in disadvantaged communities. Projects that mitigate passenger VMT help reduce emissions of diesel particulates, greenhouse gases, other pollutants, and other negative community impacts. The implementation of this action will commit the CTC to update TCEP program guidelines to emphasize that projects which improve freight mobility and safety while mitigating passenger VMT impacts from their project are more likely to be competitive in the program.</p>	<p><b>Lead</b> CTC</p>
<p><b>Update the Solutions for Congested Corridors Program (SCCP) guidelines to require that all applications state that they are VMT neutral in order to compete in the program, while continuing existing practice in guidelines to prioritize projects that</b></p>	<p>Projects submitted to the Solutions for Congested Corridors Program are statutorily required to be included in an adopted Comprehensive Multimodal Corridor Plan (CMCP), which is a suite of projects along a major corridor that promotes innovative sustainable transportation solutions. This new action will commit the CTC to update SCCP guidelines to require projects that apply be in a VMT neutral Comprehensive Multimodal Corridor Plans or otherwise demonstrate a VMT neutral application.</p>	<p><b>Lead</b> CTC</p>

\*The support agency is at the discretion of the lead agency to consult or include.

### Strategy 3: Delivering Equitable Outcomes

Action	Description	Agencies*
<p><b>Continue strengthening existing Senate Bill 1 (SB1) program guidelines to better account for environmental justice impacts of projects.</b></p>	<p>In 2022, the CTC developed the SB 1 Programs Transportation Equity Supplement to promote more equitable outcomes for transportation projects submitted in the SB 1 competitive programs. Additionally, Community Engagement was added to the SB 1 Programs as an evaluated criterion, as a mechanism to directly integrate the content of the equity supplement into the evaluation process. This new action will commit the CTC to update SB 1 program guidelines, and the SB 1</p>	<p><b>Lead</b> CTC</p>

	<p>Transportation Equity Supplement, to further promote project applicants to engage and partner with environmental justice groups as a means of demonstrating that projects are accounting for particulate pollution, traffic safety risks, displacement, and noise pollution within these communities.</p>	
<p><b>Improve technical assistance to Tribal governments by reviewing existing services and programs, consulting with Tribal governments on needs, and revising or expanding existing services or programs through partnerships to address needs.</b></p>	<p>In alignment with the State of California’s commitment to support tribal communities, this action will commit Caltrans to work with the Native American Advisory Committee (NAAC), to establish Tribal workgroups to make recommendations to improve existing processes with the goal of improving Tribal government access to infrastructure funding, services, and programs. The working groups will consist of NAAC members, tribal leaders from across the state and appropriate subject matter experts. Through these workgroups, Caltrans will assist with evaluating existing processes related to tribal contracting, Tribal Employment Rights Ordinance (TERO), and consultation.</p>	<p><b>Lead</b> Caltrans/CTC</p>
<p><b>Create a Caltrans Directors Policy focused on displacement caused by projects on the State Highway System with the intent to avoid future housing takings, particularly in disadvantaged communities.</b></p>	<p>The Anti-displacement memo developed by CalSTA and the interagency Housing &amp; Transportation Workgroup creates recommendations and best practices on how programs funded by CAPTI can incentivize anti-displacement strategies. Building upon this work, a Caltrans Director's policy on displacement would outline and update the process for property takings from Caltrans projects on the state highway system. The intent of this guidance would be to strengthen existing policy to avoid direct displacement caused by housing takings in disadvantaged communities where feasible. In rare circumstances where it might be infeasible for programs to avoid housing displacements in disadvantaged communities due to a project, the policy would outline what steps and actions should be taken by the project to disclose the need for the takings and direct project teams to work with vulnerable groups to minimize the impact.</p>	<p><b>Lead</b> Caltrans</p>

\*The support agency is at the discretion of the lead agency to consult or include.

## Strategy 4: Improving Transparency and Accountability

Action	Description	Agencies*
<b>Create a public and searchable database of Caltrans projects under development.</b>	This action will commit Caltrans to create a publicly accessible and searchable database of projects under development to increase transparency and accountability for how CAPTI investments are meeting its transportation, climate and equity goals. Creating a public and searchable database of Caltrans projects will foster a more informed and engaged public in local and regional planning and development discussions around project purpose, need, and approach to meeting project objectives. This database will serve as a resource for the public, stakeholders, and local communities to access information about ongoing transportation projects currently under development, such as projects with existing Project Initiation Documents (PIDs), and not yet approved for inclusion into a programming document (unfunded), throughout the state. The database will regularly be updated to reflect the latest information on project status, including milestones, changes, and completion dates, ensuring users have access to current data.	<b>Lead</b> Caltrans
<b>Codify CAPTI Guiding Principles in statute to ensure continuation of CAPTI in future administrations.</b>	CAPTI both provides a set of guiding principles that create a holistic vision for how to prioritize state discretionary transportation dollars, as well as a living action plan that is continually updated to implement the framework. To continue the vision and direction that CAPTI has set forth, CalSTA commits to working within the administration and with the legislature to codify CAPTI's vision into statute to ensure that the goals set forth through this plan continue to be a focus beyond the term of the Newsom Administration.	<b>Lead</b> CalSTA
<b>Launch another CAPTI outcomes study to continue evaluation of climate, equity and economic outcomes of CAPTI investments.</b>	In 2023, CalSTA, in partnership with Caltrans, contracted with the Mineta Transportation Institute (MTI) at San Jose State University to develop a set of quantitative and qualitative metrics driven by CAPTI goals to determine how state transportation investments are shifting towards climate action (from pre-CAPTI adoption through the SB 1 Cycle	<b>Lead</b> CalSTA  <b>Support</b> Caltrans

	<p>3 award timeframe). This new effort commits CalSTA to continue to study changes from transportation investments on VMT and GHG emissions, transportation equity (using the Caltrans Equity Index), and economy (i.e., quantity and quality of jobs) since the 2023 MTI study was completed. The study will include the evaluation of SB 1 Cycle 4 awards to help determine investment outcomes of the metrics tool, and how they may be increasing state multi-modal spending for climate action, equity, and economy.</p>	
<p><b>Improve the State Highway Operation and Protection Program (SHOPP) public engagement process, particularly for projects with significant community benefits or impacts, by using existing department best practices and tools and consulting with the EAC</b></p>	<p>The efforts to increase accountability for equitable public engagement for projects on the State Highway System have led to best practices and the development of public engagement resources such as the Caltrans Engagement Portal. This new action commits Caltrans to improve the Department’s public engagement for SHOPP projects utilizing existing Caltrans best practices and in consultation with the interagency Equity Advisory Committee (EAC). SHOPP projects with significant community benefits or impacts should consider the development of a Public Engagement Plan and utilization of the Caltrans Engagement Portal to ensure consistency in the engagement process. Engagement for these projects is not a one-size-fits all approach and will vary from individual Caltrans Districts Offices who may provide specific guidance in accordance with their District engagement policies.</p>	<p><b>Lead</b> Caltrans</p>

\*The support agency is at the discretion of the lead agency to consult or include.



# ***AGENDA ITEM 6***





**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

<b>DATE:</b>	November 18, 2024
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Jillian Guizado, Planning and Programming Director
<b>SUBJECT:</b>	Proposed 2025 Technical Advisory Committee Meeting Schedule

**STAFF RECOMMENDATION:**

This item is for the Committee to adopt the 2025 TAC Meeting Schedule.

**BACKGROUND INFORMATION:**

The TAC is scheduled to meet on the third Monday of every other month at 10:00 a.m. Due to the January 2025 TAC meeting falling on Martin Luther King Jr. Day, a holiday observed by the County of Riverside, the January 2025 TAC meeting will not be held. Meetings will be held in-person at two concurrent meeting locations:

1. The Commission’s Lemon Street office March Field conference room in Riverside
2. The City of Palm Desert’s Council Chamber Conference Room

Attachment: 2025 TAC Meeting Schedule



## 2025 TAC MEETING SCHEDULE

Following is the 2025 Technical Advisory Committee (TAC) meeting schedule. All meetings will commence at **10:00 a.m.** until further notice.

Generally, there will be two concurrent meeting locations:

1. The Commission's (RCTC) Office  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92501
2. City of Palm Desert, Council Chamber Conference Room  
73510 Fred Waring Drive  
Palm Desert, CA 92260

<b>Meeting Date</b>	<b>Meeting Location(s)</b>
March 17, 2025	RCTC and Palm Desert
May 19, 2025	RCTC and Palm Desert
July 21, 2025	RCTC and Palm Desert
September 15, 2025	RCTC and Palm Desert
November 17, 2025	RCTC and Palm Desert



# ***AGENDA ITEM 7***



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	November 18, 2024
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Edward Emery, Senior Management Analyst
<b>SUBJECT:</b>	Active Transportation Program – Metropolitan Planning Organizations’ Regional Program Authority to Award Projects Based on 20-points Methodology

**STAFF RECOMMENDATION:**

This item is for the Technical Advisory Committee (TAC) to recommend the Commission take the following action(s):

- 1) Authorize staff to award projects based on the 20-point distribution methodology for the ATP Cycle 7 Metropolitan Planning Organization (MPO) component funding.

**BACKGROUND INFORMATION:**

ATP is a highly competitive statewide program that funds bicycle and pedestrian facilities and programs to enhance or encourage walking and biking. The California Transportation Commission (CTC) awards 50 percent of the funds at the statewide competitive level, 10 percent to small urban and rural regions, and 40 percent at the large MPO level. The ATP process allows applicants two opportunities for award – at the statewide level and the large MPO level. As part of the sequential project selection, projects 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, the Southern California Association of Governments (SCAG) is required to work with county transportation commissions, the CTC, and Caltrans to develop its regional program recommendations.

**DISCUSSION:**

SCAG is required to collaborate with county transportation commissions to develop its ATP MPO Guidelines. As such, SCAG allows each county transportation commission to assign up to 20 points to the CTC’s project scores to award projects at the MPO level. In September 2024, the TAC approved the MPO component 20-point distribution methodology for Cycle 7 and all future cycles. At the same meeting, the TAC decided to postpone the approval of a secondary action item, which authorizes staff to award projects based on the methodology, until after the release of the Statewide component scores due to the limited funding available this cycle and to view the results of the 20-point distribution methodology before approving the action item. This agenda item returns this action to the TAC for consideration.

