



MEETING AGENDA

Technical Advisory Committee

Time: 10:00 a.m.

Date: November 20, 2023

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
VACANT / 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
Stuart McKibbin / Mike Borja, City of Canyon Lake
Andrew Simmons / Maritza Martinez, City of Coachella
Jonathan Hoy / Randy Bowman, CVAG
Daniel Porras / Nick Haecker, City of Desert Hot Springs
Jimmy Chung / Yurhi Choi, City of Eastvale
Noah Rau / Nancy Beltran, City of Hemet
Ken Seumalo / Dina Purvis, City of Indian Wells
Timothy T. Wassil / Donn Uyeno, City of Indio
Paul Toor / Octavio Duran, City of Jurupa Valley
Bryan McKinney / Julie Mignogna, City of La Quinta
Remon Habib / Bradley Brophy, 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
Mark Lancaster / Mojahed Salama, County of Riverside
Kristin Warsinski / Jennifer Nguyen, RTA
Travis Randel / Stuart McKibbin, City of San Jacinto
Luis Garcia / Harman Singh, 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
Edward Emery, Planning and Programming Senior Management Analyst

AREAS OF RESPONSIBILITY

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION TECHNICAL ADVISORY COMMITTEE MEETING AGENDA*

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

TIME: 10:00 a.m.

DATE: November 20, 2023

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 – SEPTEMBER 18, 2023

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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.

5. DRAFT UPDATE TO THE TRAFFIC RELIEF PLAN

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Overview

This item is to receive an update on the draft 2024 Traffic Relief Plan.

6. PROPOSED 2024 TECHNICAL ADVISORY COMMITTEE MEETING SCHEDULE

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Overview

This item is for the Committee to adopt the 2024 TAC Meeting Schedule.

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

Page 39

Overview

This item is to receive information about the upcoming Southern California Association of Governments' (SCAG) 2024 Call for Project Nominations.

8. ACTIVE TRANSPORTATION PROGRAM CYCLE 7 UPDATE

Page 68

Overview

This item is to receive and file an update on the Active Transportation Program (ATP) Cycle 7.

9. 2024 STATE TRANSPORTATION IMPROVEMENT PLAN UPDATE

Page 71

Overview

This item is to receive and file an update on the State Transportation Improvement Program (STIP).

10. 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.

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

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Overview

This item is to receive and file the October and November 2023 California Transportation Commission (CTC) meeting highlights.

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

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Overview

This item is to receive and file the September, October, and November 2023 Commission meeting highlights.

13. COMMITTEE MEMBER / STAFF REPORT

Overview

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

14. ADJOURNMENT

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

MINUTES

TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Monday, September 18, 2023

1. CALL TO ORDER

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

2. ROLL CALL

Nate Smith, City of Banning
Robert Vestal, City of Beaumont
Michael Thornton, City of Calimesa
Albert Vergel De Dios, Caltrans
Stuart McKibbin, City of Canyon Lake
John Corella, City of Cathedral City*
Andrew Simmons, City of Coachella*
Randy Bowman, Coachella Valley Association of Governments*
Savat Khamphou, City of Corona*
Noah Rau, City of Hemet
Ken Seumalo, City of Indian Wells*
Donn Uyeno, City of Indio*
Octavio Duran, City of Jurupa Valley
Bryan McKinney, City of La Quinta*
Remon Habib, City of Lake Elsinore
Nick Fidler, City of Menifee
Melissa Walker, City of Moreno Valley
Mitchell Arbaugh, City of Palm Desert*
Joel Montalvo, City of Palm Springs*
Ryan Stendell, City of Rancho Mirage*
Farshid Mohammadi, City of Riverside
Mojahed Salama, Riverside County
Jennifer Nguyen, Riverside Transit Agency
Stuart McKibbin, City of San Jacinto
Luis Garcia, Sunline Transit Agency*
Patrick Thomas, City of Temecula
Jason Farag, City of Wildomar

*Joined the meeting at Palm Desert.

3. APPROVAL OF MINUTES – MAY 15, 2023

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

Abstain: 1 (Montalvo)

4. PUBLIC COMMENTS

There were no public comments.

5. 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING DISTRIBUTION AND FUND ESTIMATE

Edward Emery, RCTC, provided information on the 2024 State Transportation Improvement Program (STIP). The STIP is administered by the CTC biennially. For the 2024 STIP, the first action taken is Caltrans presents the STIP fund estimate which lays out the estimated funding available in the next cycle and what years the STIP is anticipated to be available. The STIP is comprised of public transportation account and state highway account funds available for state highway improvements, intercity rail, and regional highway and transit improvements.

The 2024 STIP consists of Fiscal Years 2024/25 through 2028/29. The fund estimate indicates a total new capacity of \$2.5 billion statewide; of this amount, Riverside County is expected to receive \$59 million. The funds coming to Riverside County are distributed based on sales tax revenues by each geographic area in the county. Western county STIP distribution will be 79.91%, Coachella Valley 19.7%, and Palo Verde Valley 0.39%. After administrative costs, \$57.9 million remains for distribution. The Western Riverside County share will be approximately \$46.2 million, Coachella Valley will be \$11.4 million, and Palo Verde Valley will be \$225,000. After adjustments to Coachella Valley (CV) rail, the CVAG STIP funding available will be \$6.7 million.

At the October Commission meeting, staff will present the 2024 Riverside County STIP for approval.

6. ACTIVE TRANSPORTATION PROGRAMS – UPDATE AND DISCUSSION

Mr. Emery provided an update on the Active Transportation Program (ATP) and TDA Article 3 (SB 821). Active transportation projects in Riverside County are primarily funded through ATP and SB 821. ATP is a highly competitive statewide program that funds bicycle and pedestrian facilities, and SB 821 is a discretionary program administered by RCTC to fund local bicycle and pedestrian projects.

On August 16, 2023, the CTC held the ATP Cycle 7 kickoff meeting to provide updates to the program and a timeline of activities. A summary of the updates is included in the agenda packet. ATP capacity is roughly the same as in prior years, except for the previous Cycle 6, which had an

extra \$1 billion added in. Applications will be submitted and evaluated electronically this year. Currently, no beta system to test exists and workshops will be taking place over the next several months to look over the guidelines and discuss any issues that may come up.

Randy Bowman, CVAG, noted that he attended one of the kickoff meetings CTC held. At the meeting, they talked about a mid-June application due date. CVAG is reviewing the ATP in the valley and is reaching out to member cities about interest in an active transportation collaboration.

Mr. Emery added that during the second kickoff meeting it was determined that CTC senior staff did not want to reopen the DAC scoring metric for discussion, so it will not be happening. Staff can note any concerns from TAC members and take those back to the CTC. There will also be additional metrics this cycle on top of the bike and pedestrian counts. They may include reductions in injuries, improvements in driver yield compliance, and reduced vehicle speeds. Mr. Emery requested feedback on this update.

John Corella, Cathedral City, asked staff to expand on the thoughts of reduced vehicle speeds. Mr. Emery noted that he believes they are looking for metrics showing that the projects would reduce vehicle speeds in the area to improve safety, but this will be discussed more at the workshops.

Mr. Bowman wanted to know if there was any discretionary decision on whether it is arterials or residential streets. Mr. Emery was not aware of any at this time, but it will be brought up at the next workshop to clarify.

Mr. Emery added that the state indicated that not many quick-build projects have been submitted. Mr. Emery requested feedback on this update.

Mr. Corella wanted to know if quick-build also meant shovel ready. Mr. Emery noted that it included temporary improvements like putting up a round-about that would be removable to see if there would be public buy-in. Mr. Emery stated that if there is additional feedback for staff, please reach out to himself or Ms. Jenny Chan.

Mr. Emery stated that SB 821 had a lot of constructive feedback from applicants and evaluators following the last cycle. RCTC will not be finalizing anything until September 2024, but staff wanted to get the discussion started on anything TAC members thought should change in the process. An idea to think about is the destination served question awarding points on number of destination types rather than destinations served. This would encourage projects linking non-motorized travelers to a diverse set of destinations. Currently, as an example, a project serving seven fast food locations would receive the full score. Mr. Emery asked for comments. Mr. Bowman asked if schools would be a type. Mr. Emery confirmed it was and provided other examples such as medical offices. Any TAC member thoughts can also be emailed to staff after this meeting.

Mr. Emery shared the safety question received the most feedback as being too subjective. To reduce subjectivity with this question, staff clarified the question using bullet points and explained consideration may be given to the number and severity of accidents in the project area. Also, SB 821 funds can only be used to fund projects benefiting bicyclists and pedestrians. Another topic that came up in the last cycle staff would like to open up for discussion is if Class III bicycle lanes and the associated road improvements should be eligible given the mixed use with vehicles. Please share ideas with staff.

For the multimodal question, feedback was received that smaller agencies are unable to score well on it. Currently, an agency is awarded one point per mode improved by the project, but smaller agencies are less likely to have Park and Ride lots, Metrolink Stations, and other facilities. Staff is considering allowing two points per mode for smaller agencies. There could also be a project readiness scoring metric to encourage projects that are more shovel ready. This would move points from the safety question and does not increase the total points. Mr. Emery asked for feedback.

Mr. Bowman thought that Class III bike lanes are sometimes the only option depending on the roadway environment, sometimes they must be changed to a Class III in order to be safe or avoid a pinch point. In that way Class III lanes are used as a bridge to keep motorist and bicyclists aware of each other, so there would be some merit to the Class III lanes.

Mr. Corella stated there was a lot of food for thought and asked if this would be brought back to more meetings or workshops. Mr. Emery responded that this would be brought back a few times prior to the September 2024 meeting to adopt.

Ken Seumalo, Indian Wells, supported the incentives for smaller agencies.

7. 2023 AND 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND 2020 REGIONAL TRANSPORTATION PLAN AMENDMENT UPDATE

Martha Masters, RCTC, provided information on the Federal Transportation Improvement Program (FTIP). The FTIP is a listing of multi-modal transportation projects proposed over a six-year period by the Southern California Association of Governments (SCAG). SCAG produces a biennial FTIP update for the region on an odd-year cycle.

For the 2023 FTIP, any emergency revisions need to be provided as soon as possible. The SCAG deadlines were provided as an attachment to this agenda item. Agencies can check their most recently submitted FTIP projects by visiting SCAG's website. The 2023 FTIP will expire in December 2024, once the 2025 FTIP is approved. Staff urges local agencies' staff to review their current projects in the 2023 FTIP and submit any revisions to prevent delays in federal obligations required between now and December 2024.

On August 10th, staff emailed the 2025 FTIP Update Memo and FTIP projects via the Commission's programming database, RivTrack. The 2025 FTIP is anticipated to be fully approved in December 2024. Updates were due September 8th, thank you to the agencies that

submitted their updates. If your agency has not submitted updates, they need to do so as soon as possible.

RCTC Planning and Programming staff are available to assist with any questions about ongoing projects that may require updates in the 2023 or 2025 FTIP, for federal approvals and/or federal obligation. Staff does believe there will be a second part to the 2025 FTIP. Staff has been informed by SCAG that additional performance measures and equity questions will be coming soon for the 2025 FTIP. A sample question would look like: is the proposed project located in, adjacent to, or serving disadvantaged areas. The purpose for these types of questions has to do with the Climate Action Plan for Transportation Infrastructure coming from the Governor and that he has asked Caltrans to look for equity in projects.

The 2024 RTP process was completed last year. Updates have already been submitted and SCAG has been modeling the projects. The 2024 RTP should be approved in spring of next year.

8. OBLIGATION DELIVERY PLAN UPDATE – FEDERAL FISCAL YEAR 2022/23 AND FUTURE

Mr. Emery provided information on the obligation delivery plan update. As the Regional Transportation Planning Agency (RTPA), the Commission is responsible for ensuring that federal Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funds apportioned to Riverside County are allocated and obligated in a timely manner to prevent funds from lapsing. Included in the agenda packet is the Obligation Delivery Plan for Federal Fiscal Year (FFY) 22/23, and Future Years, including Earmarks. The attached Obligation Delivery Plan provides an outline of the projects that have CMAQ, STBG, and federal earmarks programmed in FFY 22/23 and beyond.

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

9. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Albert Vergel De Dios, Caltrans, introduced Marissa Cofer, the new right-of-way (ROW) expert for Caltrans. Ms. Cofer just recently joined the Local Assistance team and will be handling Riverside County agencies.

Ms. Cofer introduced herself and shared that she would be providing ROW oversight on all local projects that are on-system and off-system projects that have federal funding.

Mr. Vergel De Dios stated that there is an initiative at Headquarters where they are introducing a new form for Preliminary ROW. This form will be used for early coordination so if there are projects that are going to have ROW involvement you can reach out to Ms. Cofer for support and to avoid any issues.

If you have not already, make sure to register for the Caltrans Local Assistance Blog, it is an easy way to get all the updates from Local Assistance.

Elaine Rogers, Caltrans, provided updates for Local Assistance. The Active Transportation Program (ATP) Timely Use of Funds (TUF) spreadsheet calculator was created as a tool to help calculate the different deadlines and Time Extensions of Fund Allocation, Project Expenditure Deadline/Completion, Award, and Construction Completion of the different programs. The calculator is only a guide and does not replace the need to read and understand the different program guidelines. Links for the program guidelines were included in the agenda packet. If there are any questions regarding the TUF calculator, you can contact Albert Vergel De Dios.

The Caltrans Local Assistance memorandum on the 2023 Caltrans Construction Contract Standards for Local Public Agencies was released earlier this month. The Local Public Agencies (LPAs) using Caltrans Construction Contract Standards for projects off the State Highway System, regardless of funding sources, must use the 2023 Standards for projects receiving approval, allocation, obligation, and authorization for the construction phase on or after October 31, 2023. LPAs may request District Local Assistance Engineer approval for up to an additional three months with reasonable justification.

