



MEETING AGENDA

Technical Advisory Committee

Time: 10:00 a.m.

Date: November 21, 2022

This meeting is being conducted in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

COMMITTEE MEMBERS

Jonathan Hoy, **Chair** / Eric Cowle, CVAG
Savat Khamphou, **Vice Chair** / Rosalva Ureno, City of Corona
Art Vela / Nate Smith, City of Banning
Jeff Hart / Robert Vestal, City of Beaumont
VACANT, City of Blythe
Michael Thornton / Travis Bradshaw, City of Calimesa
Albert Vergel De Dios / Sean Young, Caltrans District 8
VACANT / Mike Borja, City of Canyon Lake
John A. Corella / Crystal Sandoval, Cathedral City
Andrew Simmons / Maritza Martinez, City of Coachella
Daniel Porras / Nick Haecker, City of Desert Hot Springs
Jimmy Chung / Dahi Kim, City of Eastvale
Noah Rau / Nancy Beltran, City of Hemet
Ken Seumalo / Dina Purvis, City of Indian Wells
Timothy T. Wassil / VACANT, City of Indio
Paul Toor / Rod Butler, City of Jurupa Valley
Bryan McKinney / Julie Mignogna, City of La Quinta
Remon Habib / Bradley Brophy, City of Lake Elsinore

Nick Fidler / Daniel Padilla, City of Menifee
Michael Lloyd / Melissa Walker, City of Moreno Valley
Bob Moehling / Jeff Hitch, City of Murrieta
Chad Blais / Sam Nelson, City of Norco
Andy Firestine / Randy Bowman, City of Palm Desert
Joel Montalvo / Donn Uyeno, City of Palm Springs
K. George Colangeli / Dale Reynolds, PVVTA
Stuart McKibbin / VACANT, City of Perris
Ryan Stendell / VACANT, City of Rancho Mirage
Farshid Mohammadi / Gilbert Hernandez, City of Riverside
Mark Lancaster / Mojahed Salama, County of Riverside
Kristin Warsinski / Jennifer Nguyen, RTA
Travis Randel / Stuart McKibbin, City of San Jacinto
Brittney B. Sowell / Rohan Kuruppu, SunLine
Patrick Thomas / Amer Attar, 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

AREAS OF RESPONSIBILITY

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION TECHNICAL ADVISORY COMMITTEE MEETING AGENDA*

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

TIME: 10:00 a.m.

DATE: November 21, 2022

LOCATION: This meeting is being conducted in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

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1. CALL TO ORDER

2. HOUSEKEEPING REMARKS

3. ROLL CALL

4. APPROVAL OF MINUTES – JULY 18, 2022

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- 5. 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.

6. COMMUTER ASSISTANCE PROGRAM UPDATE

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Overview

This item is to provide an update on the Commission’s Commuter Assistance Program and solicit input from the Committee.

7. PROPOSED 2023 TECHNICAL ADVISORY COMMITTEE MEETING SCHEDULE

Page 13

Overview

This item is for the Committee to adopt the 2023 TAC Meeting Schedule.

8. WESTERN RIVERSIDE COUNTY REGIONAL ARTERIALS CALL FOR PROJECTS

Page 15

Overview

This item is for the Committee to form a subcommittee to provide input on the Western Riverside County Regional Arterials Call for Projects scoring rubric in preparation for the 2023 Call for Projects.

9. RIVTrack DATABASE AND FUTURE FUNDING OPPORTUNITIES UPDATE

Page 18

Overview

This item is to receive and file an update on the RIVTrack database and future funding opportunities.

10. ACTIVE TRANSPORTATION PROGRAM CYCLE 6 UPDATE

Page 19

Overview

This item is to receive and file the Active Transportation Program Cycle 6 Update.

11. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Page 22

Overview

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

12. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: AUGUST AND OCTOBER 2022

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Overview

This item is to receive and file the August and October 2022 California Transportation Commission (CTC) meeting highlights.

13. RCTC COMMISSION MEETING HIGHLIGHTS: SEPTEMBER, OCTOBER, AND NOVEMBER 2022

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Overview

This item is to receive and file the September, October, and November 2022 Commission meeting highlights.

14. 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.

15. ADJOURNMENT

The next meeting of the TAC is scheduled to be held March 20, 2023, at 10:00 a.m.

MINUTES

TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Monday, July 18, 2022

1. CALL TO ORDER

The meeting of the Riverside County Transportation Commission (RCTC) Technical Advisory Committee (TAC) was called to order by Chair Jonathan Hoy at 10:01 a.m., in accordance with AB 361 due to state or local officials recommending measures to promote social distancing

2. CHAIR JONATHAN HOY READ THE HOUSEKEEPING NOTES.

3. ROLL CALL

Members Present

By Teleconference:

Nate Smith, City of Banning
Jeff Hart, City of Beaumont
Michael Thornton, City of Calimesa
Albert Vergel De Dios, Caltrans
John Corella, City of Cathedral City
Jonathan Hoy, Coachella Valley Association of Governments
Savat Khamphou, City of Corona
Nick Haecker, City of Desert Hot Springs
Jimmy Chung, City of Eastvale
Noah Rau, City of Hemet
Dina Purvis, City of Indian Wells
Timothy Wassil, City of Indio
Paul Toor, City of Jurupa Valley
Bryan McKinney, City of La Quinta
Remon Habib, City of Lake Elsinore
Michael Lloyd, City of Moreno Valley
Bob Moehling, City of Murrieta
Randy Bowman, City of Palm Desert
Stuart McKibbin, City of Perris
Ryan Stendell, City of Rancho Mirage
Farshid Mohammadi, City of Riverside
Mark Lancaster, Riverside County
Jennifer Nguyen, Riverside Transit Agency
Travis Randel, City of San Jacinto
Patrick Thomas, City of Temecula
Cameron Brown, Western Riverside Council of Governments
Jason Farag, City of Wildomar

4. APPROVAL OF MINUTES – MAY 16, 2022

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

5. PUBLIC COMMENTS

There were no public comments.

6. INLAND EMPIRE REGIONAL BROADBAND CONSORTIUM

Jillian Guizado, RCTC, noted that Martha van Rooijen, the Chief Executive Officer of the Inland Empire Regional Broadband Consortium was scheduled to present today, but was ill. There is useful information in the staff report that was included with the agenda. Ms. van Rooijen asked that the TAC be informed that the California Public Utilities Commission (CPUC) just opened its Local Agency Technical Assistance Grants for applications. Eligible agencies can apply for up to \$500,000 in over-the-counter CPUC staff approval, and up to \$1 million if CPUC agrees with the grant proposal and submits it to the CPUC Commission, at a voting meeting, for approval. The CPUC established this grant program for eligible pre-construction work, including environmental studies and clearance, facilitating broadband network projects to areas in need. Applications are accepted on a continuous basis while funding is available.

For additional information or questions, Ms. van Rooijen can be contacted directly.

7. RCTC PROJECT AND PROGRAM FUNDING DATABASE - RIVTrack

Martha Masters, RCTC, stated that as the regional transportation planning agency for Riverside County, the Commission is the recipient of a multitude of federal, state, and local revenues that fund critical transportation projects. In October 2020, staff released a Request for Proposals for a project and program funding database system. In January 2021, the Commission awarded the contract to Netkinetix Inc. (NetK) to develop a cloud-based database application to facilitate project and program funding management.