On November 1, 2024, the California Transportation Commission (CTC) released the Statewide component funding recommendations. Applications not recommended for funding at the Statewide

level were evaluated at the MPO level using the 20-point distribution methodology. On November 5, 2024, staff met with Cycle 7 applicants to review the results of the 20-point distribution methodology. The purpose of this meeting was to reach a consensus on the preliminary MPO component funding recommendations (based on the 20-point methodology) and any other recommended methodologies. At the conclusion of this meeting, general agreement on the preliminary funding recommendations was reached. The projects were evaluated based on the submitted ATP Cycle 7 applications to the CTC and the 20-point methodology.

The funding recommendations will remain preliminary until verification of CEQA/NEPA status and Commission approval of the 20-point distribution methodology. If applicable, applicants must upload copies of the CEQA or NEPA signature pages onto the agency specific RCTC SharePoint link that will be emailed to each agency. Applicants must upload the CEQA/NEPA signature pages by January 8, 2025. Table 1 summarizes the remaining ATP Cycle 7 schedule.

**Table 1: ATP Schedule**

CTC adopts Statewide Component Project Funding Recommendations	December 5-6, 2024
Environmental Documents due to RCTC staff for MPO Component	January 8, 2025
RCTC Board approves 20-points methodology	January 8, 2025
County Transportation Commissions submit Recommended Project Lists to SCAG	February 5, 2025
County Transportation Commissions' 20-points Methodology due to SCAG	February 5, 2025
MPO Component Draft Project Funding Recommendations due to CTC	February 21, 2025
RCTC Board considers MPO Funding Recommendations	April 9, 2025
MPO Component Final Project Funding Recommendations due to CTC	April 22, 2025
MPO Component Project Funding Recommendations adopted by CTC	June 26-27, 2025

Staff is recommending that the TAC recommend the Commission authorize staff to award projects based on the 20-point distribution methodology for the ATP Cycle 7 MPO component funding.

Attachment: Preliminary ATP Cycle 7 MPO Component Funding Recommendations



Riverside County ATP Cycle 7 Projects (000s)																					
Statewide Awarded Implementation Projects																					
Agency	Application #	Project Name	Total Project Cost	ATP Request	Recommended Funding Amount	PA/ED	PS&E	ROW	CON	CON-NI	25/26	26/27	27/28	28/29	MPO Score	STATE Score	MPO points	CON-Only 6 pts	CON first 3 years 4 pts	PAED done/started 3 or 7 pts	In Plan 3 pts
															0		0				
															0		0				
															0		0				
<b>TOTAL</b>			\$ -	\$ -	\$ -																

MPO Funded Implementation Projects																					
Total Capacity: \$4.437M																					
Agency	Application #	Project Name	Total Project Cost	ATP Request	Recommended Funding Amount	PA/ED	PS&E	ROW	CON	CON-NI	25/26	26/27	27/28	28/29	MPO Score	STATE Score	MPO points	CON-Only 6 pts	CON first 3 years 4 pts	PAED done/started 3 or 7 pts	In Plan 3 pts
City of Coachella	8-Coachella, City of-1	Connecting Coachella	\$ 22,574	\$ 19,148	\$ 2,548	-	\$ 2,150	\$ -	\$ -	\$ 398	\$ 2,548	\$ -	\$ -	-	109	95	14	0	4	7	3
County of Riverside, Transportation Department	8-Riverside County-3	Monroe Street & Interstate-10 Interchange Active Transportation Improvements Project	\$ 128,739	\$ 4,935	\$ 1,889	-	-	\$ -	\$ 1,889	-	\$ 1,889	\$ -	\$ -	-	107.5	87.5	20	6	4	7	3
															0		0				
															0		0				
<b>TOTAL</b>			\$ 151,313	\$ 24,083	\$ 4,437																

Contingency List - Unfunded Implementation Projects																					
Agency	Application #	Project Name	Total Project Cost	ATP Request	Recommended Funding Amount	PA/ED	PS&E	ROW	CON	CON-NI	25/26	26/27	27/28	28/29	MPO Score	STATE Score	MPO points	CON-Only 6 pts	CON first 3 years 4 pts	PAED done/started 3 or 7 pts	In Plan 3 pts
City of Coachella	8-Coachella, City of-1	Connecting Coachella	\$ 22,574	\$ 19,148	Partial-Keep on contingency	-	\$ 2,150	\$ -	\$ 16,600	\$ 398	\$ 2,548	\$ 16,600	\$ -	-	109	95	14	0	4	7	3
County of Riverside, Transportation Department	8-Riverside County-3	Monroe Street & Interstate-10 Interchange Active Transportation Improvements Project	\$ 128,739	\$ 4,935	Partial-Keep on contingency	-	-	\$ -	\$ 4,935	-	\$ 4,935	\$ -	\$ -	-	107.5	87.5	20	6	4	7	3
City of Eastvale	8-Eastvale, City of-2	Improvement of Trail Network Connectivity Project	\$ 27,832	\$ 21,988		-	-	\$ -	\$ 20,606	\$ 1,382	\$ 21,988	\$ -	\$ -	-	103	83	20	6	4	7	3
City of Temecula	8-Temecula, City of-1	Temecula Creek South Side Trail	\$ 9,289	\$ 6,967		-	-	\$ -	\$ 6,967	-	\$ 6,967	\$ -	\$ -	-	101.5	81.5	20	6	4	7	3
City of Hemet	8-Hemet, City of-1	East Menlo Avenue Pedestrian Improvements and Bicycle Connectivity	\$ 9,052	\$ 7,151		-	-	\$ -	\$ 7,151	-	-	\$ 7,151	\$ -	-	100	80	20	6	4	7	3
City of Banning	8-Banning, City of-1	City of Banning Downtown Active Transportation Improvement Project	\$ 24,419	\$ 23,266		\$ 815	\$ 3,260	\$ -	\$ 19,191	-	\$ 815	\$ 3,260	\$ 19,191	-	99	92	7	0	4	0	3
Riverside County Transportation Department	8-Riverside County-1	Thermal and Oasis Sidewalk and Trail Project	\$ 26,833	\$ 20,933		-	-	\$ -	\$ 20,933	-	-	\$ -	\$ -	\$ 20,933	98	82	16	6	0	7	3
City of Jurupa Valley	8-Jurupa Valley, City of-1	Pedley Elementary School Pedestrian Improvements	\$ 2,658	\$ 2,648		-	\$ 150	\$ -	\$ 2,238	\$ 260	\$ 150	\$ 2,498			91	87	4	0	4	0	0
City of Jurupa Valley	8-Jurupa Valley, City of-2	Galena Street Improvement Project	\$ 8,788	\$ 7,028		-	\$ 727	\$ -	\$ 6,301	-	\$ 727	\$ 6,301	\$ -	-	91	84	7	0	4	0	3
City of Moreno Valley	8-Moreno Valley, City of-4	Juan Bautista de Anza Multi-Use Trail Project - Street Lighting	\$ 2,659	\$ 2,659		\$ 50	\$ 300	\$ -	\$ 2,309	-	\$ 350	\$ 2,309	\$ -	-	86.5	79.5	7	0	4	0	3
Riverside County Transportation Department	8-Riverside County-2	Salton Sea Multi-Benefit Trail Network	\$ 14,981	\$ 11,981		-	\$ 1,200	\$ -	\$ 10,781	-	-	\$ 1,200	\$ -	\$ 10,781	85	82	3	0	0	0	3
City of Moreno Valley	8-Moreno Valley, City of-5	Iris Avenue Pedestrian-Bicyclist Gap Closure and Safety Improvements	\$ 2,834	\$ 2,834		\$ 50	\$ 150	\$ 20	\$ 2,614	-	\$ 50	\$ 170	\$ 2,614	-	74	67	7	0	4	0	3

Contingency List - Unfunded Implementation Projects (Continued)																					
City of Indio	8-Indio, City of-1	Clinton & Miles SRTS Community Connections Project	\$ 2,540	\$ 2,290		-	-	\$ -	\$ 2,290	-	-	\$ 2,290	\$ -	-	69	56	13	6	4	0	3
City of Moreno Valley	8-Moreno Valley, City of-3	Pedestrian and Bicycle Bridge Connectivity Project	\$ 1,012	\$ 1,012		\$ 50	\$ 120	\$ 15	\$ 827	-	\$ 170	\$ 15	\$ 827	-	66	62	4	0	4	0	0
City of Indian Wells	8-Indian Wells, City of-1	Indian Wells Complete Streets Project	\$ 15,015	\$ 15,015		\$ 653	\$ 1,632	\$ -	\$ 11,642	\$ 1,088	\$ 15,015	\$ -	\$ -	-	53	46	7	0	4	0	3
City of Moreno Valley	8-Moreno Valley, City of-2	Pedestrian Intersection Access Improvements	\$ 1,135	\$ 1,135		\$ 60	\$ 120	\$ -	\$ 955	-	\$ 60	\$ 120	\$ 955	-	53	46	7	0	4	0	3
City of Moreno Valley	8-Moreno Valley, City of-1	Steeplechase Drive Pedestrian-Bicyclist Gap Closure and Safety Improvements	\$ 4,227	\$ 3,857		\$ 100	\$ 250	\$ 20	\$ 3,357	-	\$ 100	\$ 270	\$ 3,357	-	44	37	7	0	4	0	3
<b>TOTAL</b>			\$ 304,587	\$ 154,847	\$ -																

# ***AGENDA ITEM 8***



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	November 18, 2024
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Edward Emery, Senior Management Analyst
<b>SUBJECT:</b>	SB 821 Bicycle and Pedestrian Facilities Program Refresh

**STAFF RECOMMENDATION:**

This item is for the Technical Advisory Committee (TAC) to recommend the Commission take the following action(s):

- 1) Approve the updated Transportation Development Act Article 3, or Senate Bill 821 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, July 15, 2024, and September 16, 2024, staff discussed this feedback with the TAC and drafted revisions to the SB 821 guidelines and scoring metrics based on the discussion. Staff is recommending approval of the proposed revisions summarized in Table 1 and redlined in Attachment 1.