The Caltrans Local Assistant Procedure Manual has been updated. A new version of Local Assistance Procedure Manual (LAPM) Form 5-A: Local Agency Invoice is now available. The major change from the previous version is to the invoice section where rows have been added to accommodate projects that have both federal and state funds. For a project with both federal and state funds, an agency will be able to seek reimbursement for both types in the same column by entering both a state reimbursement percentage and a federal reimbursement percentage. Additional rows will be added to separate the federal and state amount that is reimbursed, as well as help track previous reimbursement amounts and remaining funds. Other updates include adding a Project End Date, revisions to the Section 4 checklist, and minor text edits to the instructions.

Federal Highway Administration's (FHWA) Office of Natural Environment has released a new Metropolitan Planning Organization (MPO) Emissions Measure Target Setting and Reporting Fact Sheet. The fact sheet is as an easy-to-read flow chart for MPOs to understand reporting requirements, the target setting process, and timeline. FHWA publishes applicable tables for MPOs which are required to establish targets and report progress for the performance measures related to Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The Caltrans Division of Local Assistance (DLA) has begun a new Lean Six Sigma project to improve compliance with the Final Report of Expenditures (FROE) submittal deadlines. The DLA team is soliciting assistance from local public agencies to help identify opportunities to facilitate timely submission of the FROE and make meaningful changes to the process. The FROE project improvement is in process and runs until December 2023 and will be accepting volunteers throughout the lifecycle of the project. If you are interested in assisting the DLA team or would like to request more information about this project, please email Senior Transportation Engineer Cori Marsalek or visit the DLA Local Assistance Procedures Manual Forms webpage to view more about the FROE forms.

FHWA is having a webinar on Equity in Roadway Safety Workshop: Strategies for Meaningful Public Involvement in Roadway Safety Planning. The webinar will be September 20th at 10 am; there will be presentations by USDOT about Promising Practices for Meaningful Public Involvement in Transportation Decision-Making and Vision Zero Network tools and resources. At 10:30 am, after the presentations, participants will be able to choose which workshop to attend to learn about innovative strategies and tools to conduct meaningful public involvement with members of underserved communities throughout the safety planning and project development cycle.

FHWA is also having a webinar on the Basic Nonresidential Relocation Under the Uniform Act on September 19-26th. This course consists of both web-based training and web-conference training. Attendees will focus on understanding the Uniform Relocation and Real Property Acquisition Policies Act and its regulation's sensitivity toward nonresidential displaced persons to ensure they are treated fairly, consistently, equitably, and do not suffer disproportionate injuries because of federal or federally assisted projects.

The National Highway Institute will have a virtual training October 2-17th on Basic Residential Relocation Under the Uniform Act. Transportation professionals will develop a deeper appreciation for the Uniform Act and its implementing regulations to ensure that persons displaced because of federal or federally assisted projects do not suffer disproportionate injuries as a result and are treated fairly, consistently, equitably. Participants will engage in interesting case studies that prompt diligent application of the law and regulations and enable participants to advance their knowledge, skills, and abilities to hone relocation program expertise for in-practice application.

The National Highway Institute will have another virtual training October 24-26th on Practical Applications in Federal-Aid Highway Program Appraisals. This course helps improve conformity with appraisal requirements of the Uniform Act. Participants will explore examples of appraisals handled differently than typical mortgage appraisal assignments. The course is broken into three web-conference training sessions averaging two hours and 10 minutes each. At the end of each session, participants will complete a web-based, multiple-choice assessment to measure achievement of the learning outcomes. This course has been certified by the International Distance Education Certification Center.

Mr. Vergel De Dios added the National Highway Institute now has a new director and is offering more trainings.

On September 20th, there will be a DLA Council Meeting. If there is anything that needs to be conveyed to Headquarters, this would be an opportunity for the DLA to do that.

Michael Thornton, Calimesa, asked about when the next Local Partnership Program (LPP) cycle would be. Mr. Vergel De Dios noted that he would have to research the next cycle for LPP, as it just recently closed.

Ms. Masters added that the funds were just awarded in June, so the next cycle probably wouldn't be for two years.

Chair Khamphou reminded everyone that when applying for federal funds and a letter of support is needed from Caltrans, there is an application that needs to be completed at least a few weeks ahead of the deadline. This is something to be mindful of, as it is a separate process.

10. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: MAY, JUNE, AND AUGUST 2023

Ms. Masters stated since the TAC last met in May, the CTC has met three times. RCTC's SB 1 competitive application under the Solutions for Congested Corridors Program was approved for \$44.5 million for the Mid County Parkway 3 Ramona Expressway. That project is expected to go to construction in 2026.

The City of Beaumont was successful in receiving SB 1 Trade Corridor Enhancement Program funding for the SR 60 Potrero Interchange Project. Unfortunately, Riverside County did not receive any SB 1 Local Partnership Program Competitive Funds, but to that end only RCTC and the City of Corona submitted applications. The next round of funding is anticipated to be released at the end of the summer in 2024. Local agencies are encouraged to start thinking about a project that might qualify to compete for funds.

The CTC adopted the ATP Cycle 6 MPO component which includes SCAG's program. The body also adopted the 2024 STIP fund estimate.

Finally, a report was given on the state of local streets and road in the state. It was reported that in 2025, with the executive order in place that requires all new cars sold to be zero emission, gas tax revenues are expected to decline by \$1.5 billion, just for local streets and roads. This is equal to the amount of SB 1 Local Streets and Roads funds that are currently being generated.

The CTC will meet again in October in Madera, and in December in Riverside.

11. RCTC COMMISSION MEETING HIGHLIGHTS: MAY, JUNE, AND JULY 2023

Ms. Masters highlighted some notable items from the recent Commission meetings. Toward the end of the calendar year, RCTC will be opening the 15/91 Express Lanes Connector, which will then trigger the 91 Express Lanes to convert over to dynamic pricing, like the 15 Express Lanes, instead of a set toll schedule.

RCTC is moving forward with the environmental clearance of the 91 Eastbound Corridor Operations Project to add a lane from Orange County to Corona.

A flagging services contract was awarded to Rail Pros to work in BNSF ROW. BNSF is no longer providing flagging services in their agreements. It was a scramble to enter into an agreement with Rail Pros, which is the only approved company to provide the services on BNSF ROW.

The Commission approved an increase to the vanpool subsidy from \$400 to \$600 a month. Staff is hopeful this will help continue and perhaps spur new vanpool interest for commuters.

The Commission adopted its annual budget for \$983.5 million. The Measure A Local Streets and Roads Program was approved per staff recommendation, as well as TUMF Regional Arterials, Measure A Regional Arterials, and SB 821 Call for Projects funding recommendations.

Finally, the Commission was excited to celebrate 30 years of Freeway Service Patrol.

There was a Commission meeting last week, but due to scheduling constraints that information will be presented at the next TAC meeting. The next Commission meeting is scheduled for Wednesday, October 11th.

12. COMMITTEE MEMBER / STAFF REPORT

There was nothing to report at this time.

13. ADJOURNMENT

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at 10:44 a.m. The next meeting will be on November 20, 2023, at 10:00 a.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Jillian Guizado". The script is cursive and fluid.

Jillian Guizado
Planning and Programming Director

AGENDA ITEM 5

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 20, 2023
TO:	Technical Advisory Committee
FROM:	David Knudsen, External Affairs Director
SUBJECT:	Draft Update to the Traffic Relief Plan

STAFF RECOMMENDATION:

This item is to receive an update on the draft 2024 Traffic Relief Plan.

BACKGROUND INFORMATION

In May 2020, the Commission adopted the Traffic Relief Plan (TRP or Plan) a transportation infrastructure planning and funding strategy for Riverside County residents. The TRP was developed over a years-long public and community engagement effort amongst Riverside County residents, its leaders, and local stakeholder groups to identify solutions to fund a backlog of transportation improvements and to conceptualize the future transportation and mobility needs to support the County's growing population and economy. The TRP identifies the Commission's vision, values, and long-term transportation priorities of Riverside County.

When the TRP was adopted in 2020, the plan included:

- A roadmap for expenditure of \$8.8 billion in potential future local funding;
- Policies to ensure equity and balance of investments;
- Accountability requirements; and
- Locally-driven implementation in Riverside County's three distinct subregions.

RCTC's robust and interactive public engagement strategy concluded with over 5,000 comments to the TRP, 20,000 user hits to the TrafficReliefPlan.org webpage, and numerous public presentations, press articles, direct mail, and social media engagement.

As the Commission finalized its evaluation on how to fund the TRP, including a potential ballot measure before Riverside County voters in the 2020 general election, the COVID-19 public health pandemic challenged public outreach and education activities and created economic uncertainty. As a result, the Commission decided not to move forward with a funding strategy in 2020 but the Commission did approve the TRP.

Transportation Needs Remain

The extent of Riverside County's transportation needs has not changed since the TRP was adopted in 2020. However, the cost of delivering transportation projects have significantly

increased and Riverside County's population continues to grow faster than nearly all other parts of California. At its February 2023 Commission Workshop, Commissioners held dynamic discussions regarding the need for transportation funding to keep up with the population growth, adjust to new State transportation policies, and to ease traffic and congestion burden felt by so many Riverside County residents.

As a result, the Commission directed staff to review and update the TRP to reflect any cost, funding, and policy changes since its original adoption.

Updated Draft Traffic Relief Plan

Maintaining RCTC's Values

The draft updates to the TRP maintains the Commission's vision, values, and long-term transportation priorities previously adopted in 2020.

The TRP draft updates maintain Riverside County residents' requirement for accountability, transparency, equity, and balance. The TRP includes requirements for financial annual audits that are easily accessible to the public. The Plan also ensures there is transparency in how funds are utilized and that all communities have access to and benefit from improved transportation infrastructure in Riverside County. Prioritization of investments will take into account the needs of residents in small, rural, and disadvantaged communities in Riverside County. The TRP maintains the Commission's commitment to prioritize investments based on repair and upgrade needs.

The Plan maintains the three geographic subregions identified in the 1989 and 2002 Measure A expenditure plans. The TRP ensures that revenues raised for the Plan in each subregion remain there and cannot be moved to other parts of the county:

- Palo Verde Valley (Blythe area)
- Coachella Valley
- Western Riverside County (Riverside and Corona areas, Moreno Valley and Perris areas, Hemet-San Jacinto Valley, San Geronio Pass, and Temecula-Murrieta-Lake Elsinore areas)

Implementation of this Plan will not require the creation of any new government entity.

Traffic Relief Plan Draft Updates

The draft updates to the TRP are intended to reflect new information related to project costs, policy changes, and funding availability. The Plan represents billions of dollars of investment in transportation infrastructure for all transportation modes and services. To help deliver these critically needed projects, the TRP assumes a new 1 percent sales tax. A 1 percent sales tax is estimated to generate \$25 billion over a 30-year funding period.

The approximate distribution among the geographic subregions includes:

- \$20 billion in Western Riverside County
- \$5 billion in Coachella Valley
- \$100 million in Palo Verde Valley

Other TRP draft updates include:

- Removal of projects that have been fully funded since the TRP was adopted in 2020;
- Addition of new projects;
- Guaranteed formula funds for every city and the County for safety and maintenance projects;
- Addition of the Environmental Mitigation investment category;
- Reorganization of road and transit investment categories; and
- More detailed description of Coachella Valley investments, in coordination with the Coachella Valley Association of Governments (CVAG).

2024 Draft Update Traffic Relief Plan

The Plan includes the following eight investment types. In the Coachella Valley, all investment types are funded in alignment with the valley-wide Transportation Project Prioritization Study (TPPS). In Western Riverside County, a specific percentage of funding is reserved for each investment type, with several sub-types, and the Commission as the decision-making authority for most funds. In the Palo Verde Valley, funds can be used on any of the eight investment types, with funding decisions made by the City of Blythe and County of Riverside.

Safe Streets and Roads – Pothole repair and road maintenance; sidewalks and pedestrian safety infrastructure; protected bicycle lanes; roadway improvements in high-accident areas; bus shelters; bridge repairs; improvements to railroad crossings, including bridges to separate roads from railroad tracks; traffic calming measures; bypass roads; median barriers; protecting roads, sidewalks, and bicycle facilities from flooding and other natural hazards; traffic signals, including technology to synchronize and interconnect signals; and improvements to provide accessibility for persons with disabilities.

Highways – Improving traffic flow on State Routes 91, 60, 111 and Interstates 10, 15, and 215 by constructing new lanes, improving highway interchanges (on and off ramps and bridges), implementing innovative technologies, and constructing public transportation facilities.

Public Transportation – Increasing frequency and safety of trains and buses; building new tracks, parking and stations; extending rail service from Perris to Hemet and San Jacinto; extending rail service to the Coachella Valley and San Geronio Pass (Banning/Beaumont/Calimesa/Cabazon area); sustaining operation of rail service throughout the county; expanding bus service options including rapid/express buses and on-demand transit options known as “micro-transit;” modernizing and adding zero-emission buses; providing targeted transit services and keeping bus

fares low for seniors, veterans, students and individuals with disabilities; upgrading bus stops and amenities; and improving connections between home, school, and workplaces.

Regional Connections – Constructing multi-modal transportation corridors that connect parts of Riverside County, relieving congestion on existing highways and local roads, and improving safety by: realigning State Route 79; creating a bypass of I-10 between Banning and Cabazon; improving Cajalco Road; completing Mid County Parkway; and constructing a new Ethanac Expressway.

Commuter Assistance – Expanding roadside assistance provided by Freeway Service Patrol, maintaining and expanding carpool/vanpool service and Park & Ride Lots, and partnering with employers to create incentives for alternative commute methods.