The new database is known as RIVTrack, and development is ongoing. The scheduled roll out of the system is by winter 2022. Staff has selected certain agencies to help evaluate the system and provide feedback. If there are other agencies that would like to volunteer, they are encouraged to reach out to Commission staff as soon as possible. Database training for all agencies will be provided in the fall.

Ms. Masters introduced William Arnold, the RIVTrack project manager for NetK.

Mr. Arnold announced that NetK, in association with RCTC, is pleased to provide a demo of the RIVTrack application. Features selected for the demo will focus on the local agency user experience, with a quick review of the agency landing pages for all three modules. Module one

will include the process to review and approve draft Federal Transportation Improvement Program (FTIP) project sheets, module two the process to start and amend the Capital Improvement Plan (CIP), and module three the steps to submit a grant application.

Mr. Arnold turned over the demonstration to Alan Jones, Quality Assurance Specialist for the RIVTrack project.

Mr. Jones provided a demonstration of the RIVTrack application including the landing page and all three modules.

Mr. Arnold noted that all the features for modules one and two have been released for the User Acceptance Testing (UAT). Module three is still in active development, but some features have been released to the UAT. Production deployment should take place later this year.

Ms. Masters restated that if anyone wants to volunteer to evaluate the system, they should contact her.

Jenny Chan, RCTC, noted that RCTC is hoping to launch the system at the beginning of next calendar year. In the future, local agencies will utilize the database to review and approve draft FTIP sheets or make comments. Next year, RCTC will also be utilizing this system for agencies to submit any CIP amendments and submittals, as well as for the SB 821 program call for projects. A key benefit of the application is the ability to save your grant application while it is in the process of being completed.

8. LEGISLATIVE AFFAIRS UPDATE

Tyler Madary, RCTC, provided a presentation on the Legislative Affairs Update. Governor Newsom and legislative leaders agreed to a record \$300 billion budget prior to the start of the new fiscal year. The budget includes approximately \$15 billion over multiple years for transportation infrastructure programs. Excluding the high-speed rail funding, this includes \$5.4 billion in Fiscal Year (FY) 2022/23, \$2.7 billion in FY 2023/24, and \$2 billion in FY 2024/25 for programs including funding for transit, freight, active transportation, and climate adaptation.

Transit and Intercity Rail Capital Program funding will be distributed over 4 years, starting with \$3.65 billion for this fiscal year, \$1.5 billion going toward projects in Northern California, \$1.83 billion for projects in Southern California, and \$300 million for adapting certain rail lines to sea level rise. An additional \$4 billion in transit capital funding will be allocated in the out years, with a minimum of \$300,000 to each eligible entity and the remaining funds distributed by population-based formula. High-Speed Rail will allocate the remaining funds from Proposition 1A and establish an independent Office of Inspector General to provide project oversight and governance.

Other transportation funding includes:

- \$1.2 billion for increased goods movement capacity on systems serving port terminals

including intermodal rail yard expansions and electrification, goods movement railway capacity projects, high-priority grade separations, and zero-emission modernization. Seventy percent of these funds are set aside for projects related to the Port of Los Angeles and the Port of Long Beach.

- The Active Transportation Program (ATP) has been augmented with \$1 billion in funding for the fiscal year.
- \$350 million for Grade Separation projects across the state.
- \$200 million has been allocated for climate adaptation projects to adapt infrastructure for climate change impacts, and the budget also allocates an additional \$200 million in federal funds for this purpose.
- \$150 million will go toward establishing the Reconnecting Communities: Highways to Boulevards Pilot Program, which will inform the future conversion of key underutilized highways into multimodal complete street corridors that serve existing residents.
- An additional \$100 million for the Clean California Program grant program.

Throughout the year, RCTC has consistently engaged on Assembly Bills 1778 (Cristina Garcia), 2237 (Freidman), and 2438 (Freidman), which together would hamstring RCTC's ability to plan, fund, and deliver projects that are seen as conflicting with state climate and equity priorities.

AB 1778 would have halted highway expansions in disadvantaged communities.

AB 2237 would require projects funded by local sales tax measures to align with the Climate Action Plan for Transportation Infrastructure (CAPTI) and regional Sustainable Communities Strategies (SCS). CAPTI is an administrative document approved by the California Transportation Agency last year that calls for aligning transportation projects and programs with state climate action goals such as reducing single occupancy vehicle use and vehicle miles traveled. This bill would also prohibit county transportation commissions from funding a project or program determined to be inconsistent with its most recently adopted SCS.

AB 2438, as written, would require specified state transportation funding programs to incorporate elements of CAPTI into the programs' guidelines, impacting RCTC's ability to compete against coastal urban regions with more robust transportation systems.

All three bills passed out of the Assembly with razor thin majority votes. Ahead of the July 1 deadline for bills to pass policy committees in the second house, AB 1778 and AB 2237 failed to advance. AB 1778 did not get enough votes and failed; AB 2237 was held in committee by Senate Transportation Committee Chair, Lena Gonzalez, without a hearing. The Legislature will reconvene on August 1. August 31 is the last day for each house to pass bills.

RCTC staff will continue to engage the Riverside County Legislative Delegation regarding AB 2438 (Friedman) and will monitor for any chance of AB 1778 (Garcia) or AB 2237 (Friedman) being revived as gut-and-amend bills.

The County of Riverside and the cities have been indispensable partners in RCTC's engagement on these bills. Regardless of what happens this year, RCTC expects these policies about limiting

highways and roadway expansion in favor of more multi-modal transit options will continue out of Sacramento. Part of the challenge is Riverside County's region looks much different from Los Angeles or the Bay Area.

A bill that's supported by RCTC, SB 1121 by Senator Gonzales, as written, would require the California Transportation Commission (CTC) to biennially develop a needs assessment of the cost to operate, maintain, and provide for the future growth and resiliency of the state and local transportation system. In addition, the bill requires the CTC to estimate the cost to provide for future growth of the state and local transportation system in the needs assessment and must include the cost to address climate change impacts.

9. 2021 AND 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND 2024 REGIONAL TRANSPORTATION PLAN UPDATE

Ms. Masters provided a presentation on the Regional Transportation Plan (RTP) and FTIP overview. As this presentation was meant to only be an overview, anyone who would like a one-on-one session to go into more detail can reach out to staff.

The RTP and FTIP are related. The RTP is a long range plan that captures planned transportation projects spanning about 45 years. Preparing the RTP is a very complex process as each project must be modeled in the RTP to calculate the long-range individual environmental impacts. RCTC's role is to make sure that all the future planned projects for Riverside County are included in the RTP, especially if they are regionally significant and may receive federal or state funds in the future. RCTC works with Riverside County agencies to provide this information to SCAG.

The FTIP is the document that implements the projects included in the RTP. The FTIP is also known as the short-range program, which includes projects from the RTP that are headed to project implementation in the coming 4-6 years. The RTP is the design or plan and the FTIP is the construction or implementation of the plan. As a reminder, a project cannot be in the FTIP unless it is accurately described and modeled in the RTP.

Due to the complexity of projects and changes that occur during project development, the FTIP is updated every two years to incorporate project changes. The 2023 FTIP will be approved in December of this year and has approximately 310 projects totaling \$10 billion dollars in transportation investments. Between updates, amendments can be made to the FTIP to reflect non-modeling project changes.