**Table 1: SB 821 Summary of Recommended Changes**

<b>Evaluation Criteria</b>	
<b>Current Criteria with Notes</b>	<b>Summary of Proposed Changes</b>
Destinations Served – 14 points max, 2 points per destination; for pedestrian projects, destinations are within ¾ mile or less, for bicycle projects,	Destinations Served – 14 points max, 2 points per <b>type</b> of destination; for pedestrian projects,

destinations are within 2 miles or less. <i>Update radii and language to better represent the distances individuals are willing to walk/bike.</i>	destinations are within <u>½ mile or less</u> , for bicycle projects, destinations are within <u>1 mile or less</u> .
Safety – 15 points max; <i>concerns that the safety question is too subjective. Update language to reduce subjectivity.</i>	Safety – 15 points max. Broke out the current question into <b>3 sub-questions</b> , to improve clarity: 1) Severity of existing safety hazard; 2) Safety countermeasures, and; 3) Safety benefits. Each sub-question is worth 5 points. <i>See Safety section found on page 3 of Attachment for more information.</i>
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. <i>Update radii and language to better represent the distances individuals are willing to walk/bike.</i>	Multimodal Access – 6 points max; for pedestrian projects, destinations are within <u>½ mile or less</u> , and for bicycle projects, destinations are within <u>1 mile or less</u> .
Matching Funds – 10 points max. <i>Should phases not being applied for count toward the match? Update language for clarity.</i>	Matching Funds – 10 points max; matching funds can include non-SB 821 funds previously spent on pre-construction phases.
<b>Call for Projects Guidelines</b>	
Class III Bicycle Lanes - TDA Article 3 policy requires 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. <i>How do we ensure compliance with TDA Article 3 policy? Update guidelines.</i>	Class III Bicycle Lanes - Update the 2025 SB 821 Guidelines to clarify Class III bicycle lane project funding is limited to striping and signage improvements.
SB 821 Guidelines revisions – <i>Should this responsibility be delegated to the TAC?</i>	SB 821 Guidelines revisions - Staff recommends requesting Commission authorization to delegate the responsibility for approval of future SB 821 Guidelines revisions to the TAC. Updates to adopted program policies would still require Commission approval.
Large-scale projects – <i>Do large-scale projects have an unfair scoring advantage?</i>	Large-scale projects – Staff analyzed data on the success rate of past projects and found no significant difference in the success rate of large-scale projects compared to other project types. Based on the discussion of these results with the TAC, staff is not recommending any changes to how large-scale projects are scored.

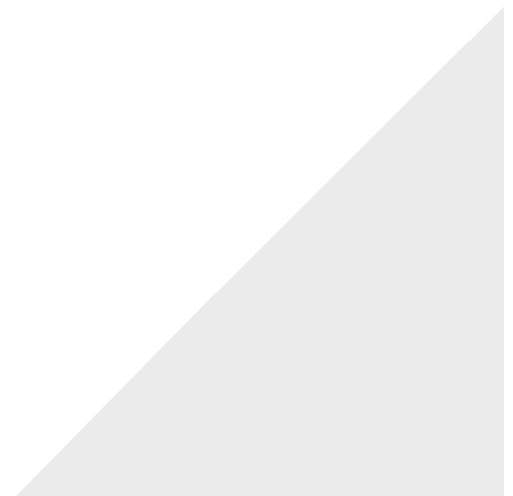
Attachment: Draft SB 821 FY 2025/26 Biennial Call for Projects Guidelines with redlines



# **TDA Article 3 (SB 821) Bicycle and Pedestrian Facilities**

## **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 <a href="#">Rivtrack</a>.</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 (<a href="mailto:jchan@rctc.org">jchan@rctc.org</a>) and Edward Emery (<a href="mailto:eemery@rctc.org">eemery@rctc.org</a>).</i>
<i>April 24, 2025 @ 5:00 p.m.</i>	<i>Proposals due to RCTC via <a href="#">Rivtrack</a>.</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>



June (TBD), 2025	Present recommended funding allocation to Commission for project award.
July 1, 2025	Project Start
October 1, 2025	Deadline to Execute MOU with Commission
July 1, 2028	Project Completion

## Eligible Projects:

Per TDA [and RCTC policies](#), 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.](#)
- 🚲 [Funding for Class III bicycle lane projects is limited to the cost of the lane striping and signage improvements directly related to bicycles. Pavement rehabilitation is not an eligible expense for Class III bicycle lane projects](#)

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 on April 24, 2025, at 5:00 P.M.

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

## Project Proposal Submittal Process:

The FY25/26 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](mailto:jchan@rctc.org)/(951) 787-7924) and Edward Emery ([eemery@rctc.org](mailto: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, [restaurant](#)) up to a maximum of 14 points. *~~Must include map on listing all destinations served.~~*

- For pedestrian projects, destinations served must be within a ~~3/4~~[1/2](#)-mile or less radius of the proposed project.
- ~~For~~ For bicycle projects, destinations served must be within a ~~two~~[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. ~~How the project will reduce the n~~[Number of nNon-motorized f](#)~~Fatalities and Non-motorized s~~[Serious i](#)~~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 85<sup>th</sup> 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 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.

- Points (5) 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.
- ~~severity of the existing safety hazard at the to demonstrate project need. 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. Additionally explain any safety countermeasures or safety enhancement features included in the project scope, such as rectangular rapid flashing beacons, bicycle box, see (<https://safety.fhwa.dot.gov/provencountermeasures/>). Points will be given for any combination of the following project characteristics: 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 85<sup>th</sup> percentile speed of motorized traffic in project limits, photos of existing safety hazards project will address, existing pedestrian/bicycle traffic counts, student attendance figures for school served by project.~~
- Points (5) will be given based on the potential of the chosen pedestrian or bicycle facility proposed project to provide safety benefits to the non-motorized public. Applicant should draw from responses in the prior safety sections. Clearly explain how the facility will improve safety for non-motorized travel. Discuss the considerations made when evaluating and determining the type of bicycle or pedestrian facility for the project corridor. Why was Class I selected over Class IV, why was Class II considered over Class III?
  - Examples of facilities include, Class I, II, III, and IV bicycle lanes, and new sidewalks.

**MULTIMODAL ACCESS (6 pts)** – One point will be awarded for each transit route, Metrolink stations, 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 gaps in sidewalks, bicycle lanes, or crosswalks leading to improved connectivity for non-motorized travel. bicycle lanes, sidewalks or crosswalks improved by the proposed project up to A a

~~maximum of six points will be awarded. \*Must include map listing all transit stops or park and rides served.~~

- For pedestrian projects, transit stops served must be within a ~~3/4-1/2~~ mile or less radius of the proposed project.
- ~~For bicycle projects, transit stops served must be within a two-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. [Matching funds includes non-SB 821 funds spent on pre-construction phases.](#) \*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.

<b>Ratio of Total Allocation to Per Capita</b>	
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 below.](#)

<b>Agency</b>	<b>Share</b>	<b>Points</b>	<b>Population</b>	<b>Percent Population</b>
Banning	0.47	3	31,213	1.28%
Beaumont	0.5	3	57,416	2.35%
Blythe	0	5	15,575	0.64%
Calimesa	0	5	10,867	0.44%
Canyon Lake	0	5	10,832	0.44%
Cathedral City	2.5	0	50,911	2.08%
City of Eastvale	0.77	2	68,884	2.82%
City of Jurupa Valley	1.02	0	104,721	4.29%
Coachella	4.29	0	43,173	1.77%
Corona	0.43	3	156,615	6.41%
Desert Hot Springs	2.77	0	32,654	1.34%
Hemet	0.95	1	89,663	3.67%
Indian Wells	23.77	0	4,797	0.20%
Indio	0.51	3	90,680	3.71%
La Quinta	0.63	2	38,370	1.57%
Lake Elsinore	1.88	0	71,452	2.93%
Menifee	1.44	0	111,560	4.57%
Moreno Valley	0.75	2	207,146	8.48%
Murrieta	0	5	109,177	4.47%
Norco	0.31	4	25,068	1.03%
Palm Desert	0.14	5	50,889	2.08%
Palm Springs	1.35	0	43,791	1.79%
Perris	0.45	3	79,311	3.25%
Rancho Mirage	4.93	0	16,992	0.70%
Riverside County	0.87	1	405,366	16.60%
Riverside, City of	0.73	2	316,690	12.97%
San Jacinto	0.81	1	53,538	2.19%
Temecula	0.62	2	108,700	4.45%
Wildomar	4.54	0	36,327	1.49%

## 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. ~~or an awarded project is unable to be completed. The contingency list will only remain in place 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, safety question, then construction readiness.

## 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. Memorandum of Understandings (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 are: 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.

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
AGREEMENT FOR FUNDING UNDER SB 821 BICYCLE AND PEDESTRIAN FACILITIES  
PROGRAM**

(Transportation Development Act Article 3; Senate Bill 821)

This Funding Agreement (“Agreement”) is entered into as of \_\_\_\_\_, 2025 (“Effective Date”), by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION (“RCTC”) and xxxxxxxx (“RECIPIENT”). RCTC and RECIPIENT may be referred to herein individually as a “Party” and collectively as the “Parties.”

**RECITALS**

- A. RCTC is a county transportation commission created and existing pursuant to California Public Utilities Code Sections 130053 and 130053.5.
- B. Under RCTC’s SB 821 Bicycle and Pedestrian Facilities Program (“PROGRAM”), cities and counties in the County of Riverside are notified of the availability of PROGRAM funding and a call for projects (“CALL FOR PROJECTS”) is anticipated to be issued biennially by RCTC.
- C. On February 3<sup>rd</sup>, 2025, a CALL FOR PROJECTS was published by RCTC seeking applications for FY 2025/26 PROGRAM funding, which applications were reviewed in accordance with the applicable evaluation criteria included in the CALL FOR PROJECTS.
- D. Based on the application attached as Attachment 1 and incorporated herein by this reference, RECIPIENT has been selected to receive PROGRAM funding for its proposed xxxxxxxxxxxxxxxx (“PROJECT”).
- E. Funding for the Project shall be provided pursuant to the terms contained in this Agreement and pursuant to applicable PROGRAM policies adopted by RCTC, which are attached hereto and incorporated herein as Attachment 2.

NOW, THEREFORE, in consideration of the preceding recitals and the mutual covenants and consideration contained herein, the Parties mutually agree as follows:

- 1. Incorporation of Recitals. The Parties acknowledge and agree that the above recitals are true and correct, and hereby incorporate those recitals by this reference into the Agreement.
- 2. RCTC Funding Amount. RCTC hereby agrees to distribute to the RECIPIENT, on the terms and conditions set forth herein, a sum not to exceed xxxxxxxxxxxxxxxx Dollars (\$xxx,xxx), to be used exclusively for reimbursing the RECIPIENT for eligible expenses as described herein

("Funding Amount"). RECIPIENT acknowledges and agrees that the Funding Amount may be less than the actual and final cost of the PROJECT, which final costs are the sole responsibility of RECIPIENT, and RCTC will not contribute PROGRAM funds in excess of the maximum authorized in this Section 2 unless otherwise mutually agreed to in writing by the PARTIES. In the event the FUNDING AMOUNT is not fully utilized by RECIPIENT for the PROJECT, the unused FUNDING AMOUNT must be returned to RCTC within ninety (90) ninety days of a written request by RCTC unless RECIPIENT can demonstrate in writing, subject to written approval by RCTC in its sole discretion, the following: (i) valid reason for why PROJECT costs were significantly lower than the estimate included in RECIPIENT's attached application for funding, and (ii) written proposal for how any unused FUNDING AMOUNT will be used for a proposal to support the PROJECT or other use that supports the goals and requirements of the PROGRAM.