Active Transportation – Expanding and improving safety and access to pedestrian and bicycle facilities such as sidewalks and bicycle lanes, in addition to improving and expanding recreational trails and access to open spaces and natural areas.

Flood and Blowsand Control – Reinforcing roadways and infrastructure against natural hazards, such as flooding and windblown dust in the Coachella Valley.

Environmental Mitigation – To construct the traffic relief improvements in this Plan, various environmental mitigation measures will be required by law to preserve and improve quality of living, particularly in disadvantaged communities. RCTC understands that smart development can preserve habitats of protected species and the beautiful landscapes that make Riverside County a desirable place to live, while buffering communities from natural disasters such as wildfires. To achieve balanced growth of the region, ensure transportation projects can move forward, withstand natural hazards, and provide for a high quality of living for current and future generations of Riverside County residents, the Plan makes meaningful commitments to environmental stewardship. This is done by investing in the Habitat Conservation Plans in Western Riverside County and Coachella Valley, which streamline development and project delivery while also assembling expansive habitat reserves across the region.

Next Steps

On September 19, 2023, RCTC's 2023 Projects and Funding Strategies Ad Hoc Committee received an update of the draft updates to the TRP. The Committee discussed general support for the updates with consensus that additional public outreach should be conducted. On October 11, 2024, the Commission approved the Draft 2024 Traffic Relief Plan for public outreach and engagement.

Over the next several months, RCTC staff will engage in direct public outreach efforts to hear back from County residents about the 2024 draft TRP.

FISCAL IMPACT:

This is a policy and information item only. There is no fiscal impact at this time.

Attachment: 2024 Draft Update Traffic Relief Plan

TRAFFIC RELIEF PLAN

2024 DRAFT UPDATE



A local strategy to improve traffic flow, safety, and economic opportunity in **Riverside County**



TRAFFIC RELIEF PLAN

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OVERVIEW OF THE TRAFFIC RELIEF PLAN

Your Voice. Your Plan.

The Traffic Relief Plan is a local strategy to reduce traffic bottlenecks, improve safety, and help create a stronger, more sustainable economy for our communities.

Residents across Riverside County have expressed thoughts about how to improve transportation in Riverside County. From freeways that move faster, to safer roads with fewer potholes, to more available public transportation, and protecting our infrastructure from natural hazards like floods and earthquakes, you told us that these improvements will make a difference to your life.

We've listened.

Highlights of the Traffic Relief Plan include:

- **Improving freeway traffic flow** on I-10, I-15, I-215, State Route 60, and State Route 91.
- **Improving traffic flow and safety on major roads** including but not limited to Temescal Canyon Road, Cajalco Road, Ramona Expressway, Gilman Springs Road, Grand Avenue, Bob Hope Drive, Fred Waring Drive, Highway 111, and Indian Canyon Drive.
- **Improving the condition of existing roads** by providing funds for basic pothole repairs, paving dirt roads, and synchronizing signals throughout Riverside County.
- **Adding sidewalks and safety improvements for pedestrians, equestrians, and bicyclists.**
- **Increasing frequency of and access to bus and rail public transportation** by adding new tracks, new stations, more trains, more bus service, bus shelters, safety and security measures, and technology to make public transit safer and more reliable.

- **Bringing daily rail service to the Coachella Valley and San Geronio Pass from Los Angeles, Orange County, and Riverside.**
- **Connecting Riverside County** by accelerating completion of a new east-west corridor between Perris and San Jacinto called the Mid County Parkway, building the long-awaited realignment of State Route 79 from the Temecula Valley through Hemet and San Jacinto, widening and improving safety on Cajalco Road, roadway improvements between Lake Elsinore and Perris to shorten commutes on I-15 and I-215, and a bypass to I-10 east of Banning toward the Coachella Valley.
- **Providing more independence and opportunity** for residents who rely on public transportation services, such as seniors, veterans, individuals with disabilities, students, residents of rural communities, and those who choose to use public transportation.
- **Using new technologies** that can improve the efficiency and safety of the current roadway and public transit systems, paving the way for the future.

Voter Approval: This Traffic Relief Plan was drafted to serve as an expenditure plan for a possible voter-approved sales tax measure. Until a sales tax measure to fund the Plan is placed before the voters and approved, the Plan is aspirational, and the financial and other mandatory requirements of the Plan are not operative.

Questions?

Questions? If you have questions about the Traffic Relief Plan, please contact the Riverside County Transportation Commission at info@rctc.org or 951-787-7141.



ACCOUNTABILITY TO TAXPAYERS

Independent Audits Required

Upon voter approval of a revenue source for the Plan, no less than annually, RCTC will obtain an independent financial audit. The audit will be published on the internet.

Efficiency and Local Control

Local Voice. Local Control.

Riverside County voters will enact the Plan, which will then be implemented through their locally elected representatives and local public works professionals. By law, the Plan is implemented by RCTC, which is governed by local city council members or mayors of every city and all five members of the County Board of Supervisors.

No Money Diverted to Sacramento or Washington D.C.

State and federal governments cannot legally divert, take, or direct funds raised through this local Plan and its governing ordinance.

Fiscal Accountability and Efficiency.

Administrative salaries and benefits to administer the Plan are limited to no more than 1% of net revenues generated under the Plan's governing ordinance. Implementation of this Plan will not require the creation of any new government entity. To achieve efficiency and local control, RCTC may delegate appropriate responsibilities for administering components of the Plan to existing local governments at its discretion.

Transparency and Openness

Implementation of the Plan will occur in compliance with all transparency, disclosure, and open meetings laws.

Mandatory Plan Review and Updates

Through a public process, RCTC must formally review this Plan at least every 10 years after it takes effect to ensure the Plan reflects the current and anticipated future needs of Riverside County's residents. If RCTC wishes to amend the Plan after its review or at any other point in time, RCTC must follow current state law and this Plan's voter-approved governing ordinance to do so.

Flexibility to Expedite Projects

RCTC may issue bonds or other debt against future revenue to achieve any objectives of the Plan and to expedite completion of projects. RCTC will issue bonds or other debt in accordance with applicable laws. The issuances of bonds or other debt will undergo a feasibility analysis to ensure the lowest borrowing costs are incurred while repayment terms are advantageous.

To expedite priority projects and services, reduce costs to taxpayers, or avoid loss of other funding, RCTC may make maximum use of funds by temporarily loaning funds between transportation purposes set forth in the Plan. In borrowing and making loans, the proportionate shares for areas and purposes over the duration of the Plan may not be changed without an amendment of the Plan as required by law.

Maintenance of Effort

Funds received by cities and the County shall supplement existing local revenues and required developer improvements used for transportation purposes. As a condition of receiving funds, cities and the County shall maintain their existing commitment of local funds for transportation purposes. Environmental mitigation funds provided for land conservation shall supplement and shall not supplant existing mitigation fees paid by developers.

EQUITY AMONG REGIONS AND RESIDENTS

Equity Among Regions and Residents

Many residents of Riverside County live in areas that lack infrastructure and public transportation services. A growing number of residents face increasing traffic congestion. Therefore, the Traffic Relief Plan commits to providing equity for Riverside County residents in the following ways:

Geography

The Traffic Relief Plan recognizes the three distinct subregions of Riverside County and ensures that revenues raised by the Plan in each subregion remain there and cannot be moved to other parts of the county:

- Palo Verde Valley (Blythe area)
- Coachella Valley
- Western Riverside County (Riverside and Corona areas, Moreno Valley and Perris areas, Hemet-San Jacinto Valley, San Geronio Pass, and Temecula-Murrieta-Lake Elsinore areas)

Small, Rural, Disadvantaged Communities

Prioritization of investments shall take into account the needs of residents in small, rural, and disadvantaged communities in Riverside County.

Mitigation Vehicle Miles Traveled (VMT)

The Traffic Relief Plan mitigates VMT with VMT-reducing projects and services funded by multiple aspects of this Plan.

Decisions Based On Needs

Priority for investments in areas requiring significant infrastructure repairs and upgrades and public transportation will be determined based on objective needs.

New Funding for All Communities in Riverside County

All communities will have access to new funding to keep local streets and roads in good condition.

Increased Transportation Options for Residents

The Traffic Relief Plan places significant focus on seniors, students, veterans, individuals with disabilities, and residents of rural and underserved communities who use public transportation regularly.

Balanced Transportation System

The Traffic Relief Plan recognizes all types of transportation needs for Riverside County. Proactively addressing the transportation issues in Riverside County requires a flexible and a comprehensive approach.

Compliance with the California Environmental Quality Act

The Traffic Relief Plan is not a “project” under the California Environmental Quality Act (CEQA) and, therefore, is exempt from CEQA review. This is because the Plan is designed to provide a funding mechanism for potential future projects and programs related to the Commission’s provision of transportation services. However, the Commission is not approving the construction of any projects that may result in a direct or indirect physical change in the environment; future voter approval is required prior to establishing any funding mechanism as set forth in Public Utilities Code Section 240301; and all appropriate state and federal environmental review will be required and completed prior to any future approval of specific projects.

TRAFFIC RELIEF PLAN: YOUR GUIDE TO PROJECTS & SERVICES

Investment Types

The Plan includes eight investment types. In the Coachella Valley, all investment types are funded through the valleywide Transportation Project Prioritization Study (TPPS). In Western Riverside County, a specific percentage of funding is reserved for each investment type, with several sub-types. In the Palo Verde Valley (Blythe), funds can be used on any investment type below.



Safe Streets and Roads – Pothole repair and road maintenance; sidewalks and pedestrian safety infrastructure; protected bicycle lanes; roadway improvements in high-accident areas; bus shelters; bridge repairs; improvements to railroad crossings, including bridges to separate roads from railroad tracks; traffic calming measures; bypass roads; median barriers; protecting roads, sidewalks, and bicycle facilities from flooding and other natural hazards; traffic signals, including technology to synchronize and interconnect signals; improvements to provide accessibility for persons with disabilities.



Highways – Improving traffic flow on State Routes 60, 91, 111 and Interstates 10, 15, and 215 by constructing new lanes, improving highway interchanges (on- and off-ramps and bridges) and public transportation facilities, and utilizing innovative technologies.



Public Transportation – Increasing frequency and safety of trains and buses; building new tracks, parking, and stations; extending rail service from Perris to Hemet and San Jacinto; extending rail service to the Coachella Valley and San Geronio Pass (Banning/Beaumont/Calimesa/Cabazon area); sustaining operation of rail service throughout the county; expanding bus service options including rapid/express buses; on-demand transit options known as “micro-transit;” modernizing and adding zero-emission buses; providing targeted transit services and keeping bus fares low for seniors, veterans, students, and individuals with disabilities; upgrading bus stops and amenities; and improving connections between home, school, and employment centers.



Regional Connections – Constructing multi-modal transportation corridors that connect parts of Riverside County, relieving congestion on existing highways and local roads, improving safety such as realigning State Route 79, creating a bypass to I-10 east of Banning toward Coachella Valley, improving Cajalco Road, completing Mid County Parkway (Ramona Expressway), and providing a new Elsinore-Ethanac Expressway.



Commuter Assistance – Expanding Freeway Service Patrol roadside assistance, maintaining and expanding carpool/vanpool service and Park & Ride lots, and partnering with employers to create incentives for alternative commute methods.



Active Transportation – Improving safety and expanding access to pedestrian and bicycle facilities such as sidewalks and bicycle lanes, in addition to improving and expanding recreational trails and access to open spaces and natural areas.



Flood and Blowsand Control – Reinforcing roadways and infrastructure against natural hazards in the Coachella Valley.



Environmental Mitigation – To construct the traffic relief improvements in this Plan, mitigation will be required, while other community mitigation will be provided to preserve and improve quality of living, particularly in disadvantaged communities. Additionally, public infrastructure is increasingly under threat from natural disasters. Further, population growth and development puts pressure on natural areas that make Riverside County a desirable place to live. To achieve balanced growth of the region, ensure transportation projects can move forward, withstand natural hazards, and provide for a high quality of living for current and future generations of Riverside County residents, the Traffic Relief Plan makes meaningful commitments to environmental stewardship.

TRAFFIC RELIEF PLAN: PALO VERDE VALLEY

The Palo Verde Valley component of the Traffic Relief Plan calls for improvements to all aspects of local transportation. All revenues generated in the Palo Verde Valley will remain in the Palo Verde Valley, with all revenue returned directly to the City of Blythe and County of Riverside. The Blythe City Council will have authority to set priorities and expend funds within the city limits and the County Board of Supervisors will have authority to expend funds in unincorporated areas of the Palo Verde Valley.

Investments made by the City of Blythe and County must be for transportation purposes for the benefit of Palo Verde Valley residents and must be approved in an open and transparent manner pursuant to open meetings laws. All revenues generated through the Traffic Relief Plan in the Palo Verde Valley shall remain in the Palo Verde Valley and cannot be diverted to other areas of Riverside County.

To address transportation needs in rural areas, such as the Palo Verde Valley, and to strengthen the agricultural economy and tourism, new investments will focus on:

- Safety and maintenance of local streets and roads
- Ensuring public infrastructure complies with the Americans with Disabilities Act
- Closing sidewalk gaps and enhancing bike lanes for improved pedestrian access to and from schools



- Improving the condition of interchanges at Interstate 10, including landscaping and gateway enhancements
- Establishing a new vanpool program for residents commuting to major employment areas, such as Ironwood and Chuckawalla Valley prisons, Coachella Valley, and Arizona
- Providing reduced- or free-fare public transit to increase access to education, healthcare, employment, and services
- Replacing and expanding the bus fleet to improve air quality with low- and zero-emission vehicles
- Upgrading transit operating and maintenance facilities to maintain transit vehicles and infrastructure in good condition
- Increasing frequency and expanding public transit options for education, healthcare, employment, and services in underserved neighborhoods

Transportation investments through the Plan will also serve as a driver for economic development in the community. Improving the transportation network will leverage other public and private investments and encourage new businesses to invest.