It is important to highlight that a project cannot secure NEPA clearance if it is not included in the RTP and FTIP. The completion year and description must be accurate and modeled in the RTP and FTIP to receive environmental clearance, otherwise there will be delays. RCTC Planning and Programming works to program all the local agency projects in Riverside County that are ready for implementation into the FTIP to be eligible for state and federal funds. Otherwise, the agencies cannot use those funds for those projects, but staff relies on communication from sponsor agencies to update project. For that reason, it is important to keep projects in the FTIP

up to date, otherwise delays can happen in obtaining federal funding and/or environmental clearance.

RCTC should be contacted when a new project is being planned, especially if it is regionally significant and may receive federal or state funds in the future. New projects that are the result of newly identified priorities should be incorporated into the RTP and FTIP as soon as possible. It can take a year or more to add a project into the RTP. Inclusion of a project in the RTP and FTIP allows the project to clear NEPA and will allow the project to qualify for federal funding. RCTC should also be contacted when existing projects need updates to the funding plan, scope, delivery, schedule, or phase.

Staff anticipates the 2024 RTP project update opportunity to be out in early August with anticipated approval of the 2024 RTP to be in early summer 2024. Agencies are encouraged to be prepared for this opportunity. If there are capacity increasing projects, they should be modeled correctly in the RTP/FTIP, ensure project descriptions are correct in the RTP/FTIP, and if environmental clearance will be sought in the next 2-4 years make sure the completion date is the same that has been used throughout the environmental analysis and reports. Agencies should also determine if deletions or additions of a new project are required based on new agency priorities. If agencies are unsure or need direction, they can contact staff at any time for updates to any portion of projects in the RTP or FTIP.

Staff can provide all RTP and FTIP projects for agencies at any time. Planning and Programming staff are also available if agencies have questions or have new staff to orient on the RTP/FTIP process. Staff will be in communication and will provide each agency's RTP and FTIP projects for review once SCAG provides the 2024 RTP schedule.

Lastly, an email was sent out last week regarding SCAG's public comment period for the 2023 FTIP and RTP Amendment 2. Each agency should review their projects found in the links provided and ensure projects are shown correctly. SCAG usually has different approvals happening at the same time, the updates submitted last September/October are what the public comment period is referring to. The public comment period is open until August 8.

10. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Albert Vergel De Dios, Caltrans, announced there was a notification for funding opportunities for three federal programs: Reconnecting Communities Program, Safe Streets for All, and Bridge Investment Program. There was a call sent out to agencies requesting a Letter of Support (LOS). Caltrans is currently processing the letters to be signed by the Caltrans Director, which should take place by the application submittal deadline. Though the LOS is not necessarily needed for the submission of the application.

The next CTC meeting is in October, and the deadline to submit actions is August 15.

The federal form Federal Highway Administration (FHWA) 1391, Federal Aid Highway Construction Contractors Annual EEO Report, must be completed by prime contractors and any

lower tier sub-contractors in excess of \$10,000 for work performed. The deadline to submit the form is August 16.

FHWA form 1273, Required Contract Provisions, has been updated. The federal registry notice update is effective as of September 3.

The Local Assistance Program Guideline (LAPG) form 25-A, Allocation Time Extension, has also been revised. The June 2021 version has been replaced with a July 2022 version and is now available on the Local Assistance website.

The Project End Date (PED) due date for fully funded projects is tracked on the Local Assistance website. Inactive projects for this quarter are at about \$3.9 million, which is a huge drop from previous quarters. There were not any repeat inactive projects, more than 24 months, listed for this region.

Chair Hoy requested that the three funding opportunities previously mentioned be repeated. Mr. Vergel De Dios noted that the three new programs will have a call for projects in September. The Local Assistance Department is trying to be proactive in sending out notifications and requests for LOS. The three programs are: Reconnecting Communities Program, Safe Streets for All, and the Bridge Investment Program. The guidelines have not been finalized with Caltrans headquarters or FHWA yet, however, there is a fact sheet that has been provided for the programs. The fact sheet notes who and what would be eligible for the programs. The fact sheet is available on the Department of Transportation (DOT) website.

11. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: JUNE 2022

Ms. Guizado stated that the CTC meeting was held in Sacramento on June 29 and 30. This meeting was the last for FY 2021/22. Most notably the draft guidelines for the various Senate Bill 1 competitive grant programs were released, and they are slated to be finalized at the next meeting in August.

There were several ATP allocation actions taken and two very exciting State Transportation Improvement Plan allocations. The first was for CVAG's Signal Sync Phase 2 Project and the other for Temecula's French Valley Parkway Phase 2 Project. Both projects are heading into the construction phase.

The next CTC meeting will be held on August 17 and 18 in San Jose.

12. RCTC COMMISSION HIGHLIGHTS: JUNE AND JULY 2022

Ms. Guizado noted that at the Commission's June meeting, the FY 2022/23 \$1.1 billion budget was approved, along with the updated Five-Year Capital Improvement Plans for Local Streets and Roads that were submitted by each agency, and the FY 2022/23 Short-Range Transit Plans for the County's transit operators.

The Commission approved moving to the next step of the Interstate 10/Highland Springs Avenue Interchange, which RCTC is leading on behalf of the cities of Banning and Beaumont. This project is currently funded with TUMF on a reimbursable basis from WRCOG through the cities to RCTC.

At the July Commission meeting, the Tier 1 Environmental Document for Coachella Valley Rail was approved, which was an exciting milestone that has been six years in the making.

The Commission approved the ATP 20-point methodology that this committee previously recommended.

The Commission was due to discuss meeting format options, but the will of the Board was to postpone the discussion until October, when the outcome of the single piece of legislation on meeting formats is known. For the time being, it is expected that the Commission will continue to consider and approve AB 361 determinations, which will allow the TAC to continue with virtual meetings.

The Commission will be dark in August, and the next meeting will be September 14, taking place in person.

13. COMMITTEE MEMBER / STAFF REPORT

Patrick Thomas, Temecula, wanted to know the outcome of the ATP augmentation and what the timing would be. Ms. Guizado noted that the workshop held by CTC staff on July 14, which was well attended, had unanimous support for adding the additional funding in the current state budget to the current Cycle 6 program. The thought was those that were not funded in Cycle 5 reapplied in Cycle 6, and costs have gone up significantly, so the new cycle provided an opportunity to capture cost increases. Using the additional funding in the current cycle also provided the opportunity for projects to become more shovel ready.

RCTC anticipates that the MPO share will be four times the typical amount, making staff hopeful that many Riverside County applications will get funded, especially some larger projects that were skipped over in the past.

Ms. Chan added that the dollar amount for the MPO share was estimated to be around \$40 million.

Ms. Guizado noted that in addition to the MPO share being much larger, the statewide share is also larger. Since Cycle 6 has already closed, the state has tabulated all the applications received and there is a record-breaking number of funding requests. There will be no separate process for these additional funds, and an attempt will be made to keep the process streamlined and in conjunction with the regular Cycle 6 process.

Ms. Chan stated that to memorialize this decision, this decision will be brought to the CTC meeting in August.