2.1 Eligible Project Costs. Reimbursement for PROJECT costs ("REIMBURSEMENT") may only include those items expressly allowed for under Article 3 of the Transportation Development Act (California Public Utilities Code section 99200 *et seq.*), which provides that funding shall be allocated for the construction, including related engineering expenses, of facilities based on the PROGRAM policies adopted by RCTC, provided that such items are included in the scope of work included in the application, attached as Attachment 1 ("SCOPE OF WORK"). All PROJECT costs not included in the SCOPE OF WORK and not expressly permitted under Article 3 of the Transportation Development Act and the PROGRAM policies shall be considered ineligible for REIMBURSEMENT. In the event the SCOPE OF WORK needs to be amended, RECIPIENT shall submit a scope change request electronically via RCTC's online tracking and reporting system known as the Rivtrack system and accessible at <https://rivtrack.rctc.org/> ("Rivtrack system"). The electronically submitted scope change request must include the reasons for the requested change and confirmation that costs associated with the proposed amendment are eligible for PROGRAM reimbursement. Such request is subject to written approval by RCTC, in RCTC's sole discretion.

In the event of any ambiguity between this AGREEMENT, PROGRAM policies, and applicable law, the following order of precedence will govern: (1) applicable law; (2) PROGRAM policies; (3) this AGREEMENT. In the case of any conflict between this Agreement and any of its attachments, the body of this Agreement shall govern. Notwithstanding the foregoing, in the case of a conflict, the most stringent requirement shall govern, unless prohibited by applicable law or otherwise agreed upon by RCTC.

2.2 Timing for Project Completion. In accordance with the PROGRAM policies attached hereto as Attachment 2, RECIPIENT has thirty-six (36) months to complete the PROJECT from the date of this AGREEMENT, unless otherwise agreed to in writing by the PARTIES. If the PROJECT is not completed within 36 months, RCTC shall have the sole discretion to delete the PROJECT from the PROGRAM and reprogram the funding for future approved PROGRAM projects. RECIPIENT will not be reimbursed until the PROJECT is accepted as complete by RCTC following the submission of the PROGRAM funding claim form completed electronically via the Rivtrack system. In the event additional time is needed for the completion of the PROJECT, RECIPIENT may submit a time extension request electronically via the Rivtrack system. Before and after PROJECT photographs must be uploaded with the CLAIM FORM upon PROJECT



completion, as well as copies of paid invoices and any other backup requested for repayment and audit purposes.

2.3 Cost Savings. In the event that bids or proposals for the PROJECT are lower than anticipated, or there are cost savings for any other reason, the Funding Amount shall be reduced through an amendment to the AGREEMENT. RECIPIENT shall inform RCTC of any cost savings and any cost savings shall be returned to RCTC or may be reprogrammed with written approval by RCTC for other RECIPIENT projects that align with the PROGRAM. No PROGRAM funding may be used for projects not approved by RCTC. If RECIPIENT provides a local match commitment and there are cost savings on the PROJECT, RCTC will still be reimbursed at the matching ratio as presented in the Project application despite such cost savings in accordance with PROGRAM policies.

2.4 No Funding for Temporary Improvements. Only segments or components of improvements that are intended to form part of or be integrated into the PROJECT may be funded by PROGRAM funds. No improvement(s) which is/are temporary in nature, including but not limited to temporary lanes, curbs, or drainage facilities, shall be funded with PROGRAM funds except as needed for staged construction of the PROJECT.

2.5 Review and Reimbursement by RCTC. Upon submission into Rivtrack, of the final detailed invoice from the RECIPIENT clearly documenting work completed and corresponding costs, RCTC may request additional documentation or explanation of the SCOPE OF WORK costs for which reimbursement is sought. Undisputed amounts shall be paid by RCTC to the RECIPIENT within thirty (30) days. In the event that RCTC disputes the eligibility for reimbursement of all or a portion of an invoiced amount, the Parties shall meet and confer in an attempt to resolve the dispute. Additional details concerning the procedure for the RECIPIENT's submittal of invoices to RCTC and RCTC's consideration and payment of submitted invoices are set forth in Attachment 2.

2.6 Recipient's Funding Obligation to Complete the Work; Limitation of RCTC Obligations. In the event that the PROGRAM funds allocated to the SCOPE OF WORK represent less than the total cost of the PROJECT, RECIPIENT shall be solely responsible for providing such additional funds as may be required to complete the PROJECT. RCTC has no obligation with respect to the safety of any work performed under the SCOPE OF WORK, for the PROJECT, or at a PROJECT site. Further, RCTC shall not be liable for any action of RECIPIENT or its contractors relating to the condemnation of property undertaken by RECIPIENT or construction related to the PROJECT.

2.7 Recipient's Obligation to Repay Program Funds to RCTC. In the event it is determined, whether through a post-completion audit or otherwise, the PROJECT was not completed in accordance with the PROGRAM requirements or this AGREEMENT, RECIPIENT agrees that any PROGRAM funds distributed to RECIPIENT for the PROJECT shall be repaid in full to RCTC. The Parties shall enter into good faith negotiations to establish a reasonable repayment schedule and repayment mechanism which may include, but is not limited to, withholding of Measure A Local Streets and Roads revenues, if applicable. RECIPIENT acknowledges and agrees that RCTC shall have the right to withhold any Measure A Local Streets and Roads revenues due to

RECIPIENT, in an amount not to exceed the total of the PROGRAM funds distributed to RECIPIENT, and/or initiate legal action to compel repayment, if the RECIPIENT fails to repay RCTC within a reasonable time period not to exceed one hundred eighty (180) days, including any good faith negotiations, from receipt of written notification from RCTC that repayment is required due to failure to comply with the PROGRAM policies or this AGREEMENT.

2.8 Records Retention and Audits. RECIPIENT shall retain all PROJECT records in an organized manner for a minimum of three (3) years following completion of the PROJECT. PROJECT records shall be made available for inspection by RCTC upon request. If a post PROJECT audit or review indicates that RCTC has provided reimbursement to the RECIPIENT in an amount in excess of the FUNDING AMOUNT set forth in Section 2, or has provided reimbursement of ineligible PROJECT costs, the RECIPIENT shall reimburse RCTC for the excess or ineligible payments within thirty (30) days of notification by RCTC. This Section 2.9 does not supersede any rights or remedies provided to RCTC under Section 2.8 or applicable law.

3. Recipient's Local Match Contribution. RECIPIENT shall provide at least xxxxxxxxxxxx Dollars (\$xxx,xxx) of funding toward the SCOPE OF WORK, as indicated in Recipient's application attached as Attachment 1 and submitted to RCTC in response to its Call for Projects. RECIPIENT costs related to (i) preparation and administration costs related to invoices, billings and payments; (ii) any RECIPIENT fees attributed to the processing of the SCOPE OF WORK; and (iii) expenses for items not included within the attached SCOPE OF WORK shall be borne solely by the RECIPIENT and shall not qualify towards RECIPIENT's local match requirement in this Section 3.

*(Note: Include this Section only if RECIPIENT identified Local Match funds in its Project Nomination Form.)*

4. Term: The term of this Agreement shall be from the date first herein above written until: (i) the date RCTC formally accepts the PROJECT as complete, pursuant to Section 2.2; (ii) termination of this Agreement pursuant to Section 14; or (iii) RECIPIENT has fully satisfied its obligations under this Agreement. All applicable indemnification and insurance provisions of this Agreement shall remain in effect following the termination of this Agreement.

5. Recipient Responsibilities. RECIPIENT shall be responsible for all aspects of the PROJECT, in compliance with all applicable state and federal laws, including: (i) development and approval of plans, specifications and engineer's estimate in accordance with all applicable laws, regulations and building codes; obtaining any necessary environmental clearances; right of way acquisition; and, obtaining all permits required by impacted agencies prior to commencement of the PROJECT; (ii) all aspects of procurement, contracting, and administration of the contracts and claims for the PROJECT; (iii) all construction management of any construction activities undertaken in connection with the PROJECT, including surveying and materials testing; and, (iv) development of a budget for the PROJECT and SCOPE OF WORK prior to award of any contract for the PROJECT, taking into consideration available funding, including PROGRAM funds.

6. Indemnification. RECIPIENT shall defend, indemnify and hold RCTC, its officials, governing board members, officers, employees, agents, and consultants free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property, persons or government funding agency, including wrongful death arising out of or incident to any intentional or negligent acts, errors or omissions of the RECIPIENT, its officials, officers, employees, agents, consultants and contractors arising out of or in connection with the performance of this AGREEMENT, the PROJECT or the SCOPE OF WORK. RECIPIENT'S obligation to indemnify includes without limitation the payment of all consequential damages and reasonable attorneys' fees, expert witness fees and other related costs and expenses of defense. RECIPIENT shall defend, at its own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against RCTC, its officials, officers, employees, agents, and consultants in connection with this AGREEMENT. RECIPIENT shall pay and satisfy any judgment, award or decree that may be rendered against RCTC, its officials, officers, employees, agents, and consultants in any such suits, actions or other legal proceedings, including any settlement. RECIPIENT's obligation to indemnify shall not be restricted to insurance proceeds. The indemnity obligation shall not apply to the extent of any negligence or willful misconduct of RCTC, its officials, officers, employees, agents, and consultants. This section shall survive the expiration or termination of this Agreement.
7. Expenditure of Funds by Recipient Prior to Execution of Agreement. recipient may commence the Project starting July 1, 2025, and costs incurred following such date will be eligible for reimbursement under this Agreement, provided they otherwise meet the requirements herein, and provided that this AGREEMENT is executed no later than October 1, 2025.
8. Compliance with Applicable Laws and Insurance. RECIPIENT agrees to comply with all applicable laws and regulations, including public contracting laws, requirements for any local state or federal funding used, and records retention and performance reporting requirements concerning the SCOPE OF WORK and PROJECT, which applicable laws and regulations shall be passed on to contractors by RECIPIENT as applicable. RECIPIENT shall have the responsibility of making sure the appropriate amounts of insurance are included in all applicable agreements for the construction of the PROJECT and RCTC shall be named as an Additional Insured on all insurance certificates obtained for the completion of the PROJECT. PROJECT insurance funds shall be looked to first for the repayment of any claims determined to have merit.
9. Representatives of the Parties. RCTC's Executive Director, or his or her designee, shall serve as RCTC's representative and shall have the authority to act on behalf of RCTC for all purposes under this AGREEMENT. RECIPIENT's representative shall be the individual identified in the Project application as RECIPIENT'S representative to RCTC. RECIPIENT'S representative, or designee, shall have the authority to act on behalf of RECIPIENT for all purposes under this AGREEMENT and shall coordinate all activities with RCTC concerning the SCOPE OF WORK under the RECIPIENT'S responsibility. RECIPIENT shall work closely and cooperate fully with RCTC's representative and any other agencies which may have jurisdiction over or an interest in the PROJECT.