TRAFFIC RELIEF: COACHELLA VALLEY



This map is illustrative of projects that could be completed.



Highways



Regional
Connections



Active
Transportation



Public
Transportation



Safe Streets
& Roads



Flood &
Blow Sand
Control



Commuter
Assistance



Environmental
Mitigation

TRAFFIC RELIEF: COACHELLA VALLEY

The Coachella Valley component of the Traffic Relief Plan calls for improvements to all aspects of local and regional transportation systems in the Coachella Valley. The Coachella Valley Association of Governments (CVAG) will administer the Plan in the Coachella Valley. CVAG is a public agency governed by an Executive Committee consisting of the mayor or an elected official representing every city council in the Coachella Valley and the City of Blythe, all five County Supervisors, and the Tribal Chairs from the Agua Caliente Band of Cahuilla Indians, Cabazon Band of Cahuilla Indians, Torres Martinez Desert Cahuilla Indians, and Twenty-Nine Palms Band of Mission Indians.

Funds Generated in the Coachella Valley Stay in the Coachella Valley

All revenues generated under the Plan in the Coachella Valley will remain in the Coachella Valley for expenditure. Funding will provide investments for projects in communities that fully participate in, and are compliant with, the Coachella Valley's Transportation Uniform Mitigation Fee (TUMF) and the procedures approved by the Coachella Valley Conservation Commission for the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). While this section uses the same library of icons seen throughout the Plan, most Coachella Valley projects, improvements, and programs may fall within multiple subject areas as they have multiple benefits.



Establishing and Updating Regional Priorities

Since 1989, CVAG has been entrusted to manage the regional transportation network. CVAG establishes its priorities according to the Transportation Project Prioritization Study (TPPS), which is a merit-based method of prioritizing all regional projects in the Coachella Valley. Project priorities are based on criteria adopted by the CVAG Executive Committee, as recommended by civil engineers and public works professionals, and publicly reviewed by elected officials representing every CVAG member jurisdiction. The TPPS is updated every few years as the Coachella Valley's population grows and becomes more diverse in order to address different mobility needs, new technologies, state and federal policy as well as worldwide climate and economic trends.

Funding for TPPS projects follow CVAG's cost-splitting policy that requires a local match to unlock regional funding. Local funding is an element of the Maintenance of Effort requirements employed by RCTC and CVAG. CVAG will continue to work with RCTC to ensure new regional funding resources do not supplant current funding and commitments; rather the

funding pie grows larger for all. In addition to overall mobility related goals described under this Plan, the TPPS process shall include the following objectives:

- Achieve balance and equity
- Achieve climate resiliency
- Provide economic opportunities
- Address statewide and regional housing needs by supporting transit-oriented development and affordable housing
- Address safety by continually reducing serious accidents and fatalities on the roadways
- Reduce Vehicle Miles Traveled (VMT)
- Promote public health and safety, including improving air quality

The TPPS includes upgraded, safer, and more accessible regional roadways and bridges. These regional multi-modal facilities connect the Coachella Valley and ensure the transportation network helps support a stronger, more sustainable economy for the community. Some of the arterials and other roads that will continue to be improved are depicted on the map and listed at the end of this section.

TRAFFIC RELIEF: COACHELLA VALLEY



Highways

The TPPS has included projects to substantially improve connections to federal and state freeways and highways, particularly Interstate 10, Highway 111 and State Route 86. Upgrades to existing interchanges as well as new interchanges are planned and are awaiting funding to be constructed. This Plan will also allow for improvements such as managed lanes or toll lanes on I-10. Such facilities will make it easier and safer to travel along Interstate 10. Additionally, the plan will include grade separations for State Route 86, including a new bridge at Avenue 50, and improving other areas where high numbers of accidents and fatalities occur. The TPPS process is flexible enough to incorporate improvements to connecting regions, including Highway 62 and Highway 74. Additionally, the Plan includes funding to substantially improve the overall condition of these roads as CVAG works in partnership with Caltrans.



Regional Connections

To catch up with and prepare for continued population growth, the TPPS identifies regional corridors in every community of the Coachella Valley. It also will expand to address new needs, such as an I-10 bypass and extending Avenue 50 between I-10 and State Route 86 to reduce traffic gridlock on existing highways, improve safety, open economic opportunities to disadvantaged communities, and reduce the miles traveled by drivers who must drive inefficient routes to get from one end of the region to another.



Active Transportation

This Plan and the TPPS include active transportation projects that make it easier and more accessible for people to walk or bike safely. In the Coachella Valley, eligible improvements often accommodate electric vehicles such as golf carts and low-speed electric vehicles, which are part of a multifaceted approach to meet varying degrees of mobility and independence among seniors, individuals with disabilities and underserved communities. Such projects may be stand-alone projects, such as CV Link extensions to North Shore and Desert Hot Springs, and others may expand on the existing active transportation network, such as the Palm Desert Link and bike improvements to the La Quinta village. It also may include incorporating active transportation into the design of complete streets and creating multi-modal connections, such as improvements along Dillon Road. Linking such projects to public transportation and facilitating first mile, last mile connectivity shall be a priority.



Public Transportation

Public transportation investments, such as CV Rail, is an utmost priority in this Plan. Many of the improvements needed to create consistent service between the Coachella Valley and Los Angeles have already been identified and are awaiting funding to be constructed. With Plan funding, the TPPS will be updated to include CV Rail and a fair share "local commitment" from the Coachella Valley for rail investments and operational costs of CV Rail and train stations. Those investments will be paired with investments from the Western Riverside component of this plan to match federal and state funding. It also will facilitate the movement of goods along the rail lines, which is critical to economic opportunities. Under the TPPS update process, additional benefits to public transportation can be considered, such as transit priority lanes for buses, zero-emission buses and transit facilities, and bus shelters that are sustainable and enhance the passenger experience. The Plan will also support public transportation options for veterans, individuals with disabilities, seniors, students, and disadvantaged communities, including improving access and keeping these transit options affordable.

TRAFFIC RELIEF: COACHELLA VALLEY



Safe Streets and Roads

The Coachella Valley portion of the Plan will also fund operations and maintenance (O&M) of regional transportation corridors as identified in the TPPS. The CVAG regional O&M program will support operations, repairs, and replacement of traffic management systems, pavement surfaces (e.g., pothole repair), and traffic control devices. Identical to other projects in the TPPS, the O&M plan would follow a formula and approach to ensure the regional investment enhances, not replaces, investments being made by local cities and Riverside County. This plan includes funding to improve the aesthetic appeal of major corridors and gateways in the Coachella Valley, particularly Interstate 10 and Highway 86. The Coachella Valley corridors and gateways should better reflect the desert's unique characteristics and appeal to visitors and residents alike. Additionally, the O&M program will enhance existing efforts to promote uniform standards, keep transportation infrastructure in good condition, and extend the life cycle of Coachella Valley's transportation infrastructure. Regional corridors and gateways span cities and unincorporated communities and include, but are not limited to:

- Interstate 10
- Highway 111
- Ramon Road
- Cook Street
- Fred Waring Drive
- Gene Autry Trail/Palm Drive
- Indio Boulevard
- Highway 86
- Washington Street
- Monterey Avenue
- Bob Hope Drive
- Dinah Shore Drive
- Date Palm Drive
- Little Morongo Road
- Avenue 50

CVAG regularly reviews and amends the TPPS to incorporate new and innovative strategies that help reduce traffic congestion and increase economic productivity. The TPPS embraces regional mobility concepts and technologies such as signal synchronization and Intelligent Transportation System (ITS) technologies, which better connect the Coachella Valley's workforce to the workplace and reduce seasonal and traffic bottlenecks related to major events. Such concepts are also employed during emergencies to ensure access to hospitals and the best mobility possible for first responders and emergency vehicles. ITS technologies will allow for bus priority or transit signal priority to improve service and reduce delay for mass transit vehicles at intersections on regional corridors. Technologies that eliminate or reduce vehicle miles travelled, vehicle trips, and lay the groundwork for high-speed broadband access, will also be a priority.



Flood & Blowsand Control

Building bridges and other resilient infrastructure is a very high priority in the Coachella Valley. Critical roads, such as Indian Canyon, Gene Autry Trail, and Dillon Road are regularly closed due to blowsand and rainstorms. With increasing frequency, there are prolonged closures and roads are destroyed during major rain events in the communities of Palm Springs, Desert Hot Springs, and Cathedral City. Such flood impacts can occur anywhere in the Coachella Valley but are often associated with areas that have not had similar flood control and road investments in the past, such as the eastern Coachella Valley. Projects to address the persistent flooding along Box Canyon Drive and other areas will be included in this Plan and future TPPS updates.

TRAFFIC RELIEF: COACHELLA VALLEY



Commuter Assistance

Freeway Service Patrol will be expanded to I-10 in the Coachella Valley to quickly clear incidents from the freeway. Investments will be made in partnering with employers in the Coachella Valley to encourage alternative forms of commuting as a means to reduce congestion and improve air quality and safety.



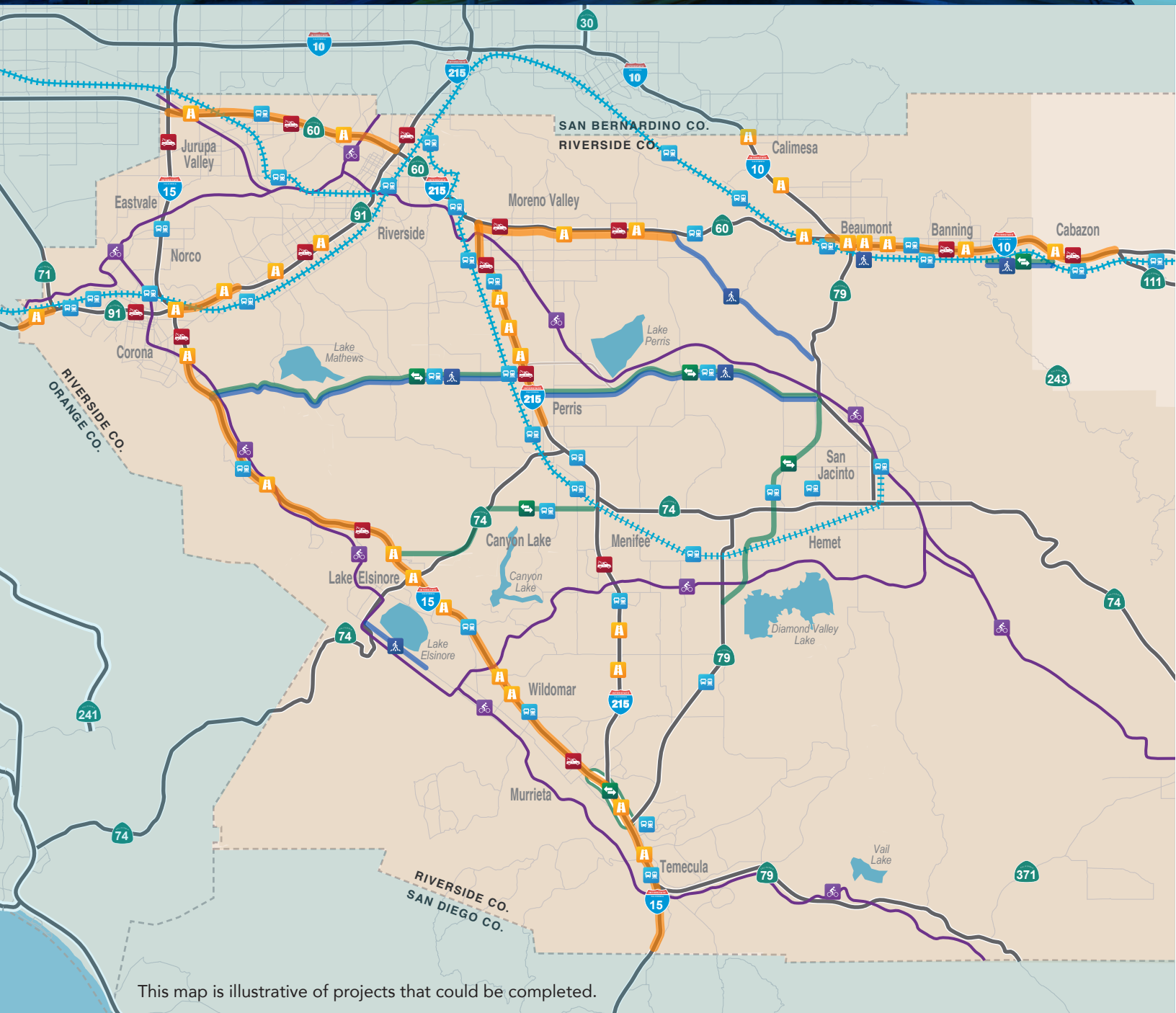
Environmental Mitigation

Population growth and development puts pressure on open spaces and natural areas, such as the sand dunes and mountains, that make the Coachella Valley a desirable place to live.

Consistent with the approach in Western Riverside County, a minimum of 12.5% of annual revenues shall be allocated, at the discretion of CVAG, to preserve the Coachella Valley's natural areas, including fulfillment of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). CVAG shall allocate sufficient revenues set-aside for the above purposes to the Coachella Valley Conservation Commission (CVCC) for habitat acquisition and/or endowment purposes until the CVMSHCP reserve assembly and endowment obligations are met to fill any funding gaps for the long-term administration, land management, and monitoring of the CVMSHCP. Funding related to this Plan shall not relieve any Permittees under the MSHCPs of their pre-existing obligations to the fulfillment of the CVMSHCP. Funding for these programs has an inherent benefit to the environment but also helps expedite permitting and completion of transportation projects.



TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY



Safe Streets
& Roads



Highways



Regional
Connections



Public
Transportation



Commuter
Assistance



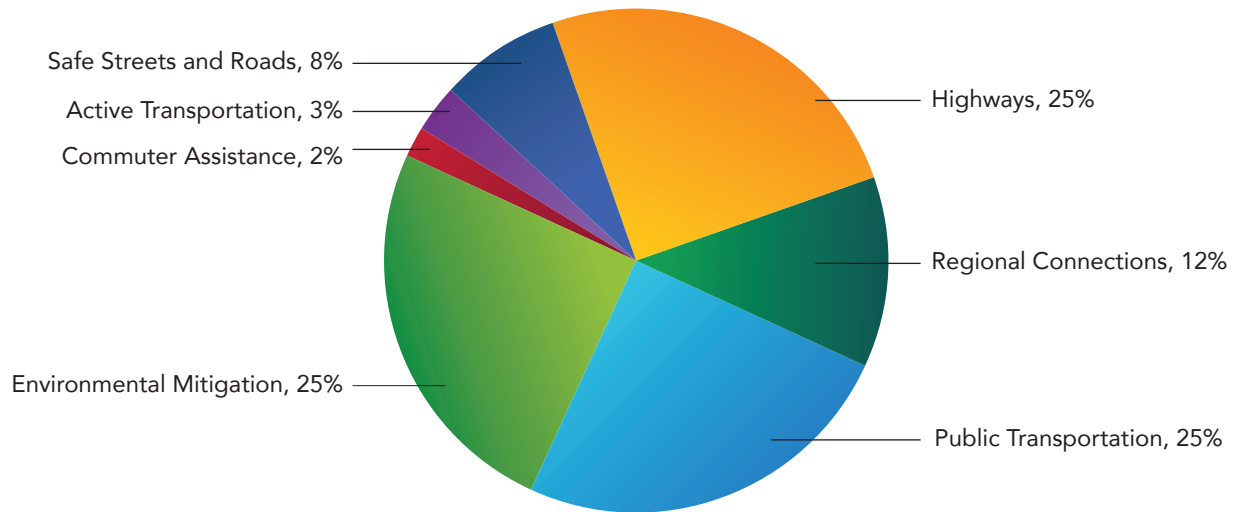
Active
Transportation



Environmental
Mitigation

TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY

Western Riverside County Traffic Relief Investments



Safe Streets and Roads

Every city and the unincorporated communities of western Riverside County is guaranteed to receive its fair share of funds for safety improvements to local streets and roads and pedestrian and bicycle facilities. Additionally, major roadways that connect the region will receive funds to implement safety improvements that will reduce accidents, injuries, and fatalities, as well as provide emergency relief to regional corridors with few or no alternative routes.

Half of the funds for Safe Streets and Roads will be distributed by formula (based on population) to each city and the County of Riverside for unincorporated communities. Half of the funds will be distributed by RCTC to major regional safety projects.

Improvements funded from this program include:

- Pothole repair and road maintenance
- Sidewalks and pedestrian safety infrastructure
- Protected bicycle lanes
- Roadway improvements in high-accident areas
- Bus shelters
- Bridge repairs
- Improvements to railroad crossings, including bridges to separate roads from railroad tracks
- Traffic calming measures
- Bypass roads
- Median barriers

TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY

- Protecting roads, sidewalks, and bicycle facilities from flooding and other natural hazards
- Traffic signals, including technology to synchronize and interconnect signals
- Improvements to provide accessibility for persons with disabilities

Specific regional corridors that could receive funding for safety improvements include:

- Cajalco Road
- Gilman Springs Road
- Grand Avenue
- Ramona Expressway / Mid County Parkway
- I-10 Bypass between Banning and Cabazon



Highways

Improving the flow of traffic saves time, reduces stress, and improves safety, air quality, and economic productivity.

Population is growing in Riverside County. Without action, traffic congestion will also continue to grow. The highways in Riverside County were built decades ago, in some cases severing communities and impacting local traffic circulation. Additionally, Riverside County has an incomplete highway network that does not adequately serve our residents or economy. The Traffic Relief Plan will improve traffic flow by building new infrastructure and using technology to improve efficiency of how the transportation system operates. Investments will include:

I-15 Corridor/Corona, Temescal Valley, Lake Elsinore, Wildomar, Murrieta, Temecula

- Add Express Lanes in each direction on I-15 between Cajalco Road in Corona and State Route 74
- Add at least one lane in each direction on I-15 between State Route 74 to the San Diego County Line
- Construct auxiliary lanes on I-15 in Corona

- Construct the final phase of the French Valley Parkway interchange at I-15 in Temecula, which includes:
 - Widening ramps at Winchester Road
 - Constructing on and off ramps to I-15 from French Valley Parkway and a bridge over I-15
 - Constructing the French Valley Parkway from Jefferson Avenue to Ynez Road
 - Adding of collector/distributor lanes for southbound I-15 from I-215 to Winchester Road
- Reconstruct interchanges at:
 - Nichols Road in Lake Elsinore
 - Central Avenue (State Route 74) in Lake Elsinore
 - Wildomar Trail (formerly Baxter Road) in Wildomar
 - Bundy Canyon Road in Wildomar
- Construct a new interchange on I-15 at:
 - Campbell Ranch Road and Temescal Canyon Road in Temescal Valley
 - Franklin Street in Lake Elsinore

I-215 Corridor/Riverside, Moreno Valley, Perris

- Add at least one lane in each direction between State Route 60 and Van Buren Boulevard
- Construct new interchanges (on and off ramps) on I-215 at:
 - Keller Road in Murrieta
 - Garbani Road in Menifee
- Reconstruct interchange at Harley Knox Boulevard in Moreno Valley

91 Corridor/Corona, Riverside

- Add at least one new lane on State Route 91 between:
 - State Route 241 and State Route 71 in the eastbound direction

TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY

- o I-15 in Corona and Pierce Street in Riverside in both directions
- Reconstruct interchanges on State Route 91 at:
 - o Adams Street in Riverside
 - o Tyler Street in Riverside
- Construct a rapid transit connection from the 91 Express Lanes to the North Main Corona Transit Center/Metrolink station

60 Corridor/Jurupa Valley, Moreno Valley

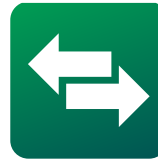
- Add at least one lane in each direction on State Route 60 in Moreno Valley
- Reconstruct interchanges on State Route 60 at:
 - o Etiwanda Avenue in Jurupa Valley
 - o Rubidoux Boulevard in Jurupa Valley
 - o Redlands Boulevard in Moreno Valley

I-10 Corridor/Calimesa, Beaumont, Banning, Cabazon

- Reconstruct interchanges on I-10 at:
 - o State Route 79 (Beaumont Avenue) in Beaumont
 - o Highland Springs Avenue in Beaumont and Banning
 - o Pennsylvania Avenue in Beaumont
 - o Morongo Parkway and Main Street in Cabazon
 - o County Line Road in Calimesa
 - o Cherry Valley Boulevard in Calimesa
- Add express lanes on I-10 between State Route 60 in Beaumont and Highway 111 in Palm Springs

Countywide Interconnected Highways

Using technologies that have been proven effective around the world, as well as emerging innovative technologies, investments will be made to interconnect highways, street and ramp signals, and automobiles to create more efficiency in the entire transportation network. With roadways and vehicles that can talk to each other, traffic flow can be increased and safety improved by reducing the potential for human error on the road.



Regional Connections

To catch up with and prepare for continued population growth, new regional corridors are necessary to reduce traffic gridlock on existing highways, improve safety, open economic opportunities to disadvantaged communities, and reduce the miles traveled by drivers who must drive inefficient routes to get from one end of the region to another. Five new regional corridors are in various stages of preparation and need additional funding to become a reality for Riverside County residents. These transportation facilities will include features that accommodate public transit and bicyclists, and will be consistent with the Multiple Species Habitat Conservation Plan for the protection of the environment. Investments will be prioritized based on readiness to be constructed and available funding:

- Cajalco Road
- Mid County Parkway
- State Route 79 Realignment
- Elsinore-Ethanac Expressway
- I-10 Bypass

TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY



Public Transportation

Bringing reliable public transportation to more areas of Riverside County is a priority of the Traffic Relief Plan. Increased investment in bus, rail, and new modes of public transportation will offer Riverside County residents choices for how they travel, and ensure public transportation is available for those who need it most.

Passenger Rail

Riverside County is home to several railroad rights-of-way that connect our growing communities. These rail lines serve as a public transportation backbone for our region. Funds for the Traffic Relief Plan will:

- Increase train service frequency on existing commuter rail (Metrolink) lines such as the 91/Perris Valley Line and Inland-Empire Orange County Line, with trains eventually as frequent as every 30 minutes during peak periods
- Expand rail service into new areas of Riverside County such as the Beaumont/Banning/Cabazon/Calimesa area, the Coachella Valley, and Hemet and San Jacinto
- Construct new railroad tracks and supporting infrastructure within existing rail rights-of-way to allow more trains to operate and to increase efficiency and on-time performance of trains
- Construct new rail stations, such as at the Ramona Expressway, in Winchester, and in Beaumont/Banning/Calimesa/Cabazon area
- Maintain and enhance security and safety at rail stations
- Maintain and enhance management of publicly owned railroad rights-of-way to ensure proper maintenance and safety
- Enhance existing rail stations (there are currently nine stations in Corona, Riverside, Jurupa Valley, Perris, and near Moreno Valley), including:

- Construct improvements to provide better accessibility for persons with disabilities
- Construct new parking capacity at stations in Corona, Riverside, and Perris
- Construct train boarding platforms, pedestrian bridges, and crossings
- Maintain and operate existing and future rail stations
- Invest in zero-emission trains
- Maintain and enhance all aspects of operating rail service in Riverside County

Bus

The Public Transportation section of the Traffic Relief Plan will invest in bus transit to reduce traffic congestion, increase sustainability, and provide more options to residents who rely on public transit to access medical care, employment, education, and other services. Funding will go toward:

- Sustaining and expanding where feasible local fixed-route bus services
- Sustaining and expanding rapid/commuter bus services along major corridors in Riverside County to destinations such as San Diego, Orange, and San Bernardino Counties, downtown Riverside, Temecula, Moreno Valley, Coachella Valley, Hemet/San Jacinto, and Beaumont/Banning/Calimesa, Corona, and Perris. These routes can connect to commercial airports in the region, major educational, business, and retail/entertainment destinations
- Improving safety and security on bus transit
- Zero-emission buses and related capital, maintenance, and operation costs
- Maintenance and operation of transit centers/hubs and bus stops/shelters
- Roadway technologies that improve bus travel times
- Micro-transit (on-demand) public transit technologies

TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY

Additionally, funding will be set aside for specialized transportation providers that serve seniors, veterans, students, individuals with disabilities, and rural and underserved communities. The Citizens and Specialized Transit Advisory Committee, with representatives from these populations, will assist RCTC in administering and providing oversight to the program. Funding will go toward:

- Ensuring infrastructure compliance with expansion of destinations and hours of operation for paratransit services such as Dial-A-Ride
- Keeping transit fares low for seniors, veterans, students, and individuals with disabilities
- Improved access to and from schools, colleges and universities, and employment centers for low-income families and rural communities
- Free or reduced bus fares for those who require access to medical appointments, job interviews, or other needed services
- Bringing infrastructure into compliance with the Americans with Disabilities Act
- Continued operation of vital community transportation resources such as the 2-1-1 network, which provides individualized assessments with transportation and social service specialists



Environmental Mitigation

To construct the traffic relief improvements in this Plan, mitigation will be required, while other community mitigation will be provided to preserve and improve quality of living, particularly in disadvantaged communities. Additionally, public infrastructure is increasingly under threat from natural disasters. Further, population growth and development puts pressure on natural areas that make Riverside County a desirable place to live. To achieve

balanced growth of the region, ensure transportation projects can move forward, withstand natural hazards, and provide for a high quality of living for current and future generations of Riverside County residents, the Traffic Relief Plan makes meaningful commitments to environmental stewardship.

Revenues shall be allocated, at the discretion of RCTC, for one or more of the following purposes:

- To benefit the environment and to expedite permitting and completion of transportation projects
- To promote public health and safety by improving air quality or safeguarding local transportation infrastructure from natural hazards, including, but not limited to, floods, fires, earthquakes, or blowsand
- To preserve Riverside County's natural areas, including fulfillment of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) obligations
- To mitigate Vehicle Miles Traveled (VMT)
- To support transit-oriented development and housing
- To establish and maintain recreational use of public open spaces by non-motorized means

RCTC shall allocate at least half of the revenues set-aside for the above purposes to the Western Riverside County Regional Conservation Authority for habitat acquisition and/or endowment purposes until the MSHCP reserve assembly and endowment obligations are met to ensure the long-term administration, land management, and monitoring of the habitat. Funding allocated from this Plan shall not relieve any Permittees under the MSHCPs of their pre-existing obligations to the fulfillment of the MSHCP.

TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY



Commuter Assistance

To help commuters with a safer trip, and to provide alternatives to driving alone, the Traffic

Relief Plan invests in the following Commuter Assistance programs:

Freeway Service Patrol

When accidents occur on highways or when vehicles break down, traffic can build quickly, creating delays and additional safety hazards to motorists. Freeway Service Patrol provides roving tow trucks to quickly assist motorists so that traffic can flow again. This public service is operated with strict performance and accountability measures by the California Highway Patrol, Caltrans, and RCTC ensuring that Freeway Service Patrols reduce congestion, increase safety, and decrease air pollution.

