



DATE: October 17, 2007

TO: Public Works Directors, City Engineers

FROM: Anne Mayer, Executive Director

SUBJECT: 2009 Measure A \$300 Million Regional Arterial Program –
Call for Projects

At the October 10, 2007 Riverside County Transportation Commission (RCTC) meeting, a Call for Projects was approved to program the 2009 Measure A - \$300 million Regional Arterial Program. The Commission's approval included programming all \$300 million within the first ten years of the 2009 Measure A. The goal of this Call for Projects is to have all projects begin construction by the year 2015.

As indicated in the Assumptions and Eligibility section, the eligible projects must be capacity enhancing and on the arterials listed in the Measure A Ordinance and/or located on the Transportation Uniform Mitigation Fee (TUMF) Program Backbone network.

The deadline for project submissions is 5:00 pm, December 17, 2007.

The application submittals must include 30 copies (on 8.5" x 11" paper) of the following:

- Local Agency Cover Letter (Project Location/Title on "Subject" line)
- Project Information Form (Attachment A)
- Evaluation Criteria Discussion (Attachment B)
- Documentation Appendix (documentation to address criteria is to be included as an appendix to the submittal)

If you have any questions regarding the Call for Projects, please contact Shirley Medina, Program Manager, at (951) 787-7141 or email smedina@rctc.org.

MEASURE A EXTENSION REGIONAL ARTERIALS CALL FOR PROJECTS WESTERN COUNTY \$300 Million

Assumptions and Eligibility

The Measure A reauthorization included a category of funding for the Regional Arterial System. The Regional Arterial System component is described in Ordinance 02-001 as follows:

“The freeway and state highway system can no longer be expected to handle the traffic demands for travel between and through the cities of the Western County area, with the development projected for the future. A system of regional arterials (major local roadways) with limited access, freeway interchanges, grade separations, and coordinated traffic signals are needed to supplement the highway backbone system. The Western Riverside Council of Governments (WRCOG), in conjunction with the cities and the County, has developed this system of roadways to meet this need. This roadway system will be periodically updated by the Commission, or the WRCOG, to reflect actual development trends.

Funding to widen existing roads and construct new roads on this system will be funded by an estimated \$300 million in revenues generated by Measure A and by matching revenues to be generated by the cities and County implementing a Transportation Uniform Mitigation Fee (TUMF) administered by the Commission or the WRCOG.

Examples of the roadways on the regional arterial system that may be eligible to receive Measure A and TUMF funding for widening and other improvements to increase capacity and traffic flow are:

- Van Buren Blvd from I-215 to SR 60
- Alessandro Blvd from I-215 westerly to Central Ave
- Central Ave from Alessandro Blvd to Van Buren Blvd
- Arlington Ave from Central Ave to Van Buren Blvd
- Green River Rd from Dominguez Ranch Rd to SR 91
- Foothill Parkway from Lincoln Ave to Green River Rd
- Scott Rd from SR 79 to I-215
- Clinton Keith Rd from SR 79 to I-215
- Date Street from SR 79 to I-15
- SR 79/I-10 Interchange Improvements and possible bypass to I-10
- Ramsey St from Banning City Limits to Field Rd
- Ramona Expressway from San Jacinto to I-215
- Cajalco Rd from I-215 to I-15
- Perris Blvd from SR 74 to San Bernardino Co Line
- Pyrite Street from San Bernardino County Line to SR 60
- Schleisman Rd from San Bernardino County Line to I-15 and Arlington Avenue
- Domenigoni Pkwy from State St to I-215
- Railroad Canyon/Newport Road from I-215 to I-15

The final scope and project limits of all improvements proposed for the regional arterial system will be determined through noticed public hearings, environmental clearance process, and agreement with affected agencies.”