10. Monitoring of Progress by RCTC. RECIPIENT shall allow RCTC's designated representative, or designee, to inspect or review the progress of the work at any reasonable time with prior written notice by RCTC. RCTC may request that the RECIPIENT provide RCTC with progress reports concerning the status of the SCOPE OF WORK and PROJECT completion.
11. Binding on Successors in Interest. Each and every provision of this AGREEMENT shall be binding and inure to the benefit of the successors in interest of the Parties. Due to the specific obligations contemplated herein, this AGREEMENT may not be assigned by any Party hereto except with the prior written consent of the other Party.
12. Independent Contractors. Any person or entities retained by RECIPIENT or any contractor shall be retained on an independent contractor basis and shall not be employees of RCTC. Any personnel performing services on the PROJECT shall at all times be under the exclusive direction and control of the RECIPIENT or contractor, whichever is applicable. The RECIPIENT or contractor shall pay all wages, salaries and other amounts due such personnel in connection with their performance of services on the SCOPE OF WORK and as required by law. The RECIPIENT or contractor shall be responsible for all reports and obligations concerning such personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance and workers' compensation insurance.
13. Conflicts of Interest. For the term of this AGREEMENT, no member, officer or employee of RECIPIENT or RCTC, during the term of his or her service with RECIPIENT or RCTC, as the case may be, shall have any direct interest in this AGREEMENT, or obtain any present or anticipated material benefit arising therefrom.
14. Termination. This AGREEMENT may be terminated for cause or convenience as further specified below.
  - 14.1 Termination for Convenience. Either RCTC or RECIPIENT may, by written notice to the other party, terminate this Agreement, in whole or in part, for convenience by giving thirty (30) days' written notice to the other party of such termination and specifying the effective date thereof.
  - 14.2 Effect of Termination for Convenience. In the event that RECIPIENT terminates this Agreement for convenience, RECIPIENT shall, within 180 days, repay to RCTC in full all PROGRAM funds provided to RECIPIENT under this AGREEMENT. In the event that RCTC terminates this Agreement for convenience, RCTC shall, within 90 days, distribute to the RECIPIENT PROGRAM funds in an amount equal to the aggregate total of all unpaid invoices which have been received from RECIPIENT regarding the SCOPE OF WORK for the PROJECT at the time of the notice of termination; provided, however, that RCTC shall be entitled to exercise its rights under Section 2.6, including but not limited to conducting a review of the invoices and requesting additional information from RECIPIENT. This Agreement shall terminate upon receipt by the non-terminating party of the amounts due it under this Section 14.

14.3 Termination for Cause. Either RCTC or RECIPIENT may, by written notice to the other party, terminate this Agreement, in whole or in part, in response to a material breach hereof by the other Party, by giving written notice to the other Party of such termination and specifying the effective date thereof. The written notice shall provide a thirty (30) day period to cure any alleged breach. During the 30 day cure period, the Parties shall discuss, in good faith, the manner in which the breach can be cured.

14.4 Effect of Termination for Cause. In the event that RECIPIENT terminates this Agreement in response to RCTC's uncured material breach hereof, RCTC shall, within ninety (90) days, distribute to the RECIPIENT PROGRAM funds in an amount equal to the aggregate total of all unpaid invoices which have been received from RECIPIENT regarding the SCOPE OF WORK for the PROJECT at the time of the notice of termination. In the event that RCTC terminates this Agreement in response to the RECIPIENT's uncured material breach hereof, the RECIPIENT shall, within one hundred eighty (180) days, repay to RCTC in full all PROGRAM funds provided to RECIPIENT under this AGREEMENT. Notwithstanding termination of this AGREEMENT by RCTC pursuant to this Section 14.4, RCTC shall be entitled to exercise its rights under Section 2.6, including but not limited to conducting a review of the invoices and requesting additional information. This Agreement shall terminate upon receipt by the terminating Party of the amounts due it under this Section 14.4.

14.5 No Program Funding. In the event that RCTC determines there are inadequate PROGRAM funds for whatever reason, RCTC shall have the right to immediately terminate the AGREEMENT with written notice to RECIPIENT. In the event that RCTC terminates this Agreement under this Section 14.5, RCTC shall, within 90 days, distribute to the RECIPIENT PROGRAM funds in an amount equal to the aggregate total of all unpaid invoices which have been received from RECIPIENT regarding the SCOPE OF WORK for the PROJECT at the time of the notice of termination; provided, however, that RCTC shall be entitled to exercise its rights under Section 2.6, including but not limited to conducting a review of the invoices and requesting additional information from RECIPIENT.

14.6 Cumulative Remedies. The rights and remedies of the Parties provided in this Section 14 are in addition to any other rights and remedies provided by law or under this Agreement.

15. Notice. All notices hereunder shall be in writing and shall be effective upon receipt by the other Party. All notices and communications between the Parties to this AGREEMENT shall be addressed as set forth below and provided by any of the following methods (i) personally delivered; (ii) sent by electronic mail, with a subject line clearly identifying this AGREEMENT, read receipt requested, and a cc: provided to the identified staff; (iii) sent by first-class mail, return receipt requested; or (iv) sent by overnight express delivery service with postage or other charges fully prepaid. Notwithstanding the foregoing, notices of dispute or termination sent by electronic mail must be followed by hard copy mailed notice to be effective. Notwithstanding the foregoing, invoices and requests for changes to the SCOPE OF WORK, shall be submitted through the Rivtrack system as specified in this AGREEMENT.

**TO RCTC:**

Aaron Hake  
Executive Director  
RCTC  
4080 Lemon Street, 3rd Floor  
Riverside, California 92501  
Phone: (951) 787-7141  
e-mail: ahake@rctc.org

**TO RECIPIENT:**

NAME  
TITLE  
AGENCY  
ADDRESS  
ADDRESS  
(xxx) PHONE  
EMAIL

cc: [eemery@RCTC.org](mailto:eemery@RCTC.org)

Any party may update its address and contact information by providing written notice of the new information to the other Parties in accordance with this Section 15.

16. Prevailing Wages. RECIPIENT is alerted to the requirements of California Labor Code Sections 1770 *et seq.*, which require the payment of prevailing wages where the SCOPE OF WORK or any portion thereof is determined to be a “public work,” as defined therein. RECIPIENT shall ensure compliance with applicable prevailing wage requirements by any person or entity hired to perform the SCOPE OF WORK or any portion thereof falling within the definition of “public work.” RECIPIENT shall defend, indemnify, and hold harmless RCTC, its officers, employees, consultants, and agents from any claim or liability, including without limitation reasonable attorneys’ fees, arising from any failure or alleged failure to comply with California Labor Code Sections 1770 *et seq.* on the PROJECT.

17. Equal Opportunity Employment. The Parties represent that they are equal opportunity employers and they shall not discriminate against any employee or applicant for employment because of race, religion, color, national origin, sexual orientation, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination.

18. Entire Agreement. This AGREEMENT embodies the entire understanding and agreement between the Parties pertaining to the matters described herein and supersedes and cancels all prior oral or written agreements between the Parties with respect to these matters. Each Party acknowledges that no Party, agent or representative of the other Party has made any promise, representation or warranty, express or implied, not expressly contained in this AGREEMENT, that induced the other Party to sign this document. Modifications to this AGREEMENT shall be in the form of a written amendment executed by authorized representatives of the Parties to be bound.

19. Governing Law; Venue and Severability. This AGREEMENT shall be governed by, and be construed in accordance with, the laws of the State of California. Venue shall be in Riverside County. If any portion of this AGREEMENT is found to be unenforceable by a court of law with

appropriate jurisdiction, the remainder of the AGREEMENT shall be severable and survive as binding on the Parties.

20. Attorneys' and Other Fees. If any legal action is initiated for the enforcement/interpretation of this AGREEMENT, or because of any alleged dispute, breach, default or misrepresentation in connection with any of the provisions of this AGREEMENT, the successful or prevailing party shall be entitled to recover reasonable attorneys' fees, witness fees and other costs incurred in that action or proceeding, in addition to any other relief to which it may be entitled as determined by a court of law or appointed decider under alternative legal proceedings.
21. No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.
22. Section Headings and Interpretation. The section headings contained herein are for convenience only and shall not affect in any way the interpretation of any of the provisions contained herein. The AGREEMENT shall not be interpreted as being drafted by any Party or its counsel.
23. No Waiver. Failure of RCTC to insist on any one occasion upon strict compliance with any of the terms, covenants or conditions in this AGREEMENT shall not be deemed a waiver of such term, covenant or condition, nor shall any waiver or relinquishment of any rights or powers hereunder at any one time or more times be deemed a waiver or relinquishment of such other right or power provided under applicable law.
24. Time of Essence. Time is of the essence for each and every provision of this AGREEMENT.
25. Counterparts. This AGREEMENT may be executed in any number of counterparts, each of which shall be deemed to be an original, but all which together will constitute but one agreement.
26. Form of Signatures. A manually signed copy of this Agreement which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Agreement for all purposes. This Agreement may be signed using an electronic signature.
27. Survival. All rights and obligations under this AGREEMENT that by their nature are to continue after any expiration or termination of this AGREEMENT shall survive any such expiration or termination.

**[SIGNATURES ON NEXT PAGE]**

**SIGNATURE PAGE  
TO  
AGREEMENT NO. XX-62-XXX-00  
RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
AGREEMENT FOR FUNDING UNDER SB 821 BICYCLE AND PEDESTRIAN FACILITIES  
PROGRAM**

IN WITNESS WHEREOF, the Parties have caused this AGREEMENT to be signed by their duly authorized representatives as of the Effective Date.

**RCTC**

**RECIPIENT**

**[INSERT NAME]**

By: \_\_\_\_\_  
Aaron Hake, Executive Director

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**APPROVED AS TO FORM**

**APPROVED AS TO FORM**

Best, Best & Krieger LLP

By: \_\_\_\_\_

By: \_\_\_\_\_  
General Counsel to RCTC

Name: \_\_\_\_\_

Title: \_\_\_\_\_



**ATTACHMENT 1**

(RECIPIENT APPLICATION FOR FUNDING)

|

## ATTACHMENT 2

### (PROGRAM POLICIES)

#### RIVERSIDE COUNTY TRANSPORTATION COMMISSION TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 BICYCLE AND PEDESTRIAN FACILITIES PROGRAM ADOPTED POLICIES

##### Transportation Development Act Policies

1. Up to 5% of Article 3 apportionment can be used to supplement other funding sources used for bicycle and safety education programs; the allocation cannot be used to fully fund the salary of a person working on these programs.
2. Article 3 money shall be allocated for the construction, including related engineering expenses, of the facilities, or for bicycle safety education programs.
3. Money may be allocated for the maintenance of bicycling trails, which are closed to motorized traffic.
4. Facilities provided for the use of bicycles may include projects 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.
5. Within 30 days after receiving a request for a review from any city or county, the transportation-planning agency shall review its allocations.
6. Up to 20 percent of the amount available each year to a city or county may be allocated to restripe Class II bicycle lanes.
7. A portion of each city's allocation may also be used to develop comprehensive bicycle and pedestrian plans. Plans must emphasize bike/pedestrian facilities that support utilitarian bike/pedestrian travel rather than solely recreational activities; a maximum of one entire allocation per five years may be used for plan development.
8. Allowable maintenance activities for the local funds are limited to maintenance and repairs of Class I off-street bicycle facilities only.

##### RCTC Policies

1. The SB 821 Call for Projects will occur on a biennial basis, with a release date of the first Monday of every other February and a close date of the last Thursday of every other April, beginning in 2015.
2. If a project cannot be fully funded, RCTC may recommend partial funding for award. To handle tiebreakers, RCTC will use, in terms of priority, the safety question first then construction readiness.
3. Agencies awarded funds will not be reimbursed for any project cost overruns.
4. Agencies being awarded an allocation will be reimbursed in arrears only upon submitting adequate proof of satisfactory project completion. Claims need to include: the

- claim form, copies of paid invoices, a copy of the Notice of Completion (NOC), and photographs of the completed project.
5. The allocated amount represents the maximum amount eligible for reimbursement. For projects completed under the allocated amount, the agency will be reimbursed at the matching ratio as presented in the application.
  6. An agency will have thirty-six (36) months from the time of the allocation to complete the project. There will be no time extensions granted unless the reason for the delay can be demonstrated. Where substantial progress or a compelling reason for delay can be shown, the agency may be granted administrative extensions in twelve-month increments at the discretion of the Executive Director.
  7. Any programmed and unused Article 3 Program funds will be forfeited unless that agency can a) utilize the unused funds to complete projects that are the same or similar in scope and/or are contiguous to the approved project or b) apply the funds to a project previously submitted under an Article 3 call for projects and approved by the Commission, subject to Executive Director approval.
  8. Design and construction of facilities must conform to the general design criteria for non-motorized facilities as outlined in the Caltrans Highway Design Manual.
  9. Temporary facilities, projects in the bid process, or projects that are under construction will not be funded.
  10. The SB 821 evaluation committee will be comprised of a minimum of five evaluators representing a wide range of interests; such as: accessibility, bicycling, Coachella Valley, 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.
  11. Following each call, staff will monitor the equity of allocations to Coachella Valley versus Western Riverside County; the allocation should be relative to what the Coachella Valley's share would have been if distributed on a per capita basis (the percentage of funds applied for should also be taken into consideration). If the allocation is often found to be inequitable to the Coachella Valley, staff will recommend adoption of a new policy to correct the imbalance.
  12. Certain costs at times associated with bicycle/pedestrian projects are not eligible when the benefit provided is not the exclusive use of bicyclists/pedestrians, such as: curb and gutter as part of roadway drainage system, driveway ramps installed across sidewalks, and where roadway design standards require a roadway shoulder width that is at least as wide as a standard bike lane.
  13. For each Call for Projects, a city is eligible to submit up to three (3) applications, and the County of Riverside is eligible to submit up to two (2) applications per Supervisorial District.
  14. Each application is limited to a maximum request of 10% of the current Call for Projects programming capacity.
  15. Total award to one jurisdiction is limited to 20% of current Call for Project's programming capacity.

16. Awarded agencies can commence reimbursable project activities on July 1 of the Call for Project fiscal year cycle. E.g.: for FY 25/26 Call for Projects, reimbursable work starts on July 1, 2025.
17. Awarded agencies have until October 1 of the Call for Project fiscal year cycle to execute the Memorandum of Understanding (MOU) with RCTC. E.g.: for FY 25/26 Call for Projects, MOUs must be executed by October 1, 2025

DRAFT



# ***AGENDA ITEM 9***





<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	November 18, 2024
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Martha Masters, Senior Management Analyst
<b>SUBJECT:</b>	Obligation Delivery Plan Update – Federal Fiscal Year 2024/25 and Future

**STAFF RECOMMENDATION:**

This item is to receive and file an update on Riverside County’s Obligation Delivery Plan.

**BACKGROUND INFORMATION:**

Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for Southern California and is responsible for ensuring that federal Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds apportioned to Riverside County agencies are allocated and obligated in a timely manner to prevent funds from lapsing. Federal Obligation Authority (OA) for the region is provided on an annual basis and must be used in the Federal Fiscal Year (FFY) it is provided. The Commission’s goal is to help ensure that 100 percent of the OA in Riverside County is obligated.

Commission staff work closely with local agencies and the California Department of Transportation (Caltrans) to ensure projects on the Obligation Delivery Plan are obligated and delivered. Many of these projects are from the Coachella Valley Association of Governments’ CMAQ Call for Projects, various individual funding commitments made by the Commission, and federal Community Project Funding/Congressionally Directed Spending (CPFCDs) (otherwise known as earmarks) awarded through Congress. The attached Obligation Delivery Plan provides an outline of the projects that have CMAQ, CRP, STBG, and federal earmarks programmed in FFY 24/25 and beyond. The information comes from milestone updates received from local agencies, discussions with project sponsors, and monthly meetings Commission staff has with Caltrans Local Assistance.

It is recommended local agencies begin the federal-aid process as soon as possible and/or devote the resources needed to secure federal approvals for obligation to ensure timely obligation of federal funds. If a local agency anticipates a delay in obligating these funds this year, Commission staff should be provided with the new schedule as soon as possible.

Staff is available to assist local agencies with processing Request for Authorization (RFA) submittals and the overall federal-aid process.

Attachment: Obligation Delivery Plan for FFY 24/25 and Future Years, Including Earmarks



Obligation Delivery Plan for FFY 24/25 and Future Years, Including Earmarks

FFY 24/25

District	MPO/RTPA	Local Agency	Federal Project Number <small>Enter as: STP 1234(567). If not known, provide the project FTIP or PPNO number</small>	Project Location/Scope/Description <small>Provide location of project: street name, highway, cross-street, etc.; scope of project; and brief description.</small>	Federal Fund Type				Total Federal Obligation	Status
					RSTP \$	CMAQ \$	CRP \$	PROTECT (LTCAP)		
8	SCAG/RCTC	Banning	RIV240702	Electric Charging Infrastructure to Support City of Banning's Transition to Zero Emissions			\$ 488,666		\$ 488,666	Submit RFA in a few months
8	SCAG/RCTC	Menifee	RIV180133	Bradley Road Bridge Over Salt Creek				\$ 4,200	\$ 4,200	*
8	SCAG/RCTC	Moreno Valley	RIV240102	Moreno MDP Line K and Reche Canyon Detention-Debris Basin				\$ 1,100	\$ 1,100	*
8	SCAG/RCTC	Rancho Mirage	CML-5412(016) & RIV140815	City of Rancho Mirage - construct Free RT, porkchop island, curb and gutter, relocate signal pole, replace signal loop, remove and relocate concrete pavement, spandrel, cross gutter, handicap ramp and bus turnout, install 13,218 L.F.OF 4FT. sand fencing along Ramon Rd. from Los Alamos Rd. to Bob Hope Dr and along Dinah Shore Dr N/S from Bob Hope Dr. to Key Largo Ave.		\$ 621,000			\$ 621,000	Submit RFA in a few months
8	SCAG/RCTC	RCTC	CMLN-6054(103) & RIV200801	In the City of Temecula: Installation of new vehicle detection and adaptive highway metering systems on I-15 NB from the San Diego county line to the I-15/I-215 split.		\$ 3,000,000			\$ 3,000,000	Cost Adjustment in a few months
8	SCAG/RCTC	RCTC	LPPSB1L-6054(104) & RIV031218C	MCP III	\$ 119,350,000				\$ 119,350,000	Submit RFA and CTC Allocation in April 2025
8	SCAG/RCTC	SunLine	RIV240701	SunLine Hydrogen Fueling Station - Division III	\$ 1,210,850		\$ 1,469,350		\$ 2,680,200	Likely for SunLine to request an FTA transfer in the next few months.
					\$ 120,560,850	\$ 3,621,000	\$ 1,958,016	\$ 5,300	\$ 126,145,166	

Draft FFY 25/26 & Future

District	MPO/RTPA	Local Agency	Federal Project Number <small>Enter as: STP 1234(567). If not known, provide the project FTIP or PPNO number</small>	Project Location/Scope/Description <small>Provide location of project: street name, highway, cross-street, etc.; scope of project; and brief description.</small>	Federal Fund Type				Total Federal Obligation	Status
					RSTP \$	CMAQ \$	CRP \$	PROTECT (LTCAP)		
8	SCAG/RCTC	Calimesa	RIV060116	I-10/Cherry Valley Interchange	\$ 443,000				\$ 443,000	CON to be obligated by June 2026
8	SCAG/RCTC	CVAG	RIV240101	LTCAP - Indian Canyon Drive: Addressing Climate Change, Emergencies, and Sandstorms (ACCESS)	\$ 7,589,150				\$ 7,589,150	
8	SCAG/RCTC	County/Indio	RIV071254	I-10/Monroe St Interchange in the City of Indio	\$ 26,232,000				\$ 26,232,000	
8	SCAG/RCTC	Moreno Valley	RIV240102	Moreno MDP Line K and Reche Canyon Detention-Debris Basin				\$ 10,700	\$ 10,700	
8	SCAG/RCTC	RTA	RIV220509	Purchase of Five Replacement Zero - Emission Vehicles			\$ 5,000,000		\$ 5,000,000	Likely for RTA to request an FTA transfer in the next few months.
8	SCAG/RCTC	RCTC	CMLN-6054(094)	I-15 Southern Extension	\$ 20,700,000	\$ 73,375,000			\$ 94,075,000	