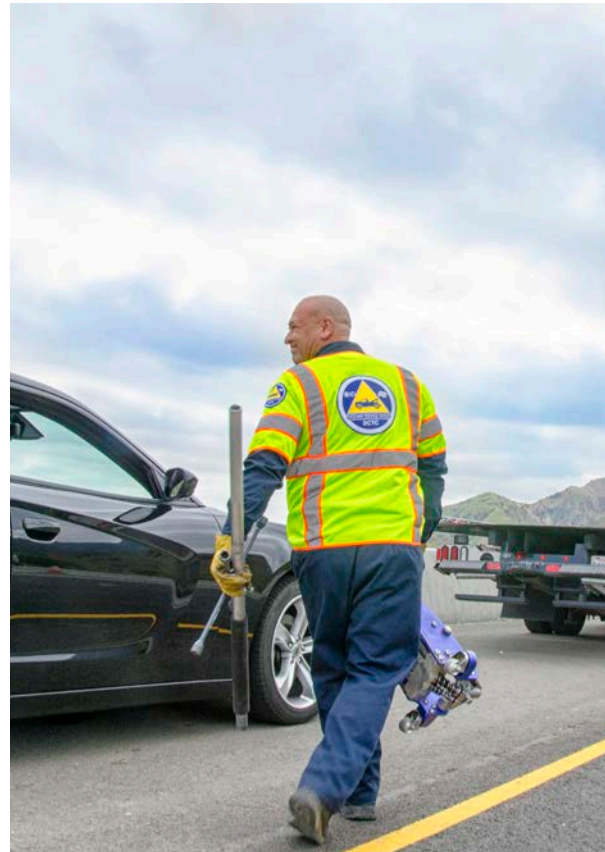
The Plan will sustain and increase Freeway Service Patrol levels on Interstates 15 and 215 and State Routes 60 and 91, including weekend service. The Plan will also enable new service to begin on Interstate 10 and possibly other routes as determined by benefit-cost analysis.

Park & Ride Lots

Creating more convenient locations for commuters to meet and travel together reduces the burdens of solo commuting and decreases the number of cars on the road during peak hours.

Employer Partnerships to Reduce Commutes

The Traffic Relief Plan recognizes that improving commutes is not just about the commuter, but also about employers stepping up to help. The Plan calls for enhancing current Commuter Assistance Programs with employers in Riverside County to provide better options and incentives to encourage ridesharing, vanpooling, telecommuting, and public transit use.





Active Transportation

Transportation options that do not require a motorized vehicle are an important element of healthy, connected communities in Riverside County. Therefore, the Traffic Relief Plan invests in pedestrian and bicycle facilities, trails and access to open space, and planning. Funding from this category can go toward:

- Sidewalks and bicycle lanes
- Infrastructure that provides safer routes to school for children to walk or bike to school and decreases injuries and fatalities
- Recreational trails so that Riverside County residents can enjoy better access to our world-renowned natural open spaces
 - o Amenities that support these facilities such as trailheads, parking lots, restrooms, and signs are eligible for these funds; however, maintenance and operations shall be the responsibility of the local government agency, not RCTC
 - o Major regional trails identified in the master plan for the Riverside County Parks & Open Space District are eligible for funding, which include but are not limited to:
 - Butterfield Overland Trail/Southern Emigrant Trail
 - Santa Ana River Trail
 - Juan Bautista de Anza Historical Trail
 - Salt Creek Trail





TRAFFIC RELIEF PLAN

Riverside County Transportation Commission
(951) 787-7141 • www.rctc.org
4080 Lemon Street, 3rd Floor
P.O. Box 12008 • Riverside, CA
92502-2208

AGENDA ITEM 6

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 20, 2023
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	Proposed 2024 Technical Advisory Committee Meeting Schedule

STAFF RECOMMENDATION:

This item is for the Committee to adopt the 2024 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 2024 TAC meeting falling on Martin Luther King Jr. Day, a holiday observed by the County of Riverside, the January 2024 TAC meeting will not be held. Meetings will be held in-person at two concurrent meeting locations:

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

Attachment: 2024 TAC Meeting Schedule

2024 TAC MEETING SCHEDULE

Following is the 2024 Technical Advisory Committee (TAC) meeting schedule. All meetings will commence at **10:00 a.m.** until further notice.

Generally, there will be two concurrent meeting locations:

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

Meeting Date	Meeting Location(s)
March 18, 2024	RCTC and Palm Desert
May 20, 2024	RCTC and Palm Desert
July 15, 2024	RCTC and Palm Desert
September 16, 2024	RCTC and Palm Desert
November 18, 2024	RCTC and Palm Desert

AGENDA ITEM 7

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 20, 2023
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	Southern California Association of Governments 2024 Call for Project Nominations

STAFF RECOMMENDATION:

This item is to receive information about the upcoming Southern California Association of Governments' (SCAG) 2024 Call for Project Nominations.

BACKGROUND INFORMATION:

As part of the review of the 2021 Federal Statewide Transportation Improvement Program (FTIP), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a Corrective Action dated April 15, 2021, to the California Department of Transportation (Caltrans) regarding the administration and oversight of the Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) federal formula funding programs. This was followed by a Corrective Action issued to SCAG on August 15, 2022, as part of its 2022 Federal Certification Review. Caltrans and SCAG were given until June 30, 2023, to demonstrate policies and procedures that comply with federal regulations for the administration of these programs.

STBG Funds

STBG funds provide flexible funding to address state and local transportation needs. Federal transportation authorization bills use the term sub-allocation to refer to funds apportioned to states by formula for use in specific areas within the state. The sub-allocated funds are divided into three categories and must be used in the areas described: urbanized areas with a population over 200,000; urban areas with a population of 5,001 to 200,000; and areas with a population of 5,000 or less. The federal metropolitan planning and statewide and non-metropolitan planning requirements lay out the basic provisions related to STBG project selection. For urbanized areas with a population over 200,000, projects are to be selected from the approved FTIP by the Metropolitan Planning Organization (MPO) in consultation with the state and any affected public transportation operator. Projects on the National Highway System are to be selected from the approved FTIP by the state in cooperation with the affected MPO. FTIP procedures that distribute STBG funds to individual jurisdictions by pre-determined percentages or formulas are inconsistent with the legislative provisions requiring the MPO to consult with the state and the public transportation operator to develop the FTIP.

FHWA and FTA have determined SCAG's process for programming STBG funds is inconsistent with federal regulations for the following reasons:

- STBG funds are sub-allocated to the County Transportation Commissions (CTCs) using a population formula, and
- The CTCs prioritize and select projects for STBG funding without the involvement of SCAG.

It is important to note that SCAG's process for programming STBG funds was consistent with state statute which dictates that where CTCs have been created by state law, all STBG funds would be apportioned by the MPO to the CTCs based on relative population. Through this requirement, the Commission has received formula apportionments of STBG funds in the amount of approximately \$30 million annually.

CMAQ Funds

CMAQ funds are for transportation projects or programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone (O₃), carbon monoxide (CO), and particulate matter (PM): both PM₁₀ and PM_{2.5}. Each CMAQ project must meet three basic criteria: it must be a transportation project; it must generate an emissions reduction; and it must be in or benefit a nonattainment or maintenance area. To ensure projects deemed most effective in reducing motor vehicle emissions and congestion are programmed for early implementation, the MPOs, states, and transit operators should develop CMAQ project selection processes in accordance with the federal metropolitan or statewide planning process. The selection process should involve state and local transportation and air quality agencies. As part of the selection process, MPOs and the state should evaluate the cost-effectiveness of the projects and give priority consideration to those that will create the greatest emissions reductions for the least cost, especially in those areas designated as being in nonattainment or maintenance for PM_{2.5}. This selection process allows states and local agencies to present a case for selecting eligible projects that will best use CMAQ funding to meet the requirements and advance the goals of the Clean Air Act. States and MPOs should fulfill this responsibility so that nonattainment and maintenance areas can make good-faith efforts to attain and maintain the NAAQS by the prescribed deadlines.

FHWA and FTA have determined that SCAG's process for programming CMAQ funds is inconsistent with federal regulations for the following reason:

- The CTCs prioritize and select projects for CMAQ funding without the involvement of SCAG.

CMAQ funds have traditionally been apportioned to CTCs based on a formula that factored in O₃ and CO weighted attainment status.

Compliance Action Plan

SCAG convened a working group with representatives of each CTC in the SCAG region to develop a methodology for programming STBG and CMAQ funds to be in compliance with the federal corrective action. The SCAG Regional Council approved a Compliance Action Plan in February 2023, and received confirmation from FHWA and FTA in April 2023, that the plan

addresses the Corrective Action. The Compliance Action Plan indicates that SCAG will regularly conduct a call for project nominations in which the SCAG region CTCs will nominate projects for SCAG's consideration. SCAG will then evaluate and select projects to receive federal formula funding which will subsequently be programmed in the FTIP. The SCAG Regional Council approved the STBG/CMAQ Program Guidelines on June 1, 2023, included in this item as Attachment 1.

For STBG funds, SCAG has identified programming targets for each county based on performance output of the regional travel demand model and pavement condition. Under this methodology, the Commission's target share of STBG funds is 11.8 percent. For CMAQ funds, the programming targets will be based on the pre-existing formula distribution of O3 and CO attainment status. The Commission's target share of CMAQ funds is 12.7 percent. Performance-based nomination targets will only guide the nomination submittals from each county, it is not a guarantee of funding, nor a maximum of funding that can be received. Each CTC is to define its own process for identifying projects to be nominated with a minimum obligation of engaging with eligible federal formula funding recipients.

Carbon Reduction Program

In November 2021, Congress passed, and the President signed, the Infrastructure Investment and Jobs Act (IIJA). The IIJA continued the STBG and CMAQ federal formula funding programs and created another federal formula funding program: Carbon Reduction Program (CRP). CRP funds are similar to CMAQ funds as they are designated for projects that reduce transportation emissions from on-road highway sources. California has determined CRP funds are subject to the federal Corrective Action and is requiring that project selection and programming of the funds be performed by SCAG. As such, SCAG anticipates adopting Carbon Reduction Program Guidelines in December 2023, to include CRP funding in the SCAG 2024 Call for Project Nominations. See Attachment 2 for SCAG's draft CRP Guidelines.

DISCUSSION:

Most recently, the Commission selected projects for STBG and CMAQ funding based on needs in the Commission's adopted 2019-2029 Western Riverside County Highway Delivery Plan, a policy which was adopted by the Commission on July 10, 2019. Federal formula funding in the Coachella Valley was requested by the Coachella Valley Association of Governments (CVAG) on a project-by-project basis with sub-regional fair share distribution considered. In March 2023, the Commission approved programming \$26 million of STBG funds on the Interstate 10/Monroe Street Interchange Project as requested by CVAG which covered the Coachella Valley fair share of STBG funds through FY 2026 at that time. Additionally in March 2023, the Commission approved an MOU with CVAG committing both agencies to program federal formula dollars equitably between Western County and Coachella Valley. Consistent with this MOU, CVAG added \$21.3 million of CMAQ funds to its Coachella Valley Signal Synchronization Phase 2 project in July 2023 when construction phase bids came in high. This also covered the Coachella Valley fair share of CMAQ funds through FY 2026 at that time.

As a result of the Corrective Action and pursuant to SCAG's Compliance Action Plan, SCAG anticipates issuing a Call for Project Nominations on January 4, 2024. Riverside County's estimated target share of the \$275 million available in the SCAG 2024 Call for Project Nominations is merely \$33 million. The Commission must develop a new approach for prioritizing Riverside County projects to be nominated in the SCAG call.

Nomination Procedures

At the December 2023, Commission meeting, staff will be recommending the Commission approve the attached nomination procedures (Attachment 3) for the SCAG 2024 Call for Project Nominations. The nomination procedures were developed recognizing the complexity of utilizing federal dollars on transportation projects. Federalized transportation projects require extensive collaboration and multiple levels of approval from Caltrans to attain project environmental clearance, meet Caltrans and FHWA project delivery requirements to utilize the federal dollars, and ensure federal funds are approved and spent on time and in accordance with federal regulations. Failure to meet these federal funding requirements will result in loss of federal dollars for the region and will provide an opportunity for other CTCs to access these funds. Prior to SCAG's Compliance Action Plan, the Commission had the authority to easily move federal funding within projects to mitigate this risk. Due to the Corrective Action, the Commission no longer has this authority and flexibility. With federal funding at risk, staff is recommending the following approach to ensure federal funds remain in the region.

Part A – Initial Screening: Eligible agencies, including cities, the county, transit operators, and Tribal Governments, will submit an intake form describing the project, project schedule and funding, and indicating which regional plan the project is in. Applicable plans include: the Commission's adopted 2019-2029 Western Riverside County Highway Delivery Plan, CVAG's Transportation Project Prioritization Study (TPPS), the Western Riverside Council of Governments' Transportation Uniform Mitigation Fee Nexus Study, and adopted zero emission transition plans. Projects in one of these plans will advance either as highly recommended or recommended. Projects not in one of these plans have the option of advancing on the contingency list.

Part B – Invitation to Apply: Based on Part A, nominating agencies will be notified of their project's designated priority (highly recommended, recommended, or contingency list) and invited to submit a full nomination application. Nominations will be submitted to Commission staff for review and feedback prior to being finalized. Staff will be recommending the Executive Director be authorized to submit the project nomination list to SCAG.

SCAG will evaluate and score all project nomination applications submitted by the six CTCs within the SCAG region per SCAG's adopted guidelines (Attachments 1 and 2). SCAG staff will score projects based on the following criteria: CTC prioritization, ability to support the goals and policies of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), equity considerations, and air quality improvements. SCAG staff anticipates submitting the recommended list of projects totaling \$275 million to the SCAG Regional Council for approval on June 6, 2024.