Ms. Guizado highlighted the federal funding opportunities that were mentioned by Mr. Vergel De Dios earlier. The Bridge Investment Program applications are due soon. There are actually two deadlines, one for large projects over \$100 million and the other for non-large projects. The Safe Streets for All requires a local road safety plan and is due in mid-September. The Reconnecting Communities Program was recently released, and the due date should be sometime in September. Another opportunity that was not mentioned was the Railroad Crossing Elimination Program which is for grade separations.

USDOT is doing a good job of updating their website with all these opportunities. The website includes a calendar that shows what they anticipate for federal competitive grants in the coming months.

RCTC staff is anticipating that Congress will be doing continuing resolutions because it is an election year, and there is not much confidence that the budget for Federal FY 22/23 will be approved on time, which may delay further federal notices of funding opportunities.

On the state side, there are three competitive programs coming out a month from today. One, only RCTC is eligible for, the Solutions for Congested Corridors Program. The other two local agencies are eligible for, they are the Local Partnership Program Competitive, which no longer requires an agency to file under WRCOG, and the Trade Corridor Enhancement Program.

Finally, it was requested from Cheryl Donahue, RCTC staff, that agencies that have recently completed a project using Measure A Local Streets and Roads Funding be willing to be contacted for a story RCTC is putting together. The cities of Perris, Banning, Wildomar, and Lake Elsinore all volunteered as having recently completed CIP projects using Measure A.

15. ADJOURNMENT

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at approximately 11:05 a.m. The next meeting will be on September 19, 2022, at 10:00 a.m.

Respectfully submitted,



Jillian Guizado
Planning and Programming Director

AGENDA ITEM 6

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 21, 2022
TO:	Technical Advisory Committee
FROM:	Brian Cunanan, Commuter & Motorist Assistance Manager
SUBJECT:	Commuter Assistance Program Update

STAFF RECOMMENDATION:

This item is to provide an update on the Commission’s Commuter Assistance Program and solicit input from the Committee.

BACKGROUND INFORMATION:

The Commission’s Commuter Assistance Program (CAP) was implemented in Western Riverside County as a specific requirement under the original and extended Measure A program to help address congestion mitigation related to work commutes and support more efficient use of transportation and transit networks. The CAP works to increase the awareness and consideration of all commute options, makes incentives available to commuter constituents, and increases consideration for alternative modes of transportation (i.e., riding a bus or train, carpooling, vanpooling, walking, bicycling, or teleworking) resulting in reductions in regional trips, vehicle miles traveled, and emissions emitted. This effective Transportation Demand Management (TDM) strategy not only improves mobility, it also helps improve the quality of life for the commuter, helps to lower costs and increase productivity on the employer front, and has a positive impact on the environment.

Commuter Assistance Program Core Services

Since 1993, the CAP has been administered and funded as a bi-county program, in partnership with the San Bernardino County Transportation Authority (SBCTA) Administration and ultimately performed through consultant services. The core program consists of several projects:

- IE Commuter – The online system and brand launched in FY 2014/15 under which employer and commuter rideshare services are provided in Riverside County and San Bernardino County.
- Program Outreach – Outreach targeting employers to establish rideshare programs at worksites throughout Riverside and San Bernardino counties. Marketing campaigns are provided to employer partners and distributed to their respective employee base. Online advertising, social media, events, and regional promotions such as Rideshare Week engage commuters directly.
- Employer Services – Various services to employers in the bi-county area including the provision of marketing promotions, rideshare survey processing, employer network meetings,

and event support. The program administrator also assists employers with average vehicle ridership calculations related to the South Coast Air Quality Management District Rule 2202 requirements for employers with 250 or more employees.

- Ridematching and Information Services – Commuter and employer access to online tools and resources, call center (866-RIDESHARE), email, and chat services during business hours for customers interested in assistance with ridematching or transit options and to address general rideshare questions.
- Rideshare Incentives – Incentives focus on increasing consideration and behavior change to alternative commute modes including: (a) Rideshare Incentive for new rideshare participants that try ridesharing to work for a three-month trial period; (b) Rideshare Spotlight monthly rewards random drawing to encourage commuters to continue ridesharing and logging their rideshare miles.
- Guaranteed Ride Home – A guaranteed ride home is available at no cost to employees who rideshare to work. This is provided for an emergency or unexpected overtime for an employee or the car/vanpool driver (maximum two per year).

This core suite of commuter incentives, employer programs, and outreach is designed to reduce the number of single-occupant vehicle miles related to work commutes and to help improve regional mobility and air quality. Based purely on IE Commuter rideshare incentive participation alone, it is estimated that the CAP has translated into a reduction of more than 13.1 million vehicle miles traveled and 15.0 million pounds of pollutant emissions in FY 2022.

Program Enhancements

The CAP has evolved significantly over the past five years with the introduction of the following new projects and program enhancements.

- VanClub – In 2018, the Commission launched a new VanClub program that subsidizes eligible vanpools destined for worksites in western Riverside County. Prior to the pandemic, VanClub reached a peak of 80 vanpools in FY 2020 and recorded a reduction of more than 4.3 million vehicle miles traveled and 1.6 tons of pollutants emitted. VanClub continued to support essential workers that continued to commute to worksites during the pandemic and is steadily growing back to pre-pandemic levels.
- Try the Train Tuesday – In 2019, a new rider program was piloted across Perris Valley Line (PVL) stations to provide in-person education at the stations and ride-a-longs to connecting transit with brand new Metrolink and bus transit riders. The pilot program was successful at introducing new passengers to train and connecting bus services and converted some participants into regular rail riders on the spot. IE Commuter is exploring bringing this back in some form in concert with other future rail promotions and service.
- IECommuter.org – In 2020, the IE Commuter rideshare website/database was refreshed and transitioned to a new platform as part of a first step towards enabling the integration of databases with neighboring county transportation commission rideshare programs. Growing the regional database with commuters and employers beyond the larger employer market (and their employees) traditionally served by CAP will be a key strategy for the program going forward.

- Telework Program – In 2021, IE Commuter launched new telework resources for employers and incentives for teleworking employees. In FY 2022 42 employers signed up for telework employer assistance and extended IE Commuter Monthly Telework Spotlight incentives to their employees resulting in more than 5,000 participants recording a reduction of 1.4 million vehicle miles traveled.
- \$5/Day Rideshare Incentive – In 2022, as part of a rideshare recovery effort, IE Commuter launched a new \$5/Day Rideshare Incentive rewarding commuters that use alternative forms of transportation to work in a three-month period with \$5/Day (\$125 max). The new incentive has helped stoke interest amongst commuters and new employers throughout the region with workers commuting from Riverside and San Bernardino County. Since its launch in April 2022, and as of November 2022, 1,860 commuters have participated to date and 658 incentives have been fulfilled.
- Eastern County Expansion – Due to the current Measure A funding structure, the CAP primarily was limited to Western Riverside County, and not all CAP services and incentives were traditionally available countywide. In concert with the launch of the new \$5/Day incentive, a resolution adopted in 2022 expanded eligibility to include Eastern Riverside County employers and commuters, provided funding is available. Staff is exploring funding options to continue CAP as a TDM offering serving Riverside County in its entirety on a more permanent basis.

DISCUSSION:

A framework for rideshare recovery is currently underway by the CAP and includes the following components: a) continue to re-engage core employer partners and help them restart their rideshare/transportation programs; b) expanding beyond the CAP’s traditional target markets to grow the number of and participation from a broader based of employers and commuters in the region; and to c) help ramp up all forms of transit.