Earmarks

District	MPO/RTPA	Local Agency	Federal Project Number <small>Enter as: STP 1234(567). If not known, provide the project FTIP or PPNO number</small>	Project Location/Scope/Description <small>Provide location of project: street name, highway, cross-street, etc.; scope of project; and brief description.</small>	Earmark Amount	Obligation Deadline	Expenditure Deadline	Notes
8	SCAG/RCTC	Beaumont	RIV180129	Pennsylvania Avenue Widening Project in City of Beaumont	\$ 1,500,000	9/30/2025	9/30/2030	***
8	SCAG/RCTC	Riverside County	RIV071254	I-10/Monroe St Interchange in the City of Indio	\$ 1,500,000	9/30/2026	9/30/2031	***
8	SCAG/RCTC	Murrieta	RUV100107	I-215/ Keller Rd Interchange in the City of Murrieta	\$ 2,600,000	9/30/2026	9/30/2031	***
8	SCAG/RCTC	Riverside	RIV111121	Third Street grade separation in the City of Riverside	\$ 3,000,000	9/30/2026	9/30/2031	***
8	SCAG/RCTC	Corona	RIV160405	Magnolia Avenue / Temescal Wash Bridge Widening (RIV160405)	\$ 2,000,000	9/30/2026	9/30/2031	***
8	SCAG/RCTC	Corona	RIV180102	Ontario Avenue / I15 Multimodal Corridor Enhancement	\$ 2,000,000	9/30/2026	9/30/2031	***
8	SCAG/RCTC	Menifee	RIV180140	In the city of Menifee - Scott Rd./Bundy Canyon Rd. widening from 2 to 4 lanes from Haun Rd to Sunset Way, relocate existing power poles, acquire additional right of way, construct drainage improvements	\$ 4,000,000	9/30/2026	9/30/2031	***
8	SCAG/RCTC	Desert Hot Springs	RIV210407A	Two new bridges along North Indian Canyon Drive between Pierson Blvd and HWY 62	\$ 2,500,000	9/30/2026	9/30/2031	***
8	SCAG/RCTC	City of Jurupa Valley	RIV230601	Mission Blvd Pavement Rehab	\$ 2,300,000	9/30/2026	9/30/2031	***
8	SCAG/RCTC	City of Eastvale	RIV230901	Pedestrian Bridge over Cucamonga Creek	\$ 1,600,000	9/30/2026	9/30/2031	***
8	SCAG/RCTC	Unknown	RIV180145	Dillon Road Corridor	\$ 2,700,000	9/30/2026	9/30/2031	***
8	SCAG/RCTC	Lake Elsinore	RIV230803	Auto Center Drive Bridge Improvements	\$ 2,000,000	9/30/2026	9/30/2031	***
8	SCAG/RCTC	Calimesa	RIV060102	County Line Road Improvement Project	\$ 4,000,000	9/30/2027	9/30/2032	***
8	SCAG/RCTC	Corona	RIV180102	Ontario Avenue/I-15 Multimodal Corridor Enhancements	\$ 4,000,000	9/30/2027	9/30/2032	***
8	SCAG/RCTC	La Quinta	RIV240401	Highway 111 Resurfacing Project	\$ 4,000,000	9/30/2027	9/30/2032	***
8	SCAG/RCTC	Menifee	RIV201101	I-215 and Garbani Road Interchange Project	\$ 2,200,000	9/30/2027	9/30/2032	***
8	SCAG/RCTC	Calimesa	RIV060116	I-10 Cherry Valley Interchange Project	\$ 2,000,000	9/30/2027	9/30/2032	*** RW HIP to be obligated around May 2025
8	SCAG/RCTC	RCTC	HIPSTPL - 6054(112)	SR-91 ECOP	\$ 4,000,000	9/30/2027	9/30/2032	*** Planned to be obligated in FY 24/25
8	SCAG/RCTC	RCTC	RIV151002	CV Rail	\$ 5,000,000	2030		* CRISI Grant - Administered by FRA
8	SCAG/RCTC	SunLine	RIV240501	SL Agency Battery Capacity for Solar Microgrid	\$ 500,000	*		* Transit Infrastructure Grant - Administered by FTA
8	SCAG/RCTC	RCTC	RIV230802	MetroLink Double Track Project: Moreno Valley to Perris	\$ 500,000	*		* Transit Infrastructure Grant - Administered by FTA

\*unknown



# ***AGENDA ITEM 10***



**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

<b>DATE:</b>	November 18, 2024
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Martha Masters, Senior Management Analyst
<b>SUBJECT:</b>	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 processing local agency obligations and allocations of 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**

<b>Federal Programs</b>	<b>State Programs</b>
Emergency Relief (ER)	Active Transportation Program (ATP)
Carbon Reduction Program (CRP)	Local Partnership Program (LPP) <i>Off-system</i>
Congestion Mitigation and Air Quality (CMAQ)	Local Transportation Climate Adaption Program (LTCAP – PROTECT formula)
Community Project Funding/Congressionally Directed Spending (CPFCDs) (Highway Infrastructure Program Earmarks)	Solutions for Congested Corridors Program (SCCP) <i>Off-system</i>
Highway Bridge Program (HBP)	State Transportation Improvement Program (STIP) <i>Off-system</i>
Highway Safety Improvement Program (HSIP)	Trade Corridor Enhancement Program (TCEP) <i>Off-system</i>
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program	

State Transportation Improvement Program (STIP) <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  
November 18, 2024



## New Version of LAPG 25-A: Allocation/Time Extension Form



A new version of [Local Assistance Program Guidelines \(LAPG\) 25-A: Allocation/Time Extension Form](#) has been released and is available for download on the [Caltrans LAPG webpage](#). Please use the new version moving forward.

**The following enhancements have been made:**

- “Agency” field now allows for manual input without adding “City of”
- “Project Title” field added
- Allocation Request “Justification” field added
- Salutation on generated letter changed to “Caltrans District ## DLAE”
- “Remaining Balance” column added for Time Extension Requests
- “Award” and “Completion” milestones added for Time Extension Requests

# New Version of LAPM 3-A: Project Authorization/Adjustment Request

A new version of Local Assistance Procedure Manual (LAPM) 3-A: Project Authorization / Adjustment Request has been released and is available for download on the [Caltrans LAPM Forms webpage](#). Please use the new version moving forward.

**The following items have been adjusted:**

- Congressional District dropdown selections updated with the ability to add a manual entry
- Functional Classification dropdown selections added
- “Located on NHS” checkbox option added
- Projects of Division Interest (PoDI) references have been removed
- Advance Construction Funds column added
- Construction Engineering percentage calculation now based on participating amounts rather than item cost
- Project Documents updated when “State Administered” is selected
- Instructions





# Disparity Study

## Results and DBE Goal Presentation

California Department of Transportation (Caltrans) has commissioned BBC Research & Consulting to conduct a disparity study to understand conditions in the local marketplace and collect information to establish its next triennial Federal Disadvantaged Business Enterprise (DBE) goal.

### Welcome

Learn more from you:

Disadvantaged Business Enterprise (DBE)s  
 Minority Business Enterprises (MBEs)  
 Small Business Enterprises (SBEs)  
 and Veteran Business Enterprise (DVBE)s  
 / Women-owned Business Enterprises (WBEs)

- Learn more about the study
- Tell the BBC study team about your experience
- Share information to help inform Caltrans' overall DBE and project goals

### Registration

	
<b>November 7, 2024</b> 9:30 AM <a href="https://bit.ly/4cQvC3u">https://bit.ly/4cQvC3u</a>	<b>November 7, 2024</b> 5:30 PM <a href="https://bit.ly/4dP95p0">https://bit.ly/4dP95p0</a>
	
<b>November 12, 2024</b> 9:30 AM <a href="https://bit.ly/4gbEVOn">https://bit.ly/4gbEVOn</a>	<b>November 12, 2024</b> 5:30 PM <a href="https://bit.ly/4dP8yDz">https://bit.ly/4dP8yDz</a>
	
<b>November 19, 2024</b> 9:30 AM <a href="https://bit.ly/4cTly8G">https://bit.ly/4cTly8G</a>	<b>November 19, 2024</b> 5:30 PM <a href="https://bit.ly/3XcOaoR">https://bit.ly/3XcOaoR</a>



Sessions will be conducted via Zoom with a telephone option. Zoom/call-in information will be provided upon registration.

Register for a session:

<https://bit.ly/3MuyZSX>

### Learn more about the study:

<https://dot.ca.gov/programs/civil-rights/disparity-study>

### For questions contact:

**Edwin Bragado**  
 Civil Rights & DBE Compliance Analyst  
 Caltrans Division of Local Assistance/Office of Civil Rights  
 Phone: 916-907-2155 / Email: [Edwin.bragado@dot.ca.gov](mailto:Edwin.bragado@dot.ca.gov)

# Caltrans Announces Proposed Statewide DBE Goal

Caltrans has selected a new proposed Disadvantaged Business Enterprise (DBE) goal of 21.35%. This goal percentage will be applied to all Federal Highway Administration (FHWA) funded projects between federal fiscal years 2025-2027.

### Register today!

- November 7th – 9:30 am PT
- November 7th – 5:30 pm PT
- November 12th – 9:30 am PT
- November 12th – 5:30 pm PT
- November 19th – 9:30 am PT
- November 19th – 5:30 pm PT

# Innovation Exchange Webinar

## Conversations Launching Change

November 21, 2024  
10:00 am – 11:30 am PT

In recognition of Native American Heritage Month, this webinar showcases innovative tools being used in Tribal communities for data collection in transportation planning and data sharing in construction management. Participants will hear from the Northern Tribal Technical Assistance Program (TTAP) Center on results from a recently completed innovation project with the Northern Cheyenne and Crow nations using digital video recorders to collect network data.

## Virtual Workshop: Grants Toolkit for Local and Tribal Agencies

[December 10, 2024](#)

[10:00 am – 11:30 am PT](#)

AEM Corporation, on behalf of the Transportation Research Board (TRB), is leading the National Cooperative Highway Research Program (NCHRP) 20-24(146) project, "Guide to Supporting and Sustaining Transportation Grant Programs for Local Governments and Tribes."