MOU between SCAG and SCAG Region CTCs

As SCAG and the region's CTCs embark on this new process for programming federal formula funds, staff will recommend the Commission enter into Agreement No. 24-66-041-00 (Attachment 4). This is a MOU with SCAG and the other SCAG region CTCs to describe the reasons for the change in how federal formula funds are distributed and what each party's responsibilities will be. Staff for all CTCs in the SCAG region and SCAG have agreed to the language of the MOU. All SCAG region CTC governing boards will be considering adoption of this MOU. This agreement will not impact the commitment outlined in the March 2023 RCTC-CVAG MOU that was referenced above.

FISCAL IMPACT:

While this item has no fiscal impact to the Commission's adopted FY 2023/24 budget, the policy behind this item presents significant funding challenges to Commission-led projects in the future. Traditionally, the Commission has received a steady level of STBG and CMAQ funding every year and had the flexibility to program or increase federal formula funding to advance priority projects by pairing it with locally generated funds from sources like Measure A and TUMF. Now, the Commission no longer has this consistent level of funding on-hand and must wait for SCAG to conduct a Call for Project Nominations, at the same time competing with neighboring CTCs for the same dollars.

Attachments:

- 1) SCAG STBG/CMAQ Program Guidelines
- 2) Draft SCAG CRP Guidelines
- 3) RCTC Procedures for SCAG's 2024 Call for Project Nominations
- 4) Agreement No. 24-66-041-00 between SCAG and SCAG Region CTCs



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

STBG/CMAQ PROGRAM GUIDELINES

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STBG/CMAQ PROGRAM OVERVIEW

The Congestion Mitigation and Air Quality Improvement program (CMAQ) and Surface Transportation Block Grant program (STBG) Program Guidelines, scheduled for adoption by the SCAG Regional Council (RC) on June 1, 2023, establishes the framework for project selection and investing of CMAQ and STBG funds within the SCAG region in accordance with 23 CFR § 450.332(c) et al. While the program guidelines focus on CMAQ and STBG project selection for Fiscal Year (FY) 2025 through FY 2028, the guidelines are effective June 30, 2023, and any new project or new project phase to be programmed in the Federal Transportation Improvement Program (FTIP) with CMAQ and/or STBG funds after this date will be subject to the SCAG selection process. These guidelines address joint Federal Highway Administration's (FHWA) and Federal Transit Administration (FTA) compliance findings focused on the delegation of project selection authority for the CMAQ program and the suballocation and administration of the STBG program.

BACKGROUND

Planning and programming actions for federal formula funded projects and programs are guided by the SCAG RC-approved Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) – known as Connect SoCal 2020 and Connect SoCal 2024 (expected to be adopted by the SCAG RC in April 2024), the 2023 FTIP, the 2025 FTIP (expected to be adopted by the SCAG RC in September 2024), and Federal Performance-Based Planning and Programming and Transportation Performance Management requirements.

The RTP/SCS provides the long-term vision and goals for how the SCAG region will build and support transformative transportation projects and initiatives. SCAG's RTP/SCS demonstrates how transportation projects and programs in the six-county SCAG region conform to the State of California and federal air quality mandates for funding eligibility. It identifies strategies to reduce regional greenhouse gas (GHG) emissions and criteria air pollutant (CAP) emissions.

The FTIP is the document prepared by a metropolitan planning organization (MPO) that lists projects to be funded with federal, state, and local funds for the next four-year period. The FTIP is a key component in the process by which the RTP/SCS is implemented. It does so by providing an orderly allocation of federal, state, and local funds for use in planning and building specific projects. The FTIP is required to advance the RTP/SCS by programming the projects contained in the RTP/SCS, in accordance with federal and state requirements. These include specific requirements for scheduling of projects, funding, and the timely implementation of transportation control measures to help reduce air pollution.

Federal Transportation Performance Management Targets, adopted by the SCAG RC, provide near and mid-term anticipated outcomes for the transportation network. These inform and are informed, by planning and programming actions.

FUNDING AVAILABILITY

Prior to initiating a call for project nominations, SCAG will evaluate the availability of STBG and CMAQ funding. SCAG reserves the right to set aside up to 2.5 percent of the annual obligational authority for CMAQ and STBG funds apportioned to the SCAG region to support regional planning priorities that are led by SCAG and/or in partnership with the County Transportation Commissions (CTCs) (i.e., eligible planning activities that advance implementation of the RTP/SCS and performance-based planning and

programming in the SCAG region). Use of the funds included in the set aside will be documented in the annual SCAG Overall Work Program and FTIP, as appropriate. The balance of CMAQ and STBG funding is available to projects through a competitive call for project nominations process that is administered and selected by SCAG in coordination with the SCAG region's six CTCs. SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. As outlined in the STBG/CMAQ Compliance Action Plan, SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

County	CMAQ Target Percentage	STBG Target Percentage
Imperial	0.6%	1.2%
Los Angeles	54.8%	53.3%
Orange	17.3%	17.1%
Riverside	12.7%	11.8%
San Bernardino	11.3%	12.2%
Ventura	3.3%	4.3%

ELIGIBLE APPLICANTS

In general, SCAG cities, counties, transit agencies, federally recognized Tribal governments, and CTCs are eligible to apply for CMAQ and STBG funds. Each CTC is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages CTCs to coordinate with SCAG and other affected CTCs on project nominations for multi-county projects and to support multi-county agency projects such as the California Department of Transportation (Caltrans), the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, and the Southern California Regional Rail Authority (Metrolink).

PUBLIC OUTREACH & STAKEHOLDER ENGAGEMENT

Stakeholder engagement is essential in all SCAG programs. SCAG requires each CTC to engage relevant stakeholders from their respective county to maximize project impact and further collaborative policy goals.

CTCs are required to demonstrate countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTCs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. SCAG strongly encourages each CTC to outreach and engage with historically disadvantaged communities (Priority Equity Communities) within their respective counties.

CTCs must document their public outreach and stakeholder engagement process and demonstrate how it meets the program guidelines. This can include a CTC conducting a call for project nominations.

PROJECT SELECTION PROCESS

SCAG will conduct a call for project nominations, provide guidance, identify available funding, perform project evaluations, develop a list of prioritized projects, and conduct the SCAG board review and approval process.

CTCs will solicit and submit project nomination applications including conducting and documenting their outreach processes, screening applicants and projects for program eligibility, and conducting initial evaluation and prioritization of projects from their respective county. CTCs will develop individual project nomination application materials for submission to SCAG and establish processes for their county's project nominations, consistent with the overall program guidelines and subject to consultation and concurrence by SCAG staff.

After completing the initial project screening and evaluations, the CTCs will submit prioritized project nominations and required documentation to SCAG by the deadline established by SCAG. Prioritized nomination lists must be approved by the CTC's CEO (and/or governing board) prior to submission to SCAG.

CTC INITIAL SCREENING

At minimum, CTCs must incorporate the following regional criteria into their project nomination evaluations:

1. **Eligibility:** CTCs will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.
2. **Alignment:** CTCs should evaluate projects for alignment with relevant federal and regional plans and policies. CTCs should prioritize projects that:
 - Implement SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies;
 - Advance Connect SoCal Performance Measures including Federal Transportation Performance Management Goals for safety, asset management, environmental sustainability and system performance, as detailed in [23 USC Sec. 105\(b\)](#) and [49 USC Sec. 5301\(b\)\(3\)](#);
 - Demonstrate direct and/or indirect benefits that positively impact Priority Equity Communities. (CTCs should aim to ensure that at least 40 percent of funding requested by projects countywide positively impact Priority Equity Communities).
3. **Community/Stakeholder Engagement:** CTCs should prioritize project nomination applications with demonstrated community support from Priority Equity Communities. Community support may be determined through a variety of means, including (but not limited to):
 - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
 - Endorsement by a Community-Based Organization (CBO) representing Priority Equity Communities.
4. **Deliverability and Readiness:** CTCs should evaluate potential implementing agencies and projects for deliverability issues. CTCs should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. CTCs should encourage projects with demonstrated readiness within the programming period.

SCAG encourages CTCs to work with SCAG staff on the development of the CTC project evaluation criteria. CTC project evaluation criteria must receive concurrence from SCAG staff and approval by the CTC CEO (and/or governing board) prior to issuing the call for nominations activities (or documented equivalent process) in their respective county. CTCs may develop separate evaluation frameworks by project type, but each such framework must meet the requirements of this section.

PROJECT NOMINATIONS

After completing initial project screening and evaluations, CTCs shall submit project nominations and associated documentation to SCAG for regional evaluation and project selection. Nomination lists must be approved by the CTC CEO (and/or governing board) prior to submission to SCAG. Project nomination packets must include the following elements, including project applications identifying the requested source(s) of funding:

1. **Nomination List:** list of eligible candidate projects for STBG and/or CMAQ funds prioritized according to the evaluation criteria developed by the CTC and approved by SCAG staff.
2. **CEO Approval:** letter from the CTC's CEO approving the project nomination list.
3. **Outreach Documentation:** materials verifying CTC compliance with outreach requirements.
4. **Compliance Checklists:** completed checklists and supporting documentation affirming compliance with requirements for both the CTC and each potential implementing agency with a project on the nomination list, including emissions benefit analysis for candidate CMAQ projects. Checklists should be completed by the CTC and must be signed by a signatory authority for the agency concerned.

REGIONAL PROJECT EVALUATION

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the nomination packets provided by the CTCs and develop a recommended list of projects for adoption by the SCAG RC. This process will consist of the following steps:

1. **Confirm Eligibility:** SCAG staff will review submitted documentation to ensure CTC, potential implementing agency, and project compliance with applicable federal and regional policies. Screening will include a review to ensure consistency with adopted RTP/SCS. Any issues identified will be communicated to CTC staff, and projects with unresolved issues will be excluded from further consideration.
2. **Scoring Criteria:** Eligible projects can achieve up to 110 points for projects submitted for potential CMAQ funding and up to 100 points for projects submitted for STBG funding. The review committee will score projects using the following rubric:

SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization	50 Points
Regional Priorities: Project implements SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies	20 Points
Performance Measures: Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): <ul style="list-style-type: none"> Location Efficiency, Mobility and Accessibility, Safety and Public Health, Environmental Quality, Economic Opportunity, Investment Effectiveness, Transportation System Sustainability, and Environmental Justice 	20 Points
Equity: Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	10 Points
Air Quality Improvements: For CMAQ-eligible projects, expected criteria air pollutant (CAP) emissions reductions and relative cost effectiveness of projects in reducing CAP emissions in the SCAG region Air Basins	10 Points

The review committee will score each project using the following criteria:

CTC Prioritization:

- Prioritized in the CTC list as Highly Recommended 50 points
- Prioritized in the CTC list as Recommended 40 points
- Prioritized in the CTC Contingency List 20 points

Regional Priorities

- Aligns with 3 or more Regional Priorities 20 points
- Aligns with 1 to 2 Regional Priorities 10 points
- Does not align a Regional Priority 0 points

Performance Measures

- Supports 6 or more Performance Measures 20 points
- Supports 4 to 5 Performance Measure 10 points
- Supports 2 to 3 Performance Measures 5 points
- Supports less than 2 Performance Measures 0 points

Equity

- Demonstrates direct positive benefit to Priority Equity Communities 10 points
- Demonstrated indirect positive benefits to Priority Equity Communities 5 points
- Does not demonstrate positive benefits to Priority Equity Communities 0 points

Air Quality Improvements

- Demonstrates cost effectiveness in reducing CAP emissions 10 points
- Estimates CAP emission reduction benefits 5 points
- Does not address CAP emission reduction benefits 0 points

3. **Project Ranking Process:** Candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, SCAG staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings as well as projects identified as seeking CMAQ funding. (All eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score.) In developing this list, SCAG will consider if project elements may not be eligible for CMAQ funds and should be considered for STBG funding.

All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded. (All remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score). The latter rankings will be used by SCAG staff to develop a recommended list of projects for STBG funding.

Once the lists are developed, they will be shared with the Air Quality Districts to obtain input on the projects selected for potential CMAQ funding. This will fulfill SCAG's requirement to involve the local air quality districts. SCAG may also consult with Caltrans and others as applicable.

4. **Program Balancing:** Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the following factors:
 - Ensuring that at least 40 percent of funding positively benefit Priority Equity Communities,
 - County targets (as detailed in the SCAG RC-approved STBG/CMAQ Compliance Action Plan),
 - Relative STBG and/or CMAQ availability, and
 - Overall program balancing for a variety of project types, equitable investments, and regional diversity.

Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must

achieve a score of at least 90 points. To achieve an overall Recommended determination, projects must achieve a score of at least 75 and less than 90 points. To be considered for the Contingency List, projects must achieve a score of at least 70 points. Depending on availability of CMAQ and STBG funds, projects may move between the Recommended list and the Contingency List. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG RC adoption. Projects that achieve a score of less than 70 will be determined to be Not Recommended.

5. **Program Approval:** The SCAG RC will consider the recommended CMAQ and STBG projects. Projects approved by the SCAG RC for funding will be eligible for programming into the FTIP.

If high scoring projects (Highly Recommended and Recommended) are not selected due to funding constraints, they will be prioritized for future funding opportunities as additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process. Contingency List projects will be considered after high scoring projects for future funding opportunities if additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process.

APPROVED PROJECTS, FEDERAL PROGRAMMING, MONITORING, AND FTIP MANAGEMENT

Projects approved by the SCAG RC for funding will be programmed in the FTIP consistent with adopted FTIP Guidelines. Approved projects that meet eligibility for transfer to the FTA should consult the FTIP Guidelines. To ensure the timely use of federal funds, SCAG will collaborate with Caltrans, CTCs, local jurisdictions, and transit operators to enhance FTIP Guideline policies and procedures to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, SCAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances.