A receive and file presentation will be provided to members of the TAC with program updates and a preview of what’s to come in 2023 and beyond. Commuter Assistance staff would appreciate feedback on what kind of commuter information would be useful for City/County stakeholders and/or how the CAP could better support City/County efforts.

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	November 21, 2022
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	Proposed 2023 Technical Advisory Committee Meeting Schedule

STAFF RECOMMENDATION:

This item is for the Committee to adopt the 2023 TAC Meeting Schedule.

BACKGROUND INFORMATION:

The TAC is scheduled to meet on the third Monday of every other month at 10:00 a.m. Due to the January 2023 TAC meeting falling on Martin Luther King Jr. Day, a holiday observed by the County of Riverside, the January 2023 TAC meeting will not be held. Meetings are anticipated to be held in-person due to Governor Newsom ending the COVID-19 State of Emergency as of February 28, 2023, which has allowed public agencies to hold meetings virtually pursuant to a resolution of an Assembly Bill 361 determination.

At the May 2022 TAC meeting, the TAC concurred on holding two concurrent meeting locations for future in-person TAC meetings:

1. The Commission's Lemon Street office in Riverside
2. Coachella Valley Association of Governments' office in Palm Desert

Staff is proposing to hold the March 2023 TAC meeting in person at only one meeting site: the Commission's Lemon Street office in Riverside, to facilitate TAC members and Commission staff introductions and networking.

Attachment: 2023 TAC Meeting Schedule

2023 TAC MEETING SCHEDULE

Following is the 2023 Technical Advisory Committee (TAC) meeting schedule. All meetings will commence at **10:00 a.m.** until further notice.

Meetings are anticipated to be held in-person due to Governor Newsom ending the COVID-19 State of Emergency as of February 28, 2023, which has allowed public agencies to hold meetings virtually pursuant to a resolution of an Assembly Bill 361 determination.

Generally, there will be two concurrent meeting locations:

1. The Commission's (RCTC) Lemon Street office in Riverside
2. Coachella Valley Association of Governments' (CVAG) office in Palm Desert

Meeting Date	Meeting Location(s)
March 20, 2023	RCTC
May 15, 2023	RCTC and CVAG
July 17, 2023	RCTC and CVAG
September 18, 2023	RCTC and CVAG
November 20, 2023	RCTC and CVAG

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 21, 2022
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	Western Riverside County Regional Arterials Call for Projects

STAFF RECOMMENDATION:

This item is for the Committee to form a subcommittee to provide input on the Western Riverside County Regional Arterials Call for Projects scoring rubric in preparation for the 2023 Call for Projects.

BACKGROUND INFORMATION:

In June 2013, the Commission approved the release of the 2013 Multi-Funding Call for Projects with approximately \$116 million in federal funds and \$35 million in 2009 Western Riverside County Measure A Regional Arterial (MARA) local funds available. In January 2014, the Commission approved staff’s funding recommendations from the 2013 Multi-Funding Call for Projects.

Since at least the early 1990s, California has distributed federal formula funds following California state law, Streets and Highways Code Sections 182.6 – 182.7. This law establishes that Caltrans will apportion Surface Transportation Block Grant (STBG) funds to Metropolitan Planning Organizations (MPOs) and, “where county transportation commissions have been created by the County Transportation Commissions Act, all regional surface transportation program funds shall be further apportioned by the metropolitan planning organization to the county transportation commission on the basis of relative population.”

Since the last call for projects was held in 2013, the federal government issued a corrective action to the state of California related to federal formula funds. The corrective action found “that the MPOs were sub-allocating the urbanized areas apportionments of STBG based on population and/or mode. On April 4, 2016, FHWA [Federal Highway Administration] published ‘Sub-allocation of Apportioned Funds Questions and Answers,’” in which the following question is asked: “In developing an FTIP [Federal Transportation Improvement Plan], can an MPO sub-allocate its STBG to individual jurisdictions or a specific transportation mode?” The answer FHWA provided was, “As a general matter, no. Procedures or agreements that distribute sub-allocated STBG funds to individual jurisdictions or modes *within the Metropolitan Planning Area* by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP.”

Additionally, “the reviews also found that two MPOs had delegated CMAQ [Congestion Mitigation and Air Quality] project selection authority to county transportation agencies. Per the Interim Program Guidance Section IX(A) Project Selection, only the State DOT and the MPO have project selection authority.”

DISCUSSION:

As a result of the FHWA corrective action, the Commission does not anticipate being able to include federal formula funds in an upcoming call for projects as it did during the 2013 Multi-Funding Call for Projects. Nevertheless, the Commission’s current and projected fund balances in the Western Riverside County Measure A Regional Arterials and Transportation Uniform Mitigation Fee Regional Arterials programs are healthy. Between the two programs, the regional arterials fund balance is estimated at approximately \$120 million. This figure is to be firmed up in early 2023 before the official release of the call for projects.

Table 1 illustrates the scoring criteria used in the 2013 Multi-Funding Call for Projects.

Table 1. 2013 Multi-Funding Call for Projects scoring criteria

Criterion	Maximum Points
Regional Significance	10
Project Readiness	10
Local Match	10
Safety	5
*Air Quality	5
Cost Benefit	5
RTP/SCS Consistency	10
Maximum Total	55

Some of the criterion in Table 1 are not applicable when scoring regional arterial projects (as opposed to federally funded projects). As such, staff proposes to update the scoring criteria for the 2023 Call for Projects. From August 4 through September 1, 2022, staff administered an electronic survey to all Western Riverside County local agencies to receive input on future regional arterials call for projects. Complete surveys were received from 14 of the 17 eligible agencies. The survey results are summarized in Tables 2 and 3.

Staff is recommending forming a subcommittee within the Technical Advisory Committee to provide input on the scoring rubric in preparation for the upcoming call for projects. The subcommittee will meet on an as-needed basis to provide suggestions and review staff’s proposed scoring rubric. It is anticipated the subcommittee will only need to meet twice; meetings will be held virtually. Staff expects to complete the call for projects package in time to take an item to the Commission to release a competitive call for projects to program regional arterials funds on the region’s most competitive projects around February 2023.

Table 2. Western Riverside County local agency survey responses summarized

	PSR	PA/ED	PS&E	ROW	CON
Current phase of eligible projects	10	15	8	0	3
Phase eligible projects need funding for	N/A	10	4	0	23
	<\$1M	\$1-5M	\$5-10M	\$10-15M	>\$15M
Funding needed	2	15	5	5	9
Anticipated local contribution	15	15	6	1	0
	Spring 23	Summer 23	Fall 23	Winter 23/24	
Call for projects release	6	2	2	4	
	YES	NO	UNDECIDED		
NEPA	15	17	11		
	FY 2023/24	FY 2024/25			
Year funding needed	20	23			

Table 3. Summary of all funding needed by project phase

PA/ED	\$18-25M
PS&E	\$25-35M
CON	\$202-255M

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 21, 2022
TO:	Technical Advisory Committee
FROM:	Martha Masters, Senior Management Analyst
SUBJECT:	RIVTrack Database and Future Funding Opportunities Update

STAFF RECOMMENDATION:

This item is to receive and file an update on the RIVTrack database and future funding opportunities.