Project Eligibility and Basic Assumptions:

- Projects listed in the Measure A ballot and/or included in the “backbone” TUMF network are eligible for this Call for Projects.
- Measure A Regional Arterial funding should not replace already committed TUMF Program eligible funding or local agency funds. A local fund commitment is represented as funds appropriated in the agency’s annual budget that is adopted by the council/board.
- It is the intention of the Regional Arterial program to match the Measure funds on a dollar for dollar (50%) basis. However, projects will still be eligible if the match is lesser than 50%. More points will be given to projects with higher match rates. If TUMF funds are to be used as match, an agreement must be in place (executed) in order to qualify the funds as match for this Call for Projects.
- Agencies may submit up to three (3) project applications. The County of Riverside may submit up to three (3) project applications per supervisorial district.
- The target construction date for projects that are approved under this call for projects is 2015. Projects must demonstrate that they can begin construction by 2015.
- RCTC will monitor project progress and will rescind fund allocations if reasonable progress is not being made.
- Measure A Regional Arterial funds will be made available for ALL project phases (PA&ED, PS&E, R/W, and Construction).
- RCTC staff will review project schedules to determine if they are reasonably feasible. Adjustments to schedules may be made by RCTC staff for programming purposes where appropriate.
- The Scope of Work under this call for projects is for capacity enhancements. Rehabilitation and maintenance work/costs are not eligible for Measure A Regional Arterial funds. Work activities that are part of and within the limits of a capacity enhancement project (e.g. rehabilitation/overlays, curb gutter, sidewalk, etc.) are eligible project costs. Landscaping, irrigation, and other “softscape” activities are not eligible.
- Projects funded by the Measure A Regional Arterial program will continue to be included in the TUMF calculation to ensure that Measure funding does not replace TUMF funding.

Section C: Project Schedule

	Phase	Start (month/year)	End (month/year)	Comments
11	Environmental			
12	Design (PS&E)			
13	Right of Way			
14	Construction			

Section D: Project Funding

15 Funding: Measure A Regional funds, Local funds, Committed TUMF, and Maximum Eligible TUMF funds						
	Measure A Regional Arterial Program Funds	* Local Agency Funds	* Committed TUMF Funds Approved by WRCOG/RCTC (if applicable)	Non-Committed TUMF funding (if applicable)	* Other Funds (If applicable e.g. state/federal)	Total Funding
	\$ (000's)	\$ (000's)	\$ (000's)	\$ (000's)	\$ (000's)	\$ (000's)
Environmental						
Design (PS&E)						
Right of Way						
Construction						
TOTAL Funding						

* Local Agency Funds, Committed TUMF Funds (signed agreement with WRCOG or RCTC) and Other Funds (state/federal) will count towards match. Non-committed TUMF funds will not count towards match.

15	Describe "Local Funds"	
17	Describe "Other Funds" (if applicable):	
16	Insert TUMF Maximum Eligible Amount per Nexus Study:	\$ (000's) \$

EVALUATION CRITERIA DISCUSSION

Local agencies must respond to each criterion in the space provided.

The following criteria will be used to evaluate project applications:

I. Emphasis on Measure A Program

Projects listed on the Measure A Ordinance and/or included in the backbone TUMF network that are not expected to be funded from anticipated revenues.

Scoring: 0 to 3 points, 0 if not applicable

Indicators	Points
If project is on Measure A Ordinance <u>AND</u> TUMF Backbone	3
If project is on Measure A Ordinance only	2
If project is on TUMF Backbone only	1

Total number of points given will not exceed 3.

Local Agencies must indicate if project is on: Measure A Ordinance: _____ TUMF Backbone: _____ # of Points: _____
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II. Regional Significance

Projects that are regional, multi-jurisdictional, identified on the Congestion Management Program System, CETAP network in Western Riverside County, or Western Riverside County TUMF Backbone network.

Local agencies are to contact WRCOG regarding 2030 Average Daily Traffic (ADT) data from the WRCOG TUMF model. RCTC staff will verify the information with WRCOG prior to the project evaluations.

Local Agencies have the option to provide supplemental qualitative or quantitative information regarding the Regional Significance of their project(s). The Evaluation Committee will consider this information;

however, it is not guaranteed that the information will be used to modify the scoring associated with the ADT data.