This project aims to develop resources and guidance for local governments and tribes to effectively manage grant programs. A 90-minute virtual session will engage local governments and tribes to identify the resources they need, the challenges they face, and the gaps in information when applying for and managing grants. Participation is encouraged from various local and tribal agencies, especially those that have struggled to secure funding or have not applied for grants due to limited resources. Insights gathered will contribute to a "Grants Toolkit for Local and Tribal Agencies" to help them successfully navigate grant projects.



[Link](#)



*The Traffic Safety Navigator is the 2020–2024 California Strategic Highway Safety Plan (SHSP) e-newsletter. The newsletter provides SHSP updates along with insights into best practices for implementing strategies that achieve zero traffic fatalities and serious injuries on California’s roadways.*

## IN THIS ISSUE

- Next Steps for the 2020–2024 SHSP
- Improving Pedestrian Safety Through Lessons from Australasia
- Results from the City of Santa Clarita’s Collision Versus Citation Evaluation
- Roundabout Resources
- Safety Spotlight: Emergency Medical Services Authority
- Caltrans Revises California Manual on Uniform Traffic Control Devices
- Get Involved and SHSP Resources
- What is the SHSP?

## NEXT STEPS FOR THE 2020–2024 SHSP

Welcome to the fall edition of the Traffic Safety Navigator! As we approach the end of 2024, this edition highlights how the SHSP Team is closing out the 2020–2024 SHSP cycle while preparing for the 2025–2029 SHSP. Out of 81 actions, more than half have been completed already, and Challenge Area Teams are working diligently to complete those that are remaining. Read on to learn about two completed actions that are improving traffic safety in relation to intersections and roundabouts.

---

The Traffic Safety Navigator has been distributed and is available below. The newsletter provides SHSP updates along with insights into best practices for implementing strategies that achieve zero traffic fatalities and serious injuries on California’s roadways.

Visit the [California SHSP website](#) for more information about the California SHSP.

# Inactive Projects

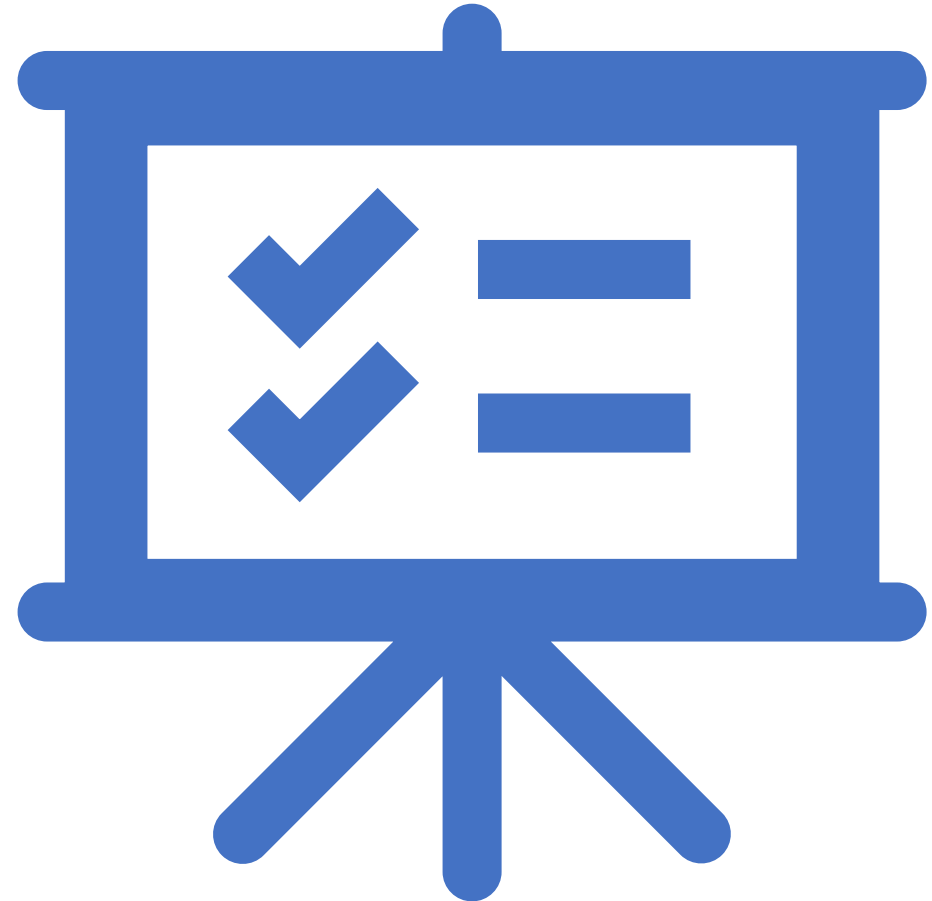
---

Local public agencies and Tribes are expected to invoice Caltrans regularly for projects in accordance with [Section 630.106 in Title 23 of the Code of Federal Regulations](#).

Please work with your [Caltrans District Local Assistance Engineer](#) to invoice or to provide justification.

## Links

- [DLA](#)
- [DLA Inactive Projects Website](#),
- [FHWA Obligation Funds Management Guide](#)





# Questions?





# ***AGENDA ITEM 11***



**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

<b>DATE:</b>	November 18, 2024
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Jillian Guizado, Planning and Programming Director
<b>SUBJECT:</b>	California Transportation Commission Meeting Highlights: October 2024

**STAFF RECOMMENDATION:**

This item is to receive and file the October 2024 California Transportation Commission (CTC) meeting highlights.

**BACKGROUND INFORMATION:**

**October 17 – 18, 2024 CTC Meeting ([Agenda](#))**

- TAB 18      Draft 2024 State Highway Operation and Protection Program (SHOPP) Guidelines
- TAB 19      Adoption of the FY 2024-25 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Subsequent Report of Eligible Cities
- TAB 21      Advance 2024 Trade Corridor Enhancement Program (TCEP) Adoption for the Coastal Rail Infrastructure Resiliency Project in Orange County
- TAB 33      Update on the Minor B project list under the 2024-25 SHOPP Minor Construction Program
- TAB 97      Request for an additional \$51,651,000 (77.6 percent increase) in Construction Capital for the locally-administered multi-funded TCEP/LPP (Formulaic)/STIP Interstate 15 Corridor Freight Improvement Project Auxiliary Lanes and Express Lanes – Construction, in San Bernardino and Riverside counties
- TABS 98 & 106      SHOPP Amendments for Approval & Request of \$75,360,000 for 61 2024 SHOPP preconstruction project phases for environmental support, design, and R/W support
- TAB 116      Request of \$16,305,000 for two State-Administered TCEP projects, off the State Highway System



# ***AGENDA ITEM 12***





**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

<b>DATE:</b>	November 18, 2024
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Jillian Guizado, Planning and Programming Director
<b>SUBJECT:</b>	RCTC Commission Meeting Highlights: October and November 2024

**STAFF RECOMMENDATION:**

This item is to receive and file the October and November 2024 Commission meeting highlights.

**BACKGROUND INFORMATION:**

**October 2024 Commission Meeting ([Agenda](#))**

ITEM 8D      Contracts and Cooperative Agreements for the Wildomar Trail and Bundy Canyon Road Interchange Improvement Projects

This item is for the Commission to:

- 1) Award Agreement No. 25-72-015-00 between the Commission and HDR Engineering for completion of a project study report for the Wildomar Trail Interchange improvement project in the amount of \$851,324, plus a contingency amount of \$85,132, for a total amount not to exceed \$936,456;
- 2) Award Agreement No. 25-72-017-00 between the Commission and HDR Engineering for completion of a project study report for the Bundy Canyon Road Interchange improvement project in the amount of \$750,163, plus a contingency amount of \$75,016, for a total amount not to exceed \$825,179;
- 3) Approve Cooperative Agreement No. 25-72-016-00 between the Commission and Caltrans for project review and oversight services for the Wildomar Trail Interchange improvement project, in the amount of \$300,000;
- 4) Approve Cooperative Agreement No. 25-72-018-00 between the Commission and Caltrans for project review and oversight services for the Bundy Canyon Road Interchange improvement project, in the amount of \$300,000; and
- 5) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

ITEM 9      Proposed Pay Off of the 2017 Transportation Infrastructure Finance and Innovation Act Loan for the Interstate 15 Express Lanes

This item is for the Commission to:

- 1) Adopt Resolution No. 24-013 authorizing prepayment of the 2017 United States Department of Transportation (USDOT), Transportation Infrastructure Finance and Innovation (TIFIA) loan (2017 TIFIA Loan) for I-15 Express Lanes Project (I-15 ELP) in the amount of \$173,747,433;
- 2) Approve the Inter-Fund Loan Agreement between Measure A and the I-15 Express Lanes for purposes of repayment of the 2017 TIFIA Loan up to \$48,700,000, and authorize the Executive Director to execute said agreement;
- 3) Approve the Funding Plan for repayment of 2017 TIFIA Loan, utilizing a combination of I-15 Toll Revenue, Measure A Inter-Fund Loan, and Measure A Contribution, and establish a \$5,000,000 operating reserve for a total of \$178,747,433;
- 4) Authorize the Executive Director to execute the Prepayment and Termination Acknowledgment correspondence to TIFIA and US Bank (trustee for the I-15 Express Lanes); and
- 5) Approve budget adjustments to the Fiscal Year 2024-25 Budget in the amounts of up to \$173,747,450 for pay off of the 2017 TIFIA Loan; up to \$35,040,000 for transfer to the I-15 Express Lanes representing the Measure A Contribution; up to \$9,000,000 for extinguishment of Measure A funded reserves required by the 2017 TIFIA Loan; and up to \$1,900,000 for the I-15 Express Lanes to transfer to Measure A for accrued compounded interest owed for its contribution towards a 2017 TIFIA Loan Reserve.

ITEM 10            Climate Action Plan for Transportation Infrastructure Update

This item is for the Commission to:

- 1) Receive and file an update on the California State Transportation Agency’s (CalSTA’s) Climate Action Plan for Transportation infrastructure (CAPTI); and
- 2) Discuss and provide direction to staff regarding public education and engagement on CalSTA’s proposed updates to CAPTI and related legislation.

**November 2024 Commission Meeting [\(Agenda\)](#)**

ITEM 9            Proposed 2025 Commission/Committee Meeting Schedule

This item is for the Commission to:

- 1) Provide direction on summer scheduling; and
- 2) Adopt its 2025 Commission/Committee Meeting Schedule.