BACKGROUND INFORMATION:

In January 2021, the Commission approved an agreement with NetKinetix (NetK) to develop a cloud-based database, named RIVTrack. As of September 2022, Commission, city, and County of Riverside staff are utilizing this new database to input, update, and monitor local and regional projects for the Federal Transportation Improvement Program (FTIP).

RIVTrack was also envisioned to streamline the administrative processes required for the Measure A Local Streets and Roads Capital Improvement Program (CIP), the Transportation Development Act Article 3 – Bicycle and Pedestrian (SB 821) program, and the Western Riverside County Regional Arterials Call for Projects. Cities and the County should be prepared to start utilizing RIVTrack to submit documents and applications for these programs and future funding opportunities.

Below are the timelines to be aware of:

- Measure A Local Streets and Roads CIP Cycle: January 2023 – May 2023
- SB 821 Call for Projects: February 2023 – April 2023
- Western Riverside County Regional Arterials Call for Projects: February 2023 – April 2023 (estimated)

AGENDA ITEM 10

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 21, 2022
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Planning and Programming Manager
SUBJECT:	Active Transportation Program Cycle 6 Update

STAFF RECOMMENDATION:

This item is to receive and file the Active Transportation Program Cycle 6 Update.

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% of the funds at the statewide competitive level, 10% to small urban and rural regions, and 40% at the large MPO level. The ATP evaluation process allows applicants in Riverside County two opportunities for award – at the statewide level and the large MPO level. As part of the sequential project selection, projects are first evaluated statewide and those that are not ranked high enough for statewide funding are automatically provided a second opportunity for funding through the large MPO share. As the MPO, the Southern California Association of Governments (SCAG) is required to work with county transportation commissions, the CTC, and Caltrans to develop its regional program recommendations.

DISCUSSION:

The ATP Cycle 6 Call for Projects opened on March 17, 2022, and closed on June 15, 2022. On June 27, 2022, the Governor signed the Budget Act of 2022 which added \$1.05 billion from the State General Fund to the Active Transportation Program. On August 5, 2022, the CTC adopted a resolution to amend ATP Cycle 6 Guidelines to include this one-time funding to the program. As such, SCAG updated its fund estimate for each county, as seen in Table 1.

Table 1: County Share for Implementation, Non-Infrastructure (NI), and Planning Projects (\$ in 000s)

County	Population %	Implementation	NI and Planning	Total Capacity
Imperial	1%	\$3,275	\$172	\$3,447
Los Angeles	53%	\$182,515	\$9,606	\$192,121
Orange	17%	\$58,086	\$3,057	\$61,143
<i>Riverside</i>	<i>13%</i>	<i>\$44,074</i>	<i>\$2,320</i>	<i>\$46,394</i>
San Bernardino	12%	\$39,763	\$2,094	\$41,857
Ventura	4%	\$15,380	\$809	\$16,189
	100%	\$343,094	\$18,058	\$361,152

On October 20, 2022, CTC staff released the **draft** recommendations for Statewide ATP awards. Four projects from Riverside County are recommended for award, for a total amount of \$44.6 million. The CTC will adopt the **final** list of Statewide projects at the next CTC meeting on December 7-8. According to SCAG, most Cycle 5 projects received funding in Cycle 6. Without the augmentation funds, the cut off score for Statewide projects would have been 94; with augmentation funding, the adjusted cut off score is 89, which was the same as Cycle 5. It is apparent that the program is becoming increasingly competitive in each cycle and projects are becoming larger and more complex. In Cycle 6, only 20% of the applications were from the small category, compared to 30% in Cycle 5. All remaining unfunded projects are provided a second opportunity for award through the MPO component.

As the Statewide list is being finalized, Commission staff prepared the draft recommendations for MPO award based on the Commission-adopted selection criteria methodology, as seen in Table 2. Attachment 1 lists the ATP Cycle 6 MPO draft recommendations.

Table 2: Selection Criteria

	Implementation Projects	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
	Planning and Non-infrastructure Projects	
1.	Minimum statewide score of 80	
2.	Maximum award amount of \$442,000	

The Commission’s deadline to submit the ATP award list to SCAG for the MPO share is January 30, 2023. Staff will be working with potential awardees on final requirements.

Attachment 1: DRAFT Riverside County ATP Cycle 6 MPO Award List

Riverside County ATP Cycle 6 Projects (000s)

Statewide Awarded Projects

Agency	Project Name	Total Project Cost	ATP Request	Recommend Funding Amount	PA/ED	PS&E	ROW	CON	CON-NI	Plan	23/24	24/25	25/26	26/27	MPO Score	STATE Score	MPO points	CON-Only 6 pts	CON first 3 years 4 pts	PAED complete or started 3 or 7 pts	Plan 3 pts
Jurupa Valley	Jurupa Valley Mira Loma Area SRTS Sidewalk Gap Closure	\$ 3,499	\$ 3,499	\$ 3,499	\$ 10	\$ 379		\$ 3,110			\$ 389	\$ 3,110				97		0	4	0	3
CVAG	Coachella Valley Arts & Music Line	\$ 46,099	\$ 36,483	\$ 36,483				\$ 36,483			\$ 36,483					92		6	4	0	3
Jurupa Valley	Jurupa Valley Agate Street Complete Streets Project	\$ 1,272	\$ 1,272	\$ 1,272	\$ 10	\$ 130		\$ 1,132			\$ 140	\$ 1,132				90		0	4	0	3
Jurupa Valley	Jurupa Valley Granite Hill SRTS Sidewalk Gap Closure	\$ 4,240	\$ 3,390	\$ 3,390	\$ 60	\$ 430		\$ 2,900			\$ 490	\$ 2,900				90		0	4	0	3
	TOTAL	\$ 55,110	\$ 44,644	\$ 44,644	\$ 80	\$ 939	\$ -	\$ 43,625	\$ -	\$ -	\$ 37,502	\$ 7,142	\$ -	\$ -							

Planning and Non-Infrastructure Projects

Set Aside: \$2,320

Agency	Project Name	Total Project Cost	ATP Request	Recommend Funding Amount	PA/ED	PS&E	ROW	CON	CON-NI	Plan	23/24	24/25	25/26	26/27	MPO Score	STATE Score	MPO points	CON-Only 6 pts	CON first 3 years 4 pts	PAED complete or started 3 or 7 pts	Plan 3 pts
Riverside County	Desert Edge Mobility Plan	\$ 300	\$ 300	\$ 300						\$ 300	\$ 300					96					
Riverside County Public Health	Riverside County Safe Routes for All - City of Moreno Valley	\$ 797	\$ 797	\$ 442					\$ 797			\$ 797				87					
		\$ 1,097	\$ 1,097	\$ 742																	
	Remaining Capacity to Implementation	\$	\$	\$ 1,578																	

UNFUNDED

Riverside County Public Health	Riverside County Safe Routes for All - Palm Springs	\$ 630	\$ 630					\$ 630			\$ 630					78					
Riverside County Public Health	Riverside County Safe Routes for All - Cathedral City	\$ 820	\$ 820					\$ 820			\$ 820					78					
Riverside County	Lakeview/Nuevo Mobility Plan	\$ 300	\$ 300							\$ 300	\$ 300					75					
Riverside	Riverside's Fifty Individualized SRTS Studies and Safety Circulation Plans	\$ 1,708	\$ 1,708							\$ 1,708	\$ 1,708					71					
Corona	Update to Corona's Bicycle Master Plan	\$ 500	\$ 500							\$ 500	\$ 500					69					
	TOTAL	\$ 5,055	\$ 5,055	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,247	\$ 2,808	\$ 2,808	\$ 2,247	\$ -	\$ -							

Implementation Projects

Set Aside \$44,074

Total Capacity: \$45,652

Agency	Project Name	Total Project Cost	ATP Request	Recommend Funding Amount	PA/ED	PS&E	ROW	CON	CON-NI	Plan	23/24	24/25	25/26	26/27	MPO Score	STATE Score	MPO points	CON-Only 6 pts	CON first 3 years 4 pts	PAED complete or started 3 or 7 pts	Plan 3 pts
Desert Hot Springs	Hacienda Avenue East SRTS Phase II Improvement Project	\$ 9,922	\$ 8,422	\$ 8,422				\$ 8,422				\$ 8,422			102	89	13	6	4	0	3
Eastvale	Bike Network Gap Closure & Class I Connectivity in Eastvale	\$ 16,981	\$ 13,513	\$ 13,513				\$ 13,513			\$ 13,513				100	80	20	6	4	7	3
Menifee	Harvest Valley Elementary Safe Routes to School	\$ 5,230	\$ 4,354	\$ 4,354	\$ 124	\$ 417	\$ 1,066	\$ 2,747			\$ 1,607		\$ 2,747		96	89	7	0	4	0	3
Riverside	Five Points Neighborhood Pedestrian Safety Improvements	\$ 7,416	\$ 6,525	\$ 6,525			\$ 1,134	\$ 5,391					\$ 1,134	\$ 5,391	91	88	3	0	0	0	3
Moreno Valley	ADA Curb Ramps Remediation Project	\$ 1,523	\$ 1,523	\$ 1,523	\$ 100	\$ 170		\$ 1,253			\$ 270		\$ 1,253		91	84	7	0	4	0	3
Desert Hot Springs	Palm Drive Improvements - I-10 to Camino Avntura	\$ 9,973	\$ 8,975	\$ 8,975				\$ 8,975			\$ 8,975				89	76	13	6	4	0	3
Riverside	Riverside Civil Rights Walk	\$ 3,216	\$ 3,216	\$ 2,340	\$ 200	\$ 75		\$ 2,941			\$ 200	\$ 75	\$ 2,941		87	80	7	0	4	0	3
		\$ 46,528	\$ 45,652																		

UNFUNDED

Riverside	Mitchell Avenue Sidepath Gap Closure	\$ 7,465	\$ 6,756			\$ 245	\$ 2,516	\$ 3,995			\$ 245	\$ 2,516	\$ 3,995		86	83	3	0	0	0	3
Palm Desert	Palm Desert Bicycle/Low Speed Electric Vehicle Route	\$ 3,488	\$ 3,218					\$ 3,011	\$ 207		\$ 3,011	\$ 207			85	65	20	6	4	7	3
Menifee	Romoland Elementary Safe Routes to School	\$ 5,561	\$ 4,880		\$ 131	\$ 527		\$ 4,222			\$ 658		\$ 4,222		84	77	7	0	4	0	3
Desert Hot Springs	Desert Hot Springs CV Link Extension Project	\$ 35,312	\$ 31,676					\$ 31,676				\$ 31,676			86	66	20	6	4	7	3
Wildomar	Mission Trail & Bundy Canyon Community Connections	\$ 20,876	\$ 20,666		\$ 100	\$ 1,480	\$ 720	\$ 18,304	\$ 62		\$ 162	\$ 2,200		\$ 18,304	79	76	3	0	0	0	3
Wildomar	Mission Trail Sedco neighborhood Active Transportation Project	\$ 3,499	\$ 3,499		\$ 35	\$ 350		\$ 3,105	\$ 9		\$ 35	\$ 359	\$ 3,105		79	72	7	0	4	0	3
Riverside County	Meca-North Shore Community Connector Bike Lanes	\$ 13,167	\$ 11,785		\$ 100	\$ 293	\$ 75	\$ 11,317			\$ 100	\$ 368		\$ 11,317	77	77	0	0	0	0	0
Temecula	Temecula Creek Southside Trail Gap Closure	\$ 7,354	\$ 5,810					\$ 5,810			\$ 5,810				77	61	16	6	4	3	3
Moreno Valley	Roadway Widening and Bicycle Lane Improvements	\$ 1,794	\$ 1,794		\$ 70	\$ 250		\$ 1,474			\$ 320		\$ 1,474		66	62	4	0	4	0	0
Coachella	Connecting Coachella	\$ 15,314	\$ 15,114			\$ 1,500		\$ 13,614			\$ 1,500	\$ 13,614			65.5	55.5	10	0	4	3	3
Moreno Valley	Pedestrian and Bicycle Bridge Connectivity Project	\$ 983	\$ 983		\$ 50	\$ 120	\$ 15	\$ 798			\$ 185		\$ 798		56	52	4	0	4	0	0
Riverside County	Hemet Area Safe Routes to School Sidewalk Project	\$ 2,299	\$ 2,069			\$ 120	\$ 340	\$ 1,609				\$ 460	\$ 1,609		46	46	0	0	0	0	0
Indio	Jewel Community Complete Streets Improvements	\$ 6,943	\$ 5,896		\$ 170	\$ 849		\$ 4,877			\$ 170	\$ 849	\$ 4,877		39	32	7	0	4	0	3
Corona	Corona Citywide Sidewalk Gap Closure	\$ 2,311	\$ 2,311		\$ 110	\$ 300		\$ 1,901			\$ 410	\$ 1,901			28	21	7	0	4	0	3
Moreno Valley	Citywide Video Detection System and Audible Pedestrian Signal Upgrades	\$ 1,366	\$ 1,366		\$ 30	\$ 50		\$ 1,286			\$ 80		\$ 1,286		24	20	4	0	4	0	0
Moreno Valley	Enhancement of Juan Bautista Trail	\$ 1,973	\$ 1,973		\$ 75	\$ 200		\$ 1,698			\$ 275	\$ 1,698			7		7	0	4	0	3

TOTAL ATP Request for Cycle 6 \$ 216,023

AGENDA ITEM 11

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	November 21, 2022
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Planning and Programming Manager
SUBJECT:	Caltrans District 8 Local Assistance Update

STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

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

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

Table 1: Caltrans Local Assistance Funding Program Responsibilities

Federal Programs	State Programs
Active Transportation Program (ATP)	Active Transportation Program (ATP)
Emergency Relief (ER)	Local Partnership Program (LPP) <i>Off-system</i>
Congestion Mitigation and Air Quality (CMAQ)	Solutions for Congested Corridors Program (SCCP) <i>Off-system</i>
Highway Bridge Program (HBP)	State Transportation Improvement Program (STIP) <i>Off-system</i>
Highway Safety Improvement Program (HSIP)	Trade Corridor Enhancement Program (TCEP) <i>Off-system</i>
State Transportation Improvement Program (STIP) <i>Off-system</i>	
Surface Transportation Block Grant (STBG)	

AGENDA ITEM 12

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 21, 2022
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	California Transportation Commission Meeting Highlights: August and October 2022

STAFF RECOMMENDATION:

This item is to receive and file the August and October 2022 California Transportation Commission (CTC) meeting highlights.

BACKGROUND INFORMATION:

August 17 – 18, 2022 CTC Meeting [\(Agenda\)](#)

- TABS 16 - 17 Adoption of the 2022 Trade Corridor Enhancement Program Fund Estimate and Guidelines
- TABS 18 - 22 Adoption of Senate Bill 1 2022 Solutions for Congested Corridors, Local Partnership Program Competitive, and Local Partnership Program Formulaic Program Guidelines
- TAB 60 - 62 Adoption of the Amended 2023 Active Transportation Program Fund Estimate and Addendum to the 2023 Active Transportation Program Guidelines

October 12 – 13, 2022 CTC Meeting [\(Agenda\)](#)

- TAB 98 Request \$451,558,000 for 31 State Highway Operation and Protection Program (SHOPP) projects.
- TAB 107 Request of \$19,555,000 for four Transit and Intercity Rail Capital Program (TIRCP) projects.

AGENDA ITEM 13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 21, 2022
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	RCTC Commission Meeting Highlights: September, October, and November 2022

STAFF RECOMMENDATION:

This item is to receive and file the September, October, and November 2022 Commission meeting highlights.

BACKGROUND INFORMATION:

September 2022 Commission Meeting [\(Agenda\)](#)

ITEM 7 2022 Americans with Disabilities Act Self-Evaluation and Transition Plan

This item is for the Commission to direct staff to implement the *2022 ADA Self-Evaluation and Transition Plan*.

ITEM 8 Agreement for Preparation of Plans, Specifications and Estimate for the Mid County Parkway Project Construction Package No. 3 Along Ramona Expressway

This item is for the Commission to:

- 1) Award Agreement No. 23-31-007-00 to Jacobs Engineering Group to prepare plans, specifications, and estimates (PS&E) for the Mid County Parkway Construction Package No. 3 (MCP3) from approximately one mile east of Rider Street to Warren Road along the Ramona Expressway (Project), in the county of Riverside in the amount of \$10,642,182 plus a contingency amount of \$2,357,818 for a total amount not to exceed \$13,000,000;
- 2) Approve the use of \$5,686,000 of state Senate Bill 1 Local Partnership Program (LPP) Formula funds for Project design;
- 3) Approve the use of \$7,314,000 of Transportation Uniform Mitigation Fee - Community Environmental Transportation Acceptability Process (TUMF-CETAP) funds for Project design;
- 4) Approve Cooperative Agreement No. 23-31-004-00 with County of Riverside Transportation and Land Management Agency (CRTLMA) for MCP3 final design, right of way (ROW) acquisition, construction, and maintenance.

This agreement includes a \$1,000,000 contribution by CRTLMA to RCTC for the MCP 3 project;

- 5) Approve Agreement Nos. 23-31-005-00 and 23-31-006-00 with Rivers & Land Conservancy and the use of \$1,004,672 of Measure A funds for endowment toward the conservation easement of Sweeney and San Timoteo Canyon mitigation sites;
- 6) Approve the use of \$15,000,000 [\$13,279,500 of Surface Transportation Block Grant Program (STBG) and a match of \$1,720,500 of TUMF-CETAP] for right of way corridor (ROW) preservation within MCP Construction Package 2 (MCP2) limits;
- 7) Authorize the Executive Director, pursuant to legal counsel review, to finalize the conservation easement and endowment mitigation agreements on behalf of the Commission;
- 8) Authorize the Executive Director to make changes between fund types within the total amounts approved by the Commission to facilitate the most efficient use of funds;
- 9) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission; and
- 10) Authorize the Executive Director or designee to approve contingency work as may be required for the Project.

October 2022 Commission Meeting [\(Agenda\)](#)

ITEM 7 State Route 71 / State Route 91 Interchange Improvement Project Agency Agreements, Environmental Mitigation, and Construction Agreement with Skanska USA Civil West

This item is for the Commission to:

- 1) Award Agreement No. 20-31-042-00 to Skanska USA Civil West (Skanska) to construct the State Route 71 / State Route 91 Interchange Improvement project (Project), in the amount of \$120,500,000, plus a contingency in the amount of \$14,460,000 for a total amount not to exceed of \$134,960,000;
- 2) Award Agreement No. 21-31-124-00 to Orange County Transportation Authority (OCTA) for reimbursement of temporary closures of OCTA's 91 Express Lanes in support of the Project in the amount of \$319,200, plus a contingency amount of \$319,200, for a total amount not to exceed \$638,400;
- 3) Award Agreement No. 22-31-088-00 to Riverpark Mitigation Bank for compensatory mitigation for the Project in the amount not to exceed of \$1,018,035;
- 4) Award Agreement No. 23-31-003-00 to Soquel Canyon Mitigation Bank for compensatory mitigation for the Project in the amount not to exceed of \$468,000;
- 5) Authorize the Chair or Executive Director, or designee, to approve contingency work up to the total amount not to exceed as required for the Project, and

- 6) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.

ITEM 8 Perris-South Station and Layover Expansion Project Plans, Specifications and Estimates

This item is for the Commission to:

- 1) Authorize staff to commence Plans, Specifications, and Estimates (PS&E) phase for the Perris-South Station and Layover Expansion Project (Project), pending the California Transportation Commission (CTC) PS&E funding allocation of \$2,700,000 on October 13, 2022;
- 2) Approve an amendment to the Fiscal Year 2022/23 - 2026/27 Short Range Transit Plan to include \$25,042,000 of Transit Intercity Rail Capital Program (TIRCP) funds for the Project;
- 3) Approve a FY 2022/23 budget adjustment of \$1,000,000 for both revenue and expenses related to the Project;
- 4) Award Cooperative Agreement No. 23-33-022-00 to Southern California Regional Rail Authority (SCRRA) for project support on behalf of the Commission in an amount not to exceed \$500,000; and
- 5) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute Cooperative Agreement No. 23-33-022-00 on behalf of the Commission.

ITEM 9 Perris Valley Line Double Track Project from Moreno Valley to Perris Project Approval/Environmental Document and Plans, Specifications and Estimates

This item is for the Commission to:

- 1) Authorize staff to commence Project Approval/Environmental Document (PA/ED) and Plans, Specifications, and Estimates (PS&E) phase for the Perris Valley Line (PVL) Double Track Project (Project);
- 2) Approve an amendment to the Fiscal Year 2022/23 - 2026/27 Short Range Transit Plan (SRTP) to allocate \$5,000,000 of State Transit Assistance (STA) funds for the Project;
- 3) Approve a FY 2022/23 budget adjustment of \$1,100,000 for both revenue and expenses related to the Project;
- 4) Award Cooperative Agreement No. 23-33-021-00 to Southern California Regional Rail Authority (SCRRA) for project support on behalf of the Commission in an amount not to exceed \$500,000; and
- 5) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the Cooperative Agreement No. 23-33-021-00.

ITEM 10 Meeting Format Options

This item is for the Commission to provide direction regarding approach to future meetings.

November 2022 Commission Meeting ([Agenda](#))

ITEM 8 Agreement for Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

This item is for the Commission to:

- 1) Award Agreement No. 22-31-098-00 to Anser Advisory Management, LLC dba Anser Advisory (Anser) for construction management services, materials testing, and construction surveying for the Interstate 15 SMART Freeway Improvements Project in the amount of \$2,072,210, plus a contingency amount of \$207,221, for a total amount not to exceed \$2,279,431;
- 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 up to the total not to exceed amount as required for these services.