Scoring: 0 to 3 points, 0 if not applicable

The Scoring delineation for ADT in the year 2030 is as follows:

2030 ADT	Points
50,000 and above	3
30,000 – 49,999	2
10,000 – 29,999	1
9,999 – and below	0

<p>ADT: _____ (Agency to contact WRCOG for ADT information from the WRCOG TUMF model)</p>
<p>If a Local Agency wishes to provide supplemental information regarding Regional Significance, they may do so in the space below:</p>

III. Project Readiness

Local Agencies will provide project implementation status. Projects closest to construction will be given the highest level of points. Points will be given based on documentation of completed phases or work in progress.

Scoring: 0 to 3 points, 0 if not applicable

The Scoring delineation is as follows:

Level of Project Readiness	Points
Ready for construction, r/w certified	3

Completed Design	2
Completed Environmental	1
Preliminary Work	0

Describe work activities that have been completed to date:

Provide documentation of completed work or work in progress as appendix to submittal.

IV. Safety

Project applicants must describe how the project will improve safety.

Scoring: 0 to 3 points, 0 if project will not result in safety improvement

Projects will be scored on a 0 – 3 point range based upon the qualitative information that describes how the project will eliminate or significantly reduce an existing or future safety problem. The Evaluation Committee will determine what constitutes high, medium, and low safety benefits at the time of project evaluations.

Provide a qualitative description on how the project will improve safety:

V. Congestion Mitigation

Local Agencies must provide detailed information on how the project will improve congestion:

The Project will provide Congestion Mitigation as follows:
Congestion Mitigation will be measured by Level of Service. Local Agencies are required to submit 2030 LOS from the WRCOG TUMF model network. LOS for project: _____

Local Agencies have the option to provide supplemental information if model results show 2030 LOS does not accurately depict the overall congestion benefit that the project will yield. The Evaluation Committee will consider the supplemental information; however, it is not guaranteed that the information will be used to substitute model information.

Supplemental information regarding LOS/Congestion benefit:
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Scoring: 0 to 3 points

- 3 points = High Congestion Benefit
- 2 points = Medium Congestion Benefit

- 1 point = Low Congestion Benefit
- 0 point = No Congestion Benefit

The TAC Evaluation Committee will determine high, medium, and low congestion benefits at the time of project evaluations.

VI. Matching Funds

Projects need to maximize TUMF eligibility costs. Projects that include local match funds will be given points based on the percentage of local funds committed to the total project cost. Local match funds must be committed by the local agency through a resolution, council/board action (e.g. adopted CIP) or equivalent. Transportation Uniform Mitigation Fee (TUMF) program funds that will be designated as local match must be committed through a WRCOG or RCTC board action.

Scoring: 0 to 5 points,

Percent	Points
75% and above	5
60% - 74%	4
50% - 59%	3
30% - 49% match	2
10% - 29% match	1
9% or less	0

<p>Local Agency to complete the items below:</p> <ul style="list-style-type: none"> • Total Project Cost \$ _____ • Total Match \$ _____ • Percent Match _____%
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VII. System Continuity

Projects that will complete the continuity of an existing road system. Examples of projects under System Continuity include:

1. Elimination of bottle-necks (lane widening and interchange improvements);
2. Gap closures (new connections); and
3. Elimination of obstruction (grade separation, bridge over roadway, river, storm drain channel, etc.).

Scoring: 0 – 3 points. 0 if not applicable

Indicator	Points
Multi-jurisdictional (project located in more than one jurisdiction, and freeway interchanges)	3
Gap Closure	2
Full elimination of obstruction/bottleneck	2
Partial elimination of obstruction	1

If the project meets more than one of the above indicators, the points will be summed. Total number of points given will not exceed 3.

Local Agencies must complete the information below:

Describe how the project meets the System Continuity criterion:
Describe which of the above indicator(s) this project meets:
Other related System Continuity Benefits:
Number of Existing Lanes:
Number of Lanes after the improvement: