



MEETING AGENDA

Technical Advisory Committee

Time: 10:00 a.m.

Date: September 16, 2024

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

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

COMMITTEE MEMBERS

Savat Khamphou, **Chair** / Kenny Nguyen, City of Corona

John A. Corella, **Vice Chair** / Armando Baldizzone, Cathedral City

Art Vela / Nate Smith, City of Banning

Robert Vestal / Dustin Christensen, City of Beaumont

VACANT, City of Blythe

Michael Thornton / Travis Bradshaw, City of Calimesa

Albert Vergel De Dios / Sean Young, Caltrans District 8

Stuart McKibbin / Mike Borja, City of Canyon Lake

Andrew Simmons / Maritza Martinez, City of Coachella

Randy Bowman / Mark Lancaster, CVAG

Daniel Porras / Nick Haecker, City of Desert Hot Springs

Jimmy Chung / Yurhi Choi, City of Eastvale

Noah Rau / 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

Luis Garcia / Harman Singh, SunLine

Ron Moreno / Nick Minicilli, City of Temecula

Christopher Tzeng / Cameron Brown, WRCOG

Jason Farag / Cameron Luna, City of Wildomar

STAFF

Jillian Guizado, Planning and Programming Director

Jenny Chan, Planning and Programming Manager

Martha Masters, Planning and Programming Senior Management Analyst

Edward Emery, Planning and Programming Senior Management Analyst

AREAS OF RESPONSIBILITY

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

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

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

TIME: 10:00 a.m.

DATE: September 16, 2024

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

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

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1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF MINUTES – JULY 15, 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. **SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL DATA PLATFORM AND STREETLIGHT INSIGHT LICENSES**

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Overview

This item is to receive and file a presentation from the Southern California Association of Governments (SCAG) regarding their Regional Data Platform and StreetLight InSight licenses for public agencies.

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

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Overview

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

- 1) 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 cycles; and
- 2) Authorize staff to award projects based on the approved selection criteria for the MPO funding.

7. SB 821 PROGRAM - UPDATE AND DISCUSSION

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Overview

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

8. 2023 AND 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

Page 33

Overview

This item is to receive and file an update on the 2023 and 2025 Federal Transportation Improvement Program (FTIP).

9. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

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Overview

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

10. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: AUGUST 2024

Page 48

Overview

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

11. RCTC COMMISSION MEETING HIGHLIGHTS: SEPTEMBER 2024

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Overview

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

12. COMMITTEE MEMBER / STAFF REPORT

Overview

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

13. ADJOURNMENT

The next meeting of the TAC is scheduled to be held November 18, 2024, at 10:00 a.m.

MINUTES

TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Monday, July 15, 2024

1. CALL TO ORDER

The meeting of the Riverside County Transportation Commission (RCTC) Technical Advisory Committee (TAC) was called to order by Vice Chair John Corella 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

Robert Vestal, City of Beaumont
Travis Bradshaw, City of Calimesa
Albert Vergel De Dios, Caltrans
Stuart McKibbin, City of Canyon Lake
John Corella, City of Cathedral City*
Randy Bowman, Coachella Valley Association of Governments*
Noah Rau, City of Hemet
Donn Uyeno, City of Indio*
Paul Toor, City of Jurupa Valley
Bryan McKinney, City of La Quinta*
Remon Habib, City of Lake Elsinore
Nick Felder, City of Menifee
Melissa Walker, City of Moreno Valley
Bob Moehling, City of Murrieta
Ryan Stendell, City of Rancho Mirage*
Jennifer Nguyen, Riverside Transit Agency
Travis Randel, City of San Jacinto
Christopher Tzeng, Western Riverside Council of Governments
Jason Farag, City of Wildomar

*Joined the meeting at Palm Desert.

3. APPROVAL OF NOVEMBER 20, 2023, MINUTES

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

APPROVAL OF MARCH 18, 2024, MINUTES

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

4. PUBLIC COMMENTS

There were no public comments.

5. STATE AND FEDERAL LEGISLATIVE UPDATE

Tyler Madary, RCTC, provided a state and federal legislative update. The House Appropriations Committee conducted its mark-ups for the Fiscal Year (FY) 2025 appropriations, which includes community project funding requests, also known as earmarks. Notably, the following RCTC earmark requests continue to move through the process: \$4 million request for the State Route 91 Eastbound Corridor Operations Project submitted by Representative Young Kim; \$3 million for the Interstate (I) 15 Express Lanes Southern Extension submitted by Representative Ken Calvert; and \$850,000 for the Metrolink Double Track Project from Moreno Valley to Perris submitted by Representative Mark Takano.

In the coming weeks, the Senate Appropriations Committee will also conduct its mark-ups for FY 2025 appropriations, which may include RCTC's request for \$3 million for the Mid County Parkway Ramona Expressway Project, which was submitted by Senator Laphonza Butler.

The Governor and the Legislature reached an agreement on the FY 2024-25 budget on June 22. Following the final budget agreement, the freeze on the SB 125 Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emissions Transit Capital Program (ZETCP) funds was lifted. As a result, RCTC will soon receive more than \$138 million in funds for projects previously approved by the Commission last December including the Coachella Valley Rail Project and grade separations in the pass area, as well as for capital improvements to be administered by transit operators across the county.

The \$297.9 billion budget agreement implements a combination of cuts, spending deferrals, taps reserves, and pauses some tax credits to address the existing \$45 million shortfall for the budget year, as well as the projected shortfall of over \$30 million for the following year. Many cuts were proposed for vital transportation programs. The final agreement preserves overall funding for SB 125 TIRCP and ZETCP programs, rejects the \$148 million cut to the TIRCP competitive Cycle 6 funds, preserves \$150 million for grade separation projects, and restores \$260 million of the \$300 million originally proposed for cuts to the Regional Early Action Planning (REAP 2.0) program.

While Active Transportation Planning (ATP) funding was characterized by the Governor and the Legislature as a victory, it is a steep cut that could have been steeper. Originally \$1 billion was proposed for cuts to the ATP, instead only \$400 million was cut. Specifically, the budget includes \$100 million each in the next two years for ATP and \$400 million in future years.

However, that \$400 million in future years is not binding and will certainly depend on the state's fiscal health. This will likely generate uncertainty for the ATP cycles.

Edward Emery, RCTC, expanded on the ATP funding situation. Although the budget reserved some funding for the ATP program, there is still a financial cut to both Cycle 6 and Cycle 7. California Transportation Commission (CTC) staff is committed to preserving the Cycle 6 projects, but to do so they needed to cut some Cycle 7 funding. The initial ATP Cycle 7 fund estimate indicated that there would be \$568 million available, the updated fund balance is \$168 million. That would be roughly \$101 million for the statewide competition and \$35 million for the Southern California Association of Governments (SCAG) Metropolitan Planning Organization (MPO) portion, leaving an estimated \$4.7 million for Riverside County projects. This means for Cycle 7 there will be more federal funds this year than state funds, more projects may be offered partial funding than in previous cycles, and RCTC may only be able to fund one or two projects in the MPO component.

As such, RCTC may want to consider changing the approach for how the MPO funds are distributed and making changes to the methodology. This is a dynamic situation and the CTC and SCAG are working to develop a strategy for Cycle 7. The CTC will be hosting a workshop this Wednesday to address the budget impacts and any potential changes to the guidelines; all TAC members are encouraged to attend.

Vice Chair Corella thought that sending email blasts to the entire TAC would be the best way to get information to and from the group, versus a small sub-committee. This is too big an issue to just pose it to a sub-committee.

6. CORE CAPACITY INNOVATIVE TRANSIT STUDY

Lorelle Moe-Luna, RCTC, provided a presentation on the Core Capacity Innovative Transit Study. This study will be a 30-year vision of what is hoped to be a fully integrated public transportation network that uses advanced technology and infrastructure design.

Dara Braitman, HNTB, shared that this project is being funded by a Regional Early Action Planning (REAP) grant from SCAG. All the goals, initiatives, and action plan that are developed as part of this study will meet the spirit of the REAP program. The primary objectives would be to reduce vehicle miles traveled, support development around potential transit stations, and support first and last mile connections to new transit services.

The study area includes three primary corridors I-15, I-215, and the San Jacinto Branch Corridor to help address the growing population, provide access to employment centers around the county, and balance the increase in warehousing and shipping activities.

Core Capacity is a combination of things that are being studied. The SCAG Connect SoCal Regional Transportation Plan (RTP) identifies high-capacity transit on all the corridors that are being studied, though it does not specify the mode. Part of the study will be to test different

modes along the studied corridors including rail, bus rapid transit, or some alternative in-between.

Similarly, the RCTC Traffic Relief Plan (TRP) identifies transit improvements along these corridors. It identifies an extended rail service from Hemet to San Jacinto. The study will be reviewing different alternatives and develop a grouping of project types that have different scenarios on how well each alternative will meet the goals and spirit of the TRP objectives.

The project objectives are to identify implementable projects for each corridor, including short, medium, and long-range alternatives and options that can start to make implemental progress. The study will also identify projects that would be competitive for the funding market.

Jason Pack, Fehr & Peers, added that there has already been an extensive existing conditions assessment within the study area. There is a stand-alone section of the report for this and a story map has also been completed. The story map is where a lot of the data can be reviewed and dynamically linked to other sources. The story map is consistently updated so the data never goes stale.

The story map website was demonstrated for the TAC.

Some key take aways is that from this specific area, the population will increase by about 800,000 by 2045, which is 42%. Employment is expected to increase by 270,000 which is almost 50%. Daily vehicle trips are expected to increase from 4.2 million to about 6 million. The warehousing development has increased recently, and it is projected to continue in the future.

Dara Braitman shared that they had developed four study goals that complement the REAP and Connect SoCal RTP. Each of the study goals have a series of objectives that are identified and then associated with performance measures to test how well the alternatives will meet the goals.

The next step to the study is to conduct a transit propensity analysis to identify the presence of low income, minority populations, and employment density in proximation to potential stations. This is the initial step to start thinking where potential transit stops might be successful. The study is also building the initial project list after reviewing all regional and municipal plans to identify not only transit projects but also complementary improvements.

Lorelle Moe-Luna concluded that the hope was that RCTC could at least get some representatives from the cities along the targeted corridors to attend the Steering Committee meeting. A follow up email will be sent out to the TAC members with a link to the story map and information on the next meeting.

7. SCAG HIGHWAYS TO BOULEVARDS REGIONAL STUDY

Hina Chanchlani, SCAG, provided a presentation on SCAG's Highways to Boulevards Regional Study. SCAG received a federal earmark to conduct this study and work was kicked off in November 2023. The study will identify opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities.

This study is aligned with SCAG's work on its long-range plan, Connect SoCal. Connect SoCal's vision and goals is aligned with the evolution of transportation planning and the vision for 2050 is a healthy, prosperous, accessible, and connected region for a more resilient and equitable future. The vision is supported by the goals of mobility, communities, environment, and the economy.

There are a handful of programs at the federal and state level to support this kind of work. There is a Reconnecting Communities Pilot (RCP) Program which is a United States Department of Transportation program which offers \$1 billion starting in 2022 until 2026. There have been some recent developments in terms of allocating the funding for Neighborhood Access and Equity grants and for the Reconnecting Communities federal program. SCAG is still trying to understand what changes have been made for those programs.

The Highways to Boulevards Regional Study aims to identify areas to remove, retrofit, or mitigate the negative impacts of highways and railways through highway to boulevard conversions, freeway caps, and railway conversions. SCAG is currently engaging with RCTC and council of government partners to identify projects that could be identified in Riverside County.

The three tangible goals of the study are to identify a set of locations for conversion or mitigation, develop a methodology to identify project locations, and position the region to compete for federal funding that is available. The high-level goals include reknitting communities, lifting priority equity communities, and preserving and creating safe and healthy communities. Some of the work in this study is reviewing conditions for all ongoing highway to boulevard efforts within the SCAG region. A set of framework and metrics is being established for identification of potential corridors and projects. Finally, the study will develop a guide to support local jurisdictions seeking to mitigate negative impacts of highways and railways. Moving forward, SCAG wants to ensure they have secured a robust stakeholder engagement.

Possible projects under the federal RCP program include complete streets' seven modes, bus rapid transit, and pedestrian overpass facilities. Some other possible projects include highway caps, highways to boulevards decommissioning, and rails to trails converting abandoned railways to public use facilities.

This study has also conducted a best practices case study review. The six categories presented as key takeaways from the best practices include a plan for inclusion and affordability from the start, leveraging overlapping goals, and thinking beyond highway caps.

To collect information on projects throughout the SCAG region, there was a review of local plans from each county. The review and evaluation of these plans were to see if they contained any projects that could be considered as a part of this study. SCAG is currently developing project screening and project prioritization criteria. Apart from local long-range plans, SCAG has also looked at Caltrans' plans, including their active transportation plans.

The Project Advisory Committee (PAC) formed the guiding principles of this study. At the first meeting, the committee members identified themes and factors when evaluating highways to boulevard projects. These main themes will form the project screening criteria.

The guiding principles also fit perfectly into Connect SoCal themes of mobility, communities, environment, and economy. At the second PAC, which happened in May, the stakeholders informed SCAG of the metrics and data for each of the guiding principles that are important for each jurisdiction.

When screening projects, SCAG is trying to look at those that are in disadvantaged communities. The projects are being screened to a boundary that has been created throughout the SCAG region. After there is a full list of projects to consider, SCAG plans on screening the projects and running them through specific criteria. The criteria are still being refined based on input from PAC and CTC members.

The PAC is part of a larger outreach strategy which will run through Spring of 2025. The PAC 1 has already met in January and May 2024, and are hoping to meet again in August or September. There will be a PAC 2, the first working on the identification of project corridors and the second to be convened later this summer or early fall when there are conceptual designs for the recommended corridors.

In terms of the timeline, the goal is for the study to be completed by spring 2025. The Best Practices Plan and Policy Guidance has already been completed and is available on the study website. SCAG is currently in the existing conditions and project identification phase. The next phase is finalizing prioritization framework and criteria through which the top 6-10 projects will be identified.

The website for the Best Practice Plan is <https://scag.ca.gov/corridor-planning>.

Jillian Guizado added that at the June SCAG Regional Council meeting, Supervisor Karen Spiegel was very vocal about what projects from Riverside County were being considered. The study is not quite there yet, but fortunately, RCTC has been participating. RCTC only has a handful of projects that can really be considered for this. For any jurisdiction in Supervisor Spiegel's district, this is something to consider.

Vice Chair Corella thought that time would be needed to consider if there are any projects in their jurisdictions that would be eligible for this study and requested a reminder next week to see if anyone had any comments.

Sheldon Peterson, RCTC, commented that the City of Riverside has been looking at a pedestrian bridge through the Riverside Downtown Station Transit Center, and the project would fit this program quite well.

8. SB 821 PROGRAM - UPDATE AND DISCUSSION

Edward Emery, RCTC, provided a presentation on the FY 2025/26 SB 821 Recommended Program Revisions. This item is to continue the discussion on the revamp of the guidelines and evaluation criteria for the FY 2025/26 SB 821 call for projects. SB 821 is a discretionary program administered by RCTC to fund local bicycle and pedestrian projects and master plans.

At the September 18, 2023, TAC meeting, a discussion was initiated on the constructive feedback received during the 2023/24 cycle. The plan is to continue these discussions today and seek approval for the draft guidelines at the next TAC meeting in September.

Staff is recommending changes to the destinations served question. The proposed changes clarify that points will be awarded based on the type of destination served rather than awarding points for each individual destination. The aim here is to promote projects that enhance bicycle and pedestrian access to a variety of locations. Additionally, staff proposes reducing the radius for pedestrian projects to ½ mile or less and 1 mile or less for bicycle projects. This adjustment better represents the distance that people are willing to walk or ride to reach a destination and aligns with federal and state guidance.

Vice Chair Corella wanted to know how RCTC was going to rate the types of destinations.

Edward Emery noted that for example, fast food, restaurant, medical building, grocery store, and convenience store or something to that effect. Examples and point values can be included in the guidelines.

Jenny Chan, RCTC, clarified that each destination would have the same score. There would not be more points for a medical building over fast food.

Edward Emery added that there are a maximum of 14 points, so if there were seven destination types, you would get the full 14 points.

The staff proposed updates to the safety question to add more clarity to the question and enhance understanding of how the points are awarded. In the previous cycle, the safety question was presented as a single question with a maximum of 15 points. For this cycle, staff recommends dividing this question into three sub-questions with a maximum of five points each. The first sub-question will be given points on the severity of the existing safety hazard at the project location to demonstrate project need. Additional language has been added to offer clarification. The full text is available in the agenda package starting on page 49.

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.

Vice Chair Corella asked if crossings could be included.

Edward Emery stated that anything that would benefit the non-motorized public would be considered.

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. Similar to 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.

There are still a few items that staff needs feedback on. After today's discussion, the guidelines will be finalized and brought back to the TAC in September for approval.

The first topic for discussion is matching funds. The current guidelines do not clearly define what funds qualify as matching. Staff is proposing that only local funds proposed in the same phase as the SB 821 funding are considered as local match. If an application is received requesting SB 821 funding for construction, only local funds provided for construction would be treated as match. Funds spent on prior phases would not be considered.

Vice Chair Corella wanted to know what would happen if the jurisdiction was using multiple local funds and if they would be discounted or still considered local funds, i.e. CVAG.

Edward Emery noted that in this example, yes, they would be considered matching local funds so long as they were both being applied to the same phase.

Vice Chair Corella wanted to know what would happen if a jurisdiction pre-designed a project, getting it shovel ready, waiting for a grant if it could still be considered part of the SB 821 funds.

Edward Emery stated with what is being proposed here, it would only be for the construction phase so the funds that were spent on design would not count.

Jenny Chan shared that RCTC has noticed with the SB 821 program, the projects that have been funded about 90% do not have PA/ED done or PS&E done. That was why staff came up with the presented proposal.

Vice Chair Corella wanted to clear up that a lot of agencies did not even have the plans done, but the cost of those plans is part of the overall funding. If an agency did pre-planning and got a project shovel ready, the costs would not count toward the grant participation amount.

Edward Emery confirmed that was correct.

Vice Chair Corella could not agree with that, as his jurisdiction is a small agency, they struggle with participation amounts, and they are at a point where they cannot even apply for grants if there is a participation requirement.

Jenny Chan stated this is up for discussion and a lot of times when applications come in and they don't have matching funds, they do not get awarded.

Jason Farag, Wildomar, wanted to know about the current practice and if it allowed prior phase funds to be used as matching.

Edward Emery noted that there is nothing in the guidelines at all so everything from the prior phases have been counting. This change was an attempt to spell out the requirements.

Jillian Guizado, RCTC, wanted to know if the City of Wildomar leaned one way or the other on the matching funds.

Jason Farag stated that there were no strong feelings either way with respect for prior funds counting. The City of Wildomar often applies when PS&E is complete, so part of the match would be the PS&E, so not limiting it would be preferable. That would give agencies the flexibility to apply funds however works for them, as they are still part of the total project cost.

Remon Habib, Lake Elsinore, stated that having been successful with SB 821 projects in the past, funding was flexible as far as phasing. He would agree to keep it that way.

Jason Farag added that this had generally been one of the more flexible funding sources for agencies compared to state and federal grants. Having it stay flexible would be appreciated.

Jillian Guizado reiterated that RCTC staff does not have a vested interest either way. RCTC just must follow the guidelines. Going through each cycle, staff notices trends and picks up on things that may not be in line with how the ATP program is run.

Edward Emery stated that after this meeting the guidelines will be updated based on the feedback received. It will be going to the September TAC, but copies will be sent to the TAC in advance of the meeting to review.

Large scale projects, such as city-wide projects to replace sidewalks at several different locations, might offer an unfair advantage. These types of projects typically score well on destinations served, multi-modal, and safety questions because the project is basically

city-wide. Staff is considering to continue funding these types of projects but limiting the scoring to a single corridor or project location that is chosen by the applicant.

Vice Chair Corella agreed with the change. When there are city-wide scopes there are always the one-off locations that do not present a whole corridor challenge, but you are able to get the funding. Perhaps the cap should be limited to 10 locations or increments of five that could be submitted.

Travis Randel, San Jacinto, was concerned that some of the large-scale projects include maintenance provisions rather than new facilities. If we are going to be looking at the large-scale projects, perhaps we should focus on only constructing new facilities to fill in gaps, rather than tearing down and replacing the existing. While large-scale projects would be allowed, their type would be limited.

Jillian Guizado noted that one of the large-scale projects that have been highly successful in this program is ADA ramps.

Travis Randel thought that the ADA ramps would be considered maintenance by the city.

Jason Farag, Wildomar, wondered if it would make sense in that scenario to still allow maintenance projects but give them a lesser score so the cities could still request the funds, they just would not rank as high as a new facility.

Noah Rau, Hemet, noted that a lot of the time if you are doing a fill in on the sidewalk, you are still required to replace the ADA ramp.

Ryan Stendell, Rancho Mirage, shared that when he participated in the last round of scoring, in reviewing it would be hard to not fund ADA ramps when they are integrated into the projects.

Vice Chair Corella added that when discussing ATP how could you not also fund ADA ramps. The challenge with ATP is every project will also have to redo striping, about 90% of these projects has something to do with striping, so it shouldn't be limited.

Jillian Guizado clarified that the example with ADA ramps was about a city that might apply for installing a bunch of ADA ramps at multiple locations, not a missing link or a bicycle facility that included a new ADA ramp. When there is a single application that has 20 ADA ramps, they can point to a very large number of destinations served, and how would that be more valid than a sidewalk on a single road that only serves five destinations. The idea was to level the playing field on these types of projects.

Remon Habib thought that this would inherently already be included in the scoring because the connectivity would not be there if the proposal was just for ADA ramps. It seems that maintenance projects would already be scoring less or eliminated.

Jenny Chan presented another option where RCTC could dedicate a set aside for the program, maybe 5% of the programming capacity, to fund city-wide type of projects. That way all city-wide type projects are being evaluated together and not against everyone else. This would only be necessary if the TAC saw this as a problem. Currently, any city-wide proposals typically get funding because they score so high based on the multiple locations.

Vice Chair Corella thought that was an interesting point. The whole idea of this program is to give the opportunity to both big and small agencies.

Jenny Chan added that if the TAC does not see this as unfair, staff can continue to score the city-wide projects with everyone else.

Vice Chair Corella wondered how much would be necessary to fill the pot and make it a viable program to service multiple cities that would have multiple locations.

Jenny Chan noted that staff could go back and see how the numbers would shake out. The program has a maximum of 20% that can be awarded to an agency, and each application is limited to only 10% of capacity. The same scoring rubric could be used for the city-wide projects, they would just be separated out.

Edward Emery stated that staff could come up with some ideas and language that could be sent out to the TAC prior to the September meeting.

Donn Uyeno, Indio, suggested that the application be kept the same but a check box for city-wide improvements be added. That way everything would be the same, it could still be lumped together if there was only one or pulled apart if there were multiple.

Jason Farag thought an important distinction would be maintenance versus new facilities, and those should be evaluated differently.

Vice Chair Corella did not believe that the system that had been used was broken. The more discussion that occurs the more it gets away from the flexibility this program has always offered. The beauty of this program was catching projects that did not fit into the box.

Jenny Chan noted that staff also appreciates that this program was flexible. There is no desire to turn this into another ATP program.

Vice Chair Corella thought that the flexibility allows for creativity in funding.

Edward Emery stated the last item for discussion was Class III bikes lanes. SB 821 requires funds to be spent exclusively on bicycle and pedestrian projects, funds cannot be spent on improvements that benefit vehicular traffic. Staff has noticed that at times a Class III facility can serve both bicycles and vehicles, like a pavement rehab project. Staff wants feedback on how to handle the projects where it seems like there could be an improvement for both bicyclists

and vehicles. Staff is considering an option to restrict funding to only cover the cost associated with striping and signage improvements, pavement rehab would not be eligible.

Vice Chair Corella thought it was already programmed for that.

Edward Emery stated there have only been one or two projects that have come up with this. Staff wanted to bring it to the TAC's attention to receive feedback.

Bryan McKinney, La Quinta, thought restricting it to only striping and signage seems fair. If it is opened to allow repaving, everyone would want to repave.

Edward Emery reminded the TAC that the purpose here is to streamline the guidelines and will ask the Commission to delegate the responsibility to the TAC. If any member of the TAC has any further suggestions or feedback, they can email any member of the RCTC Planning and Programming team.

9. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Albert Vergel De Dios, Caltrans, shared that there have been some staffing changes to Local Assistance. They have hired three senior positions. These new hires will be invited to a future TAC meeting so they can be introduced. With these new hires, Local Assistance is updating their staff assignment sheet and it has been sent to some agencies already. If another agency needs the new assignment sheet, please let Local Assistance know.

Elaine Rogers, Caltrans, provided a presentation on the Caltrans District 8 Local Assistance Updates. Caltrans Office of Federal Liaison is hosting a Federal Grants 101 Webinar Series to assist local/regional transportation partners and Tribal Governments in applying for Competitive Federal Grant Programs under the Infrastructure Investment and Jobs Act (IIJA). Two years into the five-year IIJA, hundreds of transportation-related projects across California have been funded. The law authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion going to new programs. Session 2 is to learn about federal grant requirements and resources, it will be July 23 from 10am-12pm.

The Caltrans Division of Local Assistance (DLA), California LTAP (CALTAP), and Federal Highway Administration (FHWA) seek your help in assessing the support needs of our local and tribal road agency partners and in setting priorities for our delivery of training and technical assistance throughout California. To ensure we capture a diverse and equitable representation of community feedback, you are encouraged to forward this survey to all regional transportation contacts.

Funding is available for Advanced Digital Construction Management Systems (ADCMS). The ADCMS Program was created to promote, implement, deploy, demonstrate, showcase, support, and document the application of ADCMS, practices, performance, and benefits. FHWA is awarding up to \$17 million in ADCMS Program funding for FY 2024 and up to \$17 million each

for FYs 2025 and 2026. FY 2024 applications must be received through Grants.gov by July 30, 2024, at 8:59 pm PT.

FHWA invites participants to explore tools available to project managers and teams when confronted with difficult choices in the design, construction, and planning phases of a project. Communication and visualization tools offer an opportunity for the public and others, who are not immersed in the technical or engineering professions, to plainly “see” and understand the risk of a specific action over another, or the consequences of no action. The lack of complete understanding of consequences or fully visualizing an outcome can lead to unfulfilled expectations. Today’s new visualization tools can better inform project teams, decision-makers, and the public, leading to more informed decisions. Join speakers from the Office of Federal Lands Highway as they demonstrate several tools available to help communicate with non-engineers. For questions, contact the FHWA National Program Manager for Innovation and Research or email the Center for Local Aid Support.

Department of Transportation (DOT) is hosting a two-part webinar series to help communities use data to effectively tell their story in planning, development, and applying for DOT grants. Part 1 of the webinar series is being held July 22, 2024, at 12:00 pm PT, and will focus on how to identify and describe a project and its goals, identify users of the infrastructure or system, and determine the project’s impact area. Part 2 of the webinar series is being held August 15, 2024, at 12:00 pm PT, and will introduce participants to DOT’s Equitable Transportation Community (ETC) Explorer tool and provide detailed information on how to use the tool to map a project area, identify how a community is experiencing disadvantages, and evaluate project benefits to a community. This information will build on the content presented during Part 1.

FHWA has extended the Notice of Funding Opportunity (NOFO) application deadline for the Active Transportation Infrastructure Investment Program (ATIIP). Applications must now be submitted electronically by 8:59 pm PT on Wednesday, July 17, 2024, through Grants.gov.

FHWA is now accepting applications for its Wildlife Crossings Pilot Program (WCPP), a competitive grant program with the goal of reducing Wildlife Vehicle Collisions (WVCs) while improving habitat connectivity for terrestrial and aquatic species. Applications must be submitted electronically through Grants.gov no later than 8:59 pm PT on September 4, 2024.

FTA has made available nearly \$10.5 million in competitive grant funds for agencies to plan transit-adjacent development. FTA’s Pilot Program for Transit-Oriented Development (TOD) Planning supports local planning and investment near transit hubs to promote sustainable, livable, and equitable communities, with a focus on projects that plan for affordable housing. To apply for funding, an applicant must be an existing FTA grant recipient. The application period closes July 22, 2024.

FHWA is accepting applications for its Charging and Fueling Infrastructure (CFI) discretionary grant program. The CFI Round 2 offers up to \$1.3 billion in funding for new and previously submitted applications. Applications are due August 28, 2024. The final deadline for Safe

Streets and Roads for All (SS4A) Planning and Demonstration Grant applications is August 29, 2024, at 2:00 pm PT.

Albert Vergel De Dios added that the TAC had a great discussion earlier on SB 821.

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

Jillian Guizado, RCTC, noted that since the TAC last met in March, the CTC has met three times. They adopted the 2024 State Transportation Improvement Program (STIP) in March, along with the 2025 Active Transportation Program Guidelines, which released the call. They also adopted Caltrans' 2024 State Highway Operation and Protection Program (SHOPP).

At the June meeting, the Draft SB 1 competitive program guidelines were presented, so if anyone is planning to pursue Trade Corridor Enhancement Program or Local Partnership Competitive Program funds those are anticipated to be released in August. The guidelines should not substantially change between now and their adoption in August. They did adopt the guidelines for the Climate Adaptation Program funding, so that call for projects is out now with the applications due August 30.

The next CTC will be in mid-August in San Diego.

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

Jillian Guizado, RCTC, stated some notable items from recent Commission meetings which include the adoption of the Traffic Relief Plan and adoption of the agency's FY 2024/25 Budget. The Local Agency Measure A Capital Improvement Plans (CIP) were approved for the Local Streets and Roads Program, along with the Transit Operators' FY 2024/25 Short Range Transit Plans. There was also an adoption of the most recent three-year Measure A Specialized Transit Program.

The Commission opted to establish a one-year pilot for remote Commission meetings. There will be satellite locations used for the Commission starting in September. The locations will be in French Valley and the Coachella Valley.

Years 2 through 5 funding for the SB 125 TIRCP and ZETCP programs were approved just last week.

Most notably, an Ordinance and Expenditure Plan related to a 1% sales tax for transportation in Riverside County was adopted, but the Commission opted not to advance it to voters for the November 2024 ballot. It will be reconsidered at a future date.

Jason Farag, Wildomar, wanted to know what would happen with the Traffic Relief Plan now that it has been adopted and the sales tax increase is not going forward.

Jillian Guizado noted that the way RCTC's Executive Director framed it was projects in the Traffic Relief Plan are a guide for RCTC, but they are essentially unfunded. This puts staff in a bit of a limbo position: RCTC knows what the future priorities will be but the Measure A priorities have to remain at the top of the list.

12. COMMITTEE MEMBER / STAFF REPORT

Jenny Chan announced that she would be on maternity leave soon. While she is out, Edward Emery will be taking care of the ATP program and SB 821. Martha Masters will be handling all Caltrans related items.

13. ADJOURNMENT

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at approximately 11:34 a.m. The next meeting will be on September 16, 2024, at 10:00 a.m.

Respectfully submitted,



Jillian Guizado
Planning and Programming Director

AGENDA ITEM 5

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	September 16, 2024
TO:	Technical Advisory Committee
FROM:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Southern California Association of Governments Regional Data Platform and StreetLight InSight Licenses

STAFF RECOMMENDATION:

This item is to receive and file a presentation from the Southern California Association of Governments (SCAG) regarding their Regional Data Platform and StreetLight InSight licenses for public agencies.

BACKGROUND INFORMATION:

SCAG offers a suite of tools and resources through its [Regional Data Platform](#) to support local planning and opportunities to access big data for planning and performance monitoring. Through June 2026, public agencies and supporting consultants can access the StreetLight InSight Web App Big Data Platform at no cost, which provides insights into travel behavior trends in an easy-to-use interface. The StreetLight InSight platform can be leveraged by public agencies to support a variety of research, planning, and project analysis purposes.

Platform uses may include: analyzing changes in walking, biking, vehicle, and truck volumes, estimating vehicle-miles-traveled impacts of development projects, evaluating transportation safety changes, and determining changes in local and regional travel patterns. SCAG and StreetLight InSight staff provide ad-hoc technical assistance and regularly scheduled live trainings. SCAG StreetLight InSight licenses can be requested [here](#).

AGENDA ITEM 6

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	September 16, 2024
TO:	Technical Advisory Committee
FROM:	Edward Emery, Senior Management Analyst
SUBJECT:	Active Transportation Program – Metropolitan Planning Organizations’ Regional Program Guidelines – 20 Points Distribution for Riverside County Project Applications

STAFF RECOMMENDATION:

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

- 1) 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 cycles; and
- 2) Authorize staff to award projects based on the approved selection criteria for the MPO 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.

Budget Cut to ATP

On August 15, 2024, the CTC adopted the amended 2025 ATP fund estimate, indicating a \$400 million reduction from the original estimate of \$558.7 million. The remaining fund balance of \$168.7 million will be distributed as follows:

- Statewide competition: \$84.35 million
- Small urban and rural region: \$16.87 million
- MPO component: \$67.48 million

SCAG’s portion of the MPO component is \$35.023 million, of which \$4.671 million is targeted for Riverside County.

ATP Cycle 7 Schedule

The Statewide project application deadline for ATP Cycle 7 was on June 17, 2024, and applications are currently being evaluated. Following the release of the Statewide component funding recommendations by the CTC, applications not recommended for funding at the Statewide level will be evaluated at the MPO level, using an adopted selection criteria. Table 1 summarizes the ATP Cycle 7 schedule:

Table 1: ATP Schedule

Statewide project application deadline	June 17, 2024
CTC considers MPO Regional Guidelines	June 27-28, 2024
Commission approves 20-points methodology	November 2024
CTC shares Statewide Component Project Funding Recommendations	November 1, 2024
CTC adopts Statewide Component Project Funding Recommendations	December 5-6, 2024
Environmental Documents due to RCTC for MPO Component	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
Commission considers MPO Funding Recommendations	April 2025
MPO Component Final Project Funding Recommendations due to CTC	April 22, 2025
MPO Component Project Funding Recommendations adopted by CTC	June 2025

DISCUSSION:

SCAG is required to work 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. Each county transportation commission in the SCAG region is responsible for developing its guidance and methodology for assigning the 20 points. For ATP Cycle 7, it is estimated that the Commission will have approximately \$4.437 million available to award implementation projects. Like past cycles, the SCAG share is split 95 percent for implementation projects and 5 percent for Non-Infrastructure (NI) projects and plans. For Cycle 7, the 5 percent share will supplement SCAG's Sustainable Communities Program (SCP) and fund non-State awarded NI, planning, or Quick-Build projects. A separate call for projects was released for SCAG's SCP in July 2024. SCAG is committed to ensuring each county receives its population-based, fair share funding targets. Riverside County's share of SCP is \$234,000.

On July 13, 2022, the Commission approved the 20-point distribution methodology for ATP Cycle 6. The methodology allowed the Commission to meet its goal of funding projects that are construction ready and rewarding agencies that invested in pre-construction activities. For Cycle 7, staff recommends retaining the previous Commission-approved points distribution with no changes. To streamline the process, staff also recommends approving the methodology for use in all future ATP cycles. The 20-point distribution is shown in Table 2.

Table 2: 20-Points Distribution

	Criteria	Points
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 Non-Motorized Plan; or an adopted local active transportation plan, bike or pedestrian master plan, or Safe Routes to School Plan	3

Projects will be evaluated based on the submitted ATP Cycle 7 applications to the CTC. Preliminarily, Project Approval/Environmental Document (PA/ED) completion will be evaluated based on Part A5, Project Schedule of the ATP application (Figure 1). The requested California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) signature page will be used to confirm project PA/ED completion. If applicable, to meet criterion number three, 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. For future cycles, staff will establish a new CEQA/NEPA deadline that allows agencies the maximum time to meet criterion number three. Lastly, the Commission will request state-only funding for projects with completed CEQA, but there is no guarantee the request will be fulfilled.

Figure 1: Project Schedule from ATP Application

Part A5: Project Schedule

NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
 3) The proposed CTC Allocation dates must be between July 1, 2021 and June 30, 2024 to be consistent with the available ATP funds for Cycle 5.

INFRASTRUCTURE PROJECTS:
PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "PA&ED Allocation" Date:

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PA&ED activities:

Time to complete the separate CEQA & NEPA studies/approvals: months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

** Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

The 20-points methodology will be used to establish the MPO component project list. However, due to limited funding, staff does not anticipate being able to award multiple projects in the MPO component like in past cycles. As such, staff is requesting TAC feedback to establish a list of principles and framework to help guide staff for this cycle. Additionally, SCAG has revised its ATP MPO Guidelines to allow for greater flexibility in this process in response to the funding reduction. The following bullet points are meant to start this conversation and are not exhaustive:

- There is a strong probability that the highest-scoring project will exhaust all available funding. Should the Commission only adopt one project for award?
- If there are limited funds remaining after fully funding the highest-scoring project, should the Commission fund pre-construction activities, such as funding only PA/ED, design, or right of way?

Staff is recommending that the TAC recommend the Commission approve the 20-points methodology for Cycle 7 and all future cycles and authorize staff to award projects based on the approved selection criteria. The framework that was discussed only applies for Cycle 7 projects due to the extremely limited amount of funding available this cycle.

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	September 16, 2024
TO:	Technical Advisory Committee
FROM:	Edward Emery, Senior Management Analyst
SUBJECT:	SB 821 Program - Update and Discussion

STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

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

DISCUSSION:

During the Fiscal Year (FY) 2023/24 SB 821 Call for Projects, staff received constructive feedback from applicants and evaluators relating to general program policy, questions on the application, and the scoring metrics. On September 18, 2023, and July 15, 2024, staff discussed this feedback with the TAC and drafted revisions to the SB 821 guidelines and scoring metrics based on the discussion. This agenda item continues the discussion and provides a summary of staff-recommended changes. These recommendations are summarized in Table 1 and are redlined in Attachment 1.

Table 1: SB 821 Summary of Recommended Changes

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

Safety – 15 points max; <i>concerns that the safety question is too subjective.</i>	Safety – 15 points max; <i>revise language to reduce subjectivity. Break the question into 3 sub-questions, including a new question asking how the proposed project would benefit bicyclist and pedestrian safety. Explain the considerations made when evaluating and determining the type of bicycle or pedestrian facility proposed for the project corridor.</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.	Multimodal Access – 6 points max; <i>update radius for pedestrian projects to ½ mile or less, and bicycle projects to within 1 mile or less to better represent the distances individuals are willing to walk/bike. Language revised for clarity.</i>
Matching Funds – 10 points max. <i>Should phases not being applied for count toward the match?</i>	Matching Funds – 10 points max; <i>updated language to clarify matching funds can include non-RCTC funds previously spent on pre-construction phases.</i>
Call for Projects Guidelines	
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?</i>	Class III Bicycle Lanes - Based on input from the TAC, staff recommends updating 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 the approval of future SB 821 Guidelines revisions to the TAC. Updates to adopted program policies would still require Commission approval.

The last item to discuss is large-scale projects. In past cycles, projects have been awarded funding for improvements in multiple locations. Specifically, large-scale maintenance projects replace existing infrastructure, such as restriping crosswalks or upgrading curbs in multiple locations to be ADA-compliant. Large-scale new infrastructure projects add new facilities like sidewalks or bike lanes where none existed before. Some large-scale projects have both maintenance and new infrastructure components. The potential for these types of projects having an unfair scoring advantage was discussed with the TAC at its July 2024 meeting. Based on the discussion, it was agreed that staff would return to the TAC at its September 2024 meeting to provide statistics on large-scale projects from past cycles. A summary of this data is provided in Table 2. This data includes applications submitted for consideration since 2011.

After reviewing the data in Table 2, it appears that large-scale projects have not been significantly more successful than other project types. As such, staff is not recommending any changes to how

large-scale projects are scored. Staff will continue to monitor the metrics in Table 2 in future cycles, and if necessary, this topic can be revisited.

Table 2: SB 821 Project Type Success Rate Analysis

Metric	Non-large-scale Projects	Large-scale Maintenance Type	Large-scale New Infrastructure Type	Total
Total applications received	268	24	14	306
Percentage of total applications received	87.5%	8%	4.5%	100%
Total applications funded	144	17	5	166
Percentage of total applications funded	87%	10%	3%	100%
Success Rate All Projects	54%			
Success Rate Non-large-scale Projects	54%			
Success Rate Large-scale Projects	58%			

Final revisions will be brought back to the TAC in November 2024 for approval.

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 Rivtrack.</i>
<i>February 4 – April 17, 2025</i>	<i>One-on-One Sessions on program eligibility and guidance with RCTC Staff are available on requests. Submit requests to Jenny Chan (jchan@rctc.org) and Edward Emery (eemery@rctc.org).</i>

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

Eligible Projects:

Per TDA [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/(951) 787-7924) and Edward Emery (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/(951) 787-7924) and Edward Emery (eemery@rctc.org/(951) 787-7968) if you have any questions regarding the submittal process or for any other questions.

Evaluation Criteria:

DESTINATIONS SERVED (14 pts) – Two points will be awarded for each [type of](#) destination served by the proposed project (e.g. employment center, school/college, retail center, downtown area, park or recreation facility, library, museum, government office, medical facility, [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 nNumber of nNon-motorized fFatalities and Non-motorized sSerious iInjuries.](#)

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

Examples include: no existing shoulder within project limits, no existing/planned sidewalk or bike route/lane/path adjacent to the project; and/or by providing documented pedestrian/bicycle collision history,, most current and valid 85th percentile speed of motorized traffic in project limits, photos of existing safety hazards project will address, existing pedestrian/bicycle traffic counts, and/or student attendance figures for school 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 85th 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~~one-mile or less radius of the proposed project.

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

MATCHING FUNDS (10 pts) – One point is awarded for each 5% of match provided by the local agency, for a maximum of 10 points at a 50% match. Matching funds includes non-RCTC 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.

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

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

[PLACEHOLDER for Equity Table]

DRAFT

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.

Exhibit A: Sample Memorandum of Understanding

DRAFT

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	September 16, 2024
TO:	Technical Advisory Committee
FROM:	Martha Masters, Senior Management Analyst
SUBJECT:	2023 and 2025 Federal Transportation Improvement Program Update

STAFF RECOMMENDATION:

This item is to receive and file an update on the 2023 and 2025 Federal Transportation Improvement Program (FTIP).

BACKGROUND INFORMATION:

The FTIP is a listing of multi-modal transportation projects proposed over a six-year period for the Southern California Association of Governments (SCAG) region. The projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, active transportation facilities and activities, signal synchronization, intersection improvements, freeway ramps, and more. SCAG produces a biennial FTIP update for the region on an odd-year cycle. The FTIP update is an extensive process that adheres to state and federal requirements under the Clean Air Act and State Implementation Plan, requiring complete review of individual projects and cross-checking modeling details to ensure transportation conformity.

DISCUSSION:

2023 FTIP

The 2023 FTIP (#23-00) and Amendments #23-01 through #23-33 have received SCAG/federal approvals as of September 5th. All approved 2023 FTIP amendments are available on SCAG’s website: <https://scag.eointeractive.com/projects/>.

Commission Planning and Programming staff should be notified by agencies of any project changes so they can be properly incorporated into the FTIP to avoid project delays, especially as it relates to federal funds that require programming in the FTIP for obligation. As of September 5th, there are no known opportunities to update the 2023 FTIP (it will expire in December 2024), however, SCAG may accept emergency amendments on a case-by-case basis if the federal funds will be obligated before December 2024. Please contact staff as soon as possible if this may be necessary.

2025 FTIP

The 2025 FTIP is anticipated to be fully approved in December 2024. Commission Planning and Programming staff are available to assist with any questions about on-going projects that may require updates in the 2025 FTIP for federal approvals and/or federal obligations.

As a general reminder, agencies may view all currently approved FTIP projects through SCAG's website: <https://scag.ecointeractive.com/projects/>. Non-modeling updates can be submitted to SCAG monthly. Staff will work with agencies on a case-by-case basis if modeling updates are needed, however, these changes are recommended to be brought up to staff as soon as possible as the opportunities to update modeled projects are rare.

Attachment: 2025 FTIP Amendment Schedule

2025 FTIP AMENDMENT/ADMINISTRATIVE MODIFICATION SCHEDULE

Due Date (by Noon)	Amendments	Administrative Modifications
Tuesday, July 16, 2024	Amendment #25-01*	Catch up Amendment - 2024 STIP, 2024 SHOPP, HBP and emergency type changes to address comments received on Draft 2025 FTIP only. Concurrent with 2025 FTIP base
Tuesday, October 15, 2024		Administrative Modification #25-02**
Tuesday, February 11, 2025	Amendment #25-03	
Tuesday, March 11, 2025		Administrative Modification #25-04
Tuesday, April 8, 2025		Administrative Modification #25-05
Tuesday, April 15, 2025	Amendment #25-06	
Tuesday, May 13, 2025		Administrative Modification #25-07

* - Catch-up Amendment to projects amended in 2021 FTIP post 2023 FTIP submittal, including changes to SHOPP, HBP and STIP Projects

** - Admin Mod #23-02 will be analyzed and hold for approval by SCAG once 2025 FTIP/23-01 receive federal approval

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	September 16, 2024
TO:	Technical Advisory Committee
FROM:	Martha Masters, Senior Management Analyst
SUBJECT:	Caltrans District 8 Local Assistance Update

STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

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

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

Table 1: Caltrans Local Assistance Funding Program Responsibilities

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

Attachment: Powerpoint presentation slide deck

RCTC TAC MTG

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

Caltrans Local Assistance D8

September 16, 2024

Training: Getting Federal Aid Project Started – September 24th

- September 24, 2024
- 8:30 am – 4:30 pm PT
- This popular federal-aid training introduces all the different facets of the federal-aid process needed for the successful delivery of federal aid projects. The eight-hour course provides an overview of key requirements and responsibilities to be carried out by local public agencies using federal funds for project delivery, including funding, programming, authorizations, and reimbursement.
- Training will be held online with limited enrollment to 100 participants.
- [Register](#) today as registration will close on September 18th.

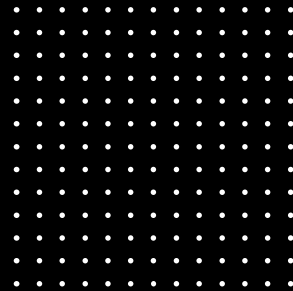


Getting Your Federal
Aid Project Started



United States
Department of Transportation

2024 Round 2 Safe Streets 4 All Awards



- On September 5, 2024, the [U.S. Department of Transportation](#) announced 354 fiscal year 2024 Safe Streets and Roads for All ([SS4A](#)) grant awards totaling over \$1 billion to local communities. Of the 354 grants awarded, 70 were for [Implementation Grants](#) that provide funding for communities to implement strategies and projects that will significantly reduce or eliminate transportation-related fatalities and serious injuries.
- The remaining 284 [Planning and Demonstration Grants](#) help the nation's cities, counties, metropolitan planning organizations, and Tribal governments better understand the safety challenges in their communities and begin to identify solutions to make our streets, roads, and highways safer for all road users.
- The above totals include 11 Implementation Grants totaling over \$129 million and 44 Planning and Demonstration Grants totaling \$35 million awarded to California for Rounds 1 and 2 in 2024!

FHWA Low-Carbon Transportation Materials Funding & Webinar

FHWA Low-carbon Transportation Materials Notice of Funding Opportunity

The Federal Highway Administration (FHWA) released the details of the Low-Carbon Transportation Materials (LCTM) Notice of Funding Opportunity (NOFO). The NOFO is open to eligible non-State Departments of Transportation including local governments, political subdivisions of a State, US territories, Federally-recognized tribes, Federal Land Management Agencies, Metropolitan Planning Organizations, and special purpose districts or public authorities with a transportation function.

The LCTM Program, aims to increase the use of materials that have “substantially lower levels of embodied greenhouse gas emissions” as defined by the Environmental Protection Agency. FHWA will award up to \$2 billion in LCTM Program funding; up to \$800 million is available to eligible non-State DOT recipients through the NOFO process. NOFO applications must be submitted through Grants.gov by November 25, 2024, at 8:59 pm PT

FHWA Low Carbon Transportation Materials NOFO Informational Webinar

September 25, 2024 from 11:00 am – 12:00 pm PT

The webinar will provide general information on the LCTM program and inform potential applicants on the application process and program requirements. Registration is required to join the webinar. For more information, please visit the [LCTM website](#).



Caltrans Disparity Study – Public Engagement Sessions 2024

- The California Department of Transportation (Caltrans) has commissioned BBC Research & Consulting to conduct a disparity study to assess whether minority and woman-owned businesses face any barriers as part of Caltrans's contracting processes.
- The September and October 2024 public engagement sessions will provide information about the study, answer questions, and collect insights about business conditions in the California marketplace, which will be integrated into the disparity study.

- [Register](#) to attend one of the free sessions for 2024:
- September 10th – 9:30 am PT
- September 10th – 5:30 pm PT
- September 17th – 9:30 am PT
- September 17th – 5:30 pm PT
- October 1st – 9:30 am PT
- October 1st – 5:30 am PT



United States
Department of Transportation

USDOT August Biweekly Bulletin

- Trainings & Technical Assistance – Meaningful Public Involvement: USDOT is hosting the next installment of this training series on September 23, 2024 at 11:30 a.m. PT.
- Awards for federal discretionary grants from the Bipartisan Infrastructure Law.
- Resources and updates: USDOT Office of Small and Disadvantaged Business Utilization (OSDBU) is launching its “Pathways to Entrepreneurship Program (P2E): Powering Small Businesses in Emerging Transportation Markets” with a one-day pilot program experience on September 10, 2024 at 6:00 a.m. PT.

Notices of Funding Opportunities available:

- The Federal Railroad Administration is accepting applications for its Railroad Crossing Elimination (RCE) Grant Program and Restoration and Enhancement (R&E) Grant Program. Applications for the RCE Grant Program are due September 23, 2024 and applications for the R&E Grant Program are due September 30, 2024.
- The Reconnecting Communities Pilot (RCP) Program focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation; fostering equitable development and restoration; and providing technical assistance to further these goals. The application deadline is 8:59 p.m. PT on September 30, 2024.
- The Reconnecting Communities Institute (RCI) is hosting a series of no-cost, virtual Grant Writing Clinics and Office Hours to support communities in preparing strong Reconnecting Communities Pilot Program grant applications. Led by experts with deep experience in federal grant programs these events will include an overview of the program, Q&A with previous grant recipients, strategy sessions, and office hours. Register for the September 13th Grant Writing Clinic for 9 am- 1 pm PT, or the September 16th Office Session for 8 am – 3 pm.
- For more information, please view the RCI Resource Library or email RCI customer service.
- View the entire [USDOT August Biweekly Bulletin online](#).

Caltrans Research-to- Practice Symposium Online – October 2024

- Free Online Event
- October 22-24, 2024
- **[Register today!](#)**
- The 5th Annual Research to Practice Transit Symposium is an online event that brings together transit researchers and practitioners to discuss important issues affecting public transportation, providing a platform where transit experts can share insights on how evidence-based research has been or can be translated into practice.
- Access symposium details on the University of Florida Transportation Institute webpage.



Research to Practice Transit Symposium

October 22-24, 2024
Online Event

This Symposium will take place online.
You can register and find more information
for the event at <http://tiny.cc/ghgnxz>
or by scanning the QR code.



Hosted by:



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Caltrans Right of Way Certification Process Video

Caltrans Right of Way Certification Process was recorded during the Local Assistance Day statewide webinar on May 8, 2024.

Visit the Caltrans Right of Way and Land Survey website or contact [Caltrans Right of Way](#) for assistance.



Lanes of Learning News from National Highway Institute Training

- National Highway Institute's (NHI) Practical Applications in Federal-Aid Highway Program Appraisals
- October 22-24, 2024
- 1:00 pm – 3:30 pm PT
- For NHI's Practical Applications in Federal-Aid Highway Program Appraisals course (NHI-141054), participants will explore examples of problems that are handled differently from typical mortgage appraisal assignments. These examples demonstrate how clients that have regulatory requirements can determine market value of a property, and determine a compensation estimate due to a property owner, given the unique interpretation of laws in the jurisdiction the appraiser is practicing.
- The remaining NHI-141054 sessions scheduled for 2024 promise a rich learning environment with cutting-edge expertise. NHI empowers its learners with the knowledge and skills necessary for success in the realm of Federal-Aid Highway Program Appraisals.
- [Register](#) for the Practical Applications in Federal-Aid Highway Program Appraisals course now!



Questions?

AGENDA ITEM 10

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	September 16, 2024
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	California Transportation Commission Meeting Highlights: August 2024

STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

August 15 – 16, 2024 CTC Meeting ([Agenda](#))

- TAB 20 2024 Trade Corridor Enhancement Program Guidelines Adoption
- TAB 26 2024 Local Partnership Competitive Program Guidelines Adoption
- TAB 27 2024 Local Partnership Formulaic Program Guidelines Adoption
- TAB 28 Adoption of the FY 2024-25 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Initial Report of Eligible Cities and Counties
- TAB 65 Update on the 2025 Active Transportation Program
- TAB 66 Adoption of the Amended 2025 Active Transportation Program Fund Estimate
- TAB 68 Amendment to the 2025 Active Transportation Program Guidelines
- TAB 100 Request \$1,070,072,000 for 53 SHOPP projects
- TAB 102 Request of \$41,861,000 for five locally-administered STIP projects, on the State Highway System
- TAB 110 Request of \$5,991,000 for nine locally-administered ATP projects, off the State Highway System
- TAB 122 Request to extend the period of contract award for two locally-administered ATP projects, off the State Highway System

AGENDA ITEM 11

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	September 16, 2024
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	RCTC Commission Meeting Highlights: September 2024

STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

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

ITEM 6G California Department of Transportation Project Audit Results

This item is for the Commission to:

- 1) Receive and file a report (No. 23-2660-060) on the California Department of Transportation (Caltrans) Project Audit performed by the California Department of Finance, Office of State Audits and Evaluations (OSAE).

ITEM 6H Fiscal Year 2022/23 Transportation Development Act and Measure A Audit Results

This item is for the Commission to:

- 1) Receive and file the Transportation Development Act (TDA) and Measure A audit results report for Fiscal Year (FY) 2022/23.

ITEM 7 Project Study Report-Project Development Support for the North Main Corona Transit Connector Project

This item is for the Commission to:

- 1) Approve Agreement No. 25-31-009-00 with California Department of Transportation (Caltrans) for quality management services in support of a Project Study Report-Project Development Support (PSR-PDS) for the North Main Corona Transit Connector Project (Project) in the amount not to exceed \$300,000;
- 2) Award Agreement No. 25-31-010-00 with Jacobs Engineering Group Inc. (Jacobs) for the completion of the PSR-PDS for the Project for a one-year term in the amount of \$726,343 plus a contingency amount of \$73,657, for a total amount not to exceed \$800,000;

- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission;
- 4) Authorize the Executive Director or designee to approve contingency work up to the total amount not to exceed as required for the Project; and
- 5) Approve a FY 2024/25 budget adjustment of \$1,100,000 of Local Transportation Funds (LTF) for both revenue and expenses related to the Project.

ITEM 8 Cooperative Agreement with the Palo Verde Valley Transit Agency for the Bus Maintenance Facility Expansion and Hydrogen Fueling Station Project

This item is for the Commission to:

- 1) Approve the draft Cooperative Agreement No. 24-62-099-00, with the Palo Verde Valley Transit Agency (PVVTA) for the Bus Maintenance Facility Expansion and Hydrogen Fueling Station Project (Project) in an amount not to exceed \$16,429,000;
- 2) Authorize Commission staff to serve as the lead agency on behalf of the PVVTA, as stated in the terms of the Cooperative Agreement No. 24-62-099-00;
- 3) Authorize the Executive Director, pursuant to legal counsel review, to finalize negotiations with the PVVTA and execute the agreement;
- 4) Authorize the Executive Director, pursuant to legal counsel review, to execute future non-funding agreements and/or amendments on behalf of the Commission; and
- 5) Authorize the Executive Director, pursuant to legal counsel review, to acquire required parcels for the Project in accordance with the Commission's Right of Way Policies and Procedures Manual.

ITEM 9 Interstate 15 SMART Freeway Pilot Project Construction Agreement with Granite Construction Company Inc.

This item is for the Commission to:

- 1) Find the bids submitted by All American Asphalt, Inc. and Beador Construction Company, Inc. nonresponsive and award Agreement No. 24-31-054-00 to Granite Construction Company (Granite) to construct the Interstate 15 SMART Freeway Pilot Project (Project), in the amount of \$13,861,000 plus a contingency amount of \$1,940,540, for a total not to exceed amount of \$15,801,540;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the Agreement on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project.

ITEM 10 Agreements for WSP USA, INC. for the Intelligent Transportation System Operations Support and Transmax Software as a Service for the Interstate 15 SMART Freeway Pilot Project

This item is for the Commission to:

- 1) Award Agreement No. 23-31-034-00 to Transmax for Software as a Service (Saas) for the Interstate 15 SMART Freeway Pilot Project (Project) for a two-year term, in the amount of \$3,100,961 plus a contingency of \$376,536 for a total amount not to exceed \$3,477,497;
- 2) Award Agreement No. 23-31-044-00 to WSP USA, Inc. (WSP) for Intelligent Transportation System (ITS) Operations support for the Project for a three-year term, in the amount of \$1,506,914 plus a contingency amount of \$150,691 for a total amount not to exceed \$1,657,605;
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission;
- 4) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project; and
- 5) Authorize the Executive Director, or designee, pursuant to legal counsel review, to execute non-funding amendments to the agreements on behalf of the Commission.