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

FY23-FY26 CARBON REDUCTION PROGRAM GUIDELINES

Attachment: FY23-FY26 CRP Program Guidelines (FY2023-FY2026 Carbon Reduction Program (CRP) Guidelines)

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CARBON REDUCTION PROGRAM OVERVIEW

The federal Carbon Reduction Program (CRP) Guidelines, establishes the policy framework for project selection and investment of federal funds in accordance with the State of California's Carbon Reduction Strategy. CRP funding is made available by the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), which provides funds for projects designed to reduce transportation emissions.

SCAG is in a unique position to utilize this resource and build upon the REAP 2.0 funded County Transportation Commission Partnership Program efforts, allowing for broader planning and implementation investments, including those which focus on reducing transportation emissions. As part of its implementation of CRP, SCAG will use 65 percent of the regional CRP share to issue a Call for Project Nominations to support transformative projects as described below.

BACKGROUND

The United States is committed to a whole-of government approach to reducing economy-wide net greenhouse gas (GHG) emissions by 2030. The BIL provides resources to help funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

The CRP encourages the advancement of projects that address climate change and sustainability. In particular, SCAG encourages projects that implement the region's Regional Transportation Plan/Sustainability Communities Strategy (RTP/SCS, known as Connect SoCal). In alignment with SCAG's Racial Equity Early Action Plan, projects that facilitate the consistent integration of equity are strongly encouraged.

FUNDING AVAILABILITY

The CRP program is authorized from FY22 through FY26. For the FY22 apportionments totaling \$33.6 million, SCAG coordinated with the CTCs to expedite and select a program of projects approved by the Regional Council on April 6, 2023. The SCAG region's allocation of CRP funds is estimated to be approximately \$141 million from FY23 through FY26. For FY23-FY26, SCAG will solicit project nominations from the CTCs using a Call for Project Nominations process to program up to an estimated approximately \$92 million. This represents 65 percent of the SCAG region's apportionments. SCAG will direct the remaining estimated up to approximately \$49 million to SCAG's regional initiatives, to identify, evaluate, and award funding for regional and/or local pilots and partnership projects that achieve regional transportation goals and further the objectives of Connect SoCal. Actual programming may be lower to reflect the latest apportionments as reported by Caltrans.

CRP funds are contract authority, reimbursed from the Highway Account of the Highway Trust Fund. CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Thus, CRP funds are available for obligation for up to 4 years.

FEDERAL FISCAL YEAR	2023	2024	2025	2026
OBLIGATION DEADLINE	9/30/2026	9/30/2027	9/30/2028	9/30/2029
EXPENDITURE DEADLINE	9/30/2031	9/30/2032	9/30/2033	9/30/2034

ELIGIBLE APPLICANTS

In general, SCAG cities, counties, transit agencies, federally recognized Tribal governments, and CTCs are eligible to apply for CRP funds. Each CTC is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages CTCs to coordinate with SCAG and other affected CTCs on project nominations for multi-county projects and to support multi-county agency projects such as the California Department of Transportation (Caltrans), the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), and the Southern California Regional Rail Authority (Metrolink).

PUBLIC OUTREACH AND STAKEHOLDER ENGAGEMENT

Stakeholder engagement is essential in all SCAG programs. SCAG requires each CTC to engage relevant stakeholders to maximize project impact and further collaborative policy goals.

CTCs are required to demonstrate countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTCs should follow current best practices related to virtual and in-person public participation, outreach, and engagement. SCAG encourages each CTC to outreach and engage with historically disadvantaged communities (Priority Equity Communities) within their respective counties. CTCs must document their public outreach and stakeholder engagement process and demonstrate how it meets the program guidelines. This can include a CTC conducting a call for project nominations.

ELIGIBLE PROJECT USES

SCAG's CRP guidelines prioritize projects that aspire to transform Southern California's mobility opportunities, especially with respect to Connect SoCal, the region's adopted Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS). Applicants are encouraged to review strategies included within [Connect SoCal](#) to align project applications with regional planning priorities and concepts. Funds shall be used for implementation efforts that can demonstrate a reduction in transportation emissions over the project's lifecycle. Of critical importance to SCAG is to demonstrate GHG emission reduction to meet our climate commitments, particularly in ways that advance equity and improve underlying social and public health vulnerabilities.

Funds may be spent on projects at any phase, helping to close a critical transportation funding gap for pre-construction needs. As with most federal funds, CRP requires a non-federal match. While the non-federal share requirement depends on the type of project, most projects must have a minimum 11.47 percent non-federal funding match. Due to the limited balance of toll credits statewide, toll credits may not be used as funding match for CRP.

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. In accordance with California's Carbon Reduction Strategy, applicants should nominate projects that support the state's three [Carbon Reduction Program pillars](#): 1) transit and passenger rail 2) active transportation, 3) zero emission vehicles and infrastructure, and conversion of existing highway

lanes to price managed lanes. For more information, please refer to the [Federal CRP Implementation Guidance](#).

All proposed uses will be required to meet the state and program requirements. Projects must demonstrate a reduction in transportation emissions. Please contact SCAG with any questions regarding funding eligibility.

PROJECT SELECTION PROCESS

SCAG will conduct a Call for Project Nominations, provide guidance, perform project evaluations, develop a list of selected projects, and conduct the SCAG board review and approval process.

CTCs will solicit and submit project applications including conducting and documenting their outreach processes, screening applicants and projects for program eligibility, and conducting initial evaluation and prioritization of projects from their respective county. CTCs will develop individual project application materials for submission to SCAG and establish processes for their county's project nominations, consistent with the overall program guidelines and subject to consultation and concurrence by SCAG staff.

One application is required per project and entities may submit multiple project applications. **Applicants must complete and submit their application by March 29, 2024, at 5:00 p.m. Program timelines are subject to change.**

CALL FOR PROJECTS SCHEDULE

The following schedule outlines important dates for the CRP Call for Projects. **Program timelines are subject to change.**

CRP (FY23-FY26) CALL MILESTONES	DATE
CALL FOR APPLICATIONS OPENS	January 4, 2024
APPLICATION WORKSHOP	TBD
CALL FOR APPLICATIONS SUBMISSION DEADLINE	March 29, 2024
REGIONAL COUNCIL APPROVAL	July 11, 2024

REGIONAL PROJECT EVALUATION

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the project submittals provided by the CTCs and develop a recommended list of projects for adoption by the SCAG RC. This process will consist of the following steps:

1. **Confirm Eligibility:** SCAG staff will review submitted documentation to ensure compliance with applicable federal, state, and regional policies. Screening will include a review to ensure consistency with adopted RTP/SCS. Any issues identified will be communicated to CTC staff, and projects with unresolved issues will be excluded from further consideration.
2. **Scoring Criteria:** Eligible projects can achieve up to 100 points. The review committee will score projects using the following rubric:

SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization	Up to 25 Points
Regional Priorities: Project implements SCAG’s adopted RTP/SCS, including future adopted Plan policies and strategies	Up to 20 Points
Performance Measures: Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): <ul style="list-style-type: none"> Location Efficiency, Mobility and Accessibility, Safety and Public Health, Environmental Quality, Economic Opportunity, Investment Effectiveness, Transportation System Sustainability, and Environmental Justice 	Up to 15 Points
Equity: Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	Up to 15 Points
Carbon Reduction: Expected carbon reduction and relative cost effectiveness of projects in reducing carbon emissions in the SCAG region	Up to 25 Points

The review committee will score each project using the following criteria:

CTC Prioritization	
• Prioritized in the CTC list as Highly Recommended	25 points
• Prioritized in the CTC list as Recommended	15 points
• Prioritized in the CTC Contingency List	5 points
Regional Priorities	
• Aligns with 3 or more Regional Priorities	20 points
• Aligns with 1 to 2 Regional Priorities	10 points
• Does not align a Regional Priority	0 points
Performance Measures	
• Supports 6 or more Performance Measures	15 points
• Supports 4 or 5 Performance Measures	10 points
• Supports 2 or 3 Performance Measures	5 points
• Supports less than 2 Performance Measures	0 points
Equity	
• Demonstrates direct positive benefit to Priority Equity Communities	15 points
• Demonstrates indirect positive benefit to Priority Equity Communities	10 points
• Does not demonstrate positive benefits to Priority Equity Communities	0 points
Carbon Reduction	
• Demonstrates cost effectiveness in reducing transportation emissions	25 points
• Estimates transportation emission reduction benefits	15 points
• Does not address transportation emission reduction benefits	0 points

3. **Project Ranking Process:** Projects will be ranked according to their average review committee score. SCAG staff will develop a recommended list of eligible projects for CRP funding using the comprehensive rubric rankings. All eligible projects scored with a maximum possible score of 100 points and ranked from highest to lowest score. In developing this list, SCAG will consider if project elements may not be eligible for CRP funds.
4. **Program Balancing:** Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the following factors:
 - Ensuring that at least 40 percent of funding positively benefit Priority Equity Communities and meet Justice 40 requirements, and
 - Overall program balancing for a variety of project types, equitable investments, and regional diversity.

Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must achieve a score of at least 85 points. To achieve an overall Recommended determination, projects must achieve a score of at least 70 and less than 85 points. To be considered for the Contingency List, projects must achieve a score of at least 65 points. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG RC adoption. Projects that achieve a score of less than 65 will be determined to be Not Recommended.

5. **Program Approval:** The SCAG RC will consider the recommended CRP projects.

APPROVED PROJECTS AND MONITORING

To ensure the timely use of federal funds, SCAG will collaborate with Caltrans and CTCs to enhance Guideline policies and procedures to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Once SCAG selects projects, CTCs will be required to submit a Project Alignment Confirmation Form to SCAG for transmittal to Caltrans. Additionally, SCAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances. Program completion is based on statutory provisions and SCAG expects all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

CONTACT INFORMATION

Questions regarding the Carbon Reduction Program application process should be directed to:

Kate Kigongo
Department Manager, Partnerships for Innovative Deployment
Telephone: (213) 236-1808
Email: kigongo@scag.ca.gov

Questions regarding eligibility, programming, and obligation of CRP funding should be directed to:

Heidi Busslinger
Principal Planner, Federal Transportation Improvement Program
Telephone: (213) 236-1541
Email: busslinger@scag.ca.gov

RCTC PROCEDURES FOR SCAG'S 2024 CALL FOR PROJECT NOMINATIONS

The Southern California Association of Governments (SCAG) intends to issue a SCAG Region Carbon Reduction Program (CRP) & Congestion Mitigation and Air Quality (CMAQ)/Surface Transportation Block Grant (STBG) Call for Project Nominations on January 4, 2024, with a closing date of March 29, 2024. Projects are anticipated to be approved by the SCAG Regional Council on June 6, 2024, and to be programmed in the Federal Transportation Improvement Program (FTIP) in July 2024.

The SCAG guidelines require county transportation commissions (CTCs) to perform an initial project screening and evaluation, then submit project nominations to SCAG for regional evaluation and project selection. This document describes the Riverside County Transportation Commission's (RCTC) nomination procedures for SCAG's 2024 Call for Project Nominations.

PART A – INITIAL SCREENING

In the SCAG region, an estimated \$275 million is available for fiscal years (FY) 2022/23 through 2025/26 across the three programs: CRP (\$88 million), STBG (\$130 million), and CMAQ (\$57 million). This funding is available due to increased funding for California called out in the federal Infrastructure Investment and Jobs Act (IIJA). Riverside County's target is roughly 12 percent or \$33 million. SCAG anticipates that under subsequent SCAG Call for Project Nominations, considerably more funding will be available for programming. This nomination procedure is written recognizing the very limited funding in the 2024 Call for Project Nominations. Should future calls include substantially more funding, RCTC's intention is to revisit this procedure.

Screening Criteria:

In the SCAG Call for Project Nominations, the respective CTC ranks each project based on the following:

- Highly Recommended – 50 Points for STBG/CMAQ; 25 points for CRP
- Recommended – 40 Points for STBG/CMAQ; 15 points for CRP
- Contingency List – 20 Points for STBG/CMAQ; 5 points for CRP

RCTC's methodology for screening and ranking projects will be:

Highly Recommended – Regional Priorities

- Projects in Groups 1 and 2 of the RCTC 10-Year Delivery Plan

Recommended – Regionally Significant

- Projects in Group 3 of the RCTC 10-Year Delivery Plan
- Projects in the Coachella Valley Association of Governments Transportation Project Prioritization Study
- Projects on the backbone network in the Western Riverside Council of Governments Transportation Uniform Mitigation Fee Nexus Study
- Projects in an adopted zero emission transition plan

Contingency List – Local Priorities

- Projects that are not identified in any of the above-referenced plans or studies

Screened projects that are highly recommended or recommended will be invited to prepare a full SCAG nomination application. Sponsors of projects that are on RCTC's contingency list may still prepare a nomination application.

Outreach:

All outreach activities will be documented for reporting to SCAG as required.

1. After RCTC board approval, issue call for nominations countywide to all eligible recipients including local agencies, transit agencies, and Tribal Governments via email
 - a. RCTC Programming staff will host a minimum of two office hours
 - b. RCTC Programming staff will offer 30-minute consultations with interested eligible recipients
2. Present the call for nominations and associated office hours and consultation opportunities to RCTC Technical Advisory Committee (TAC) and RCTC Multimodal Bi-Monthly Roundtable Meeting with transit operators
3. Work with RCTC Community Affairs Manager to connect with Tribal Governments

PART B – INVITATION TO APPLY

Screened projects that are highly recommended or recommended will be invited to prepare a full SCAG nomination application. Nominators of projects that are on the contingency list may still submit a nomination application. All nomination applications will be submitted to RCTC for submittal to SCAG.

SCHEDULE

November 20	RCTC TAC presentation
November 27	RCTC Budget and Implementation Committee presentation
December 12	Bi-Monthly Roundtable presentation
December 13	RCTC Commission presentation/open call for nominations
January 4	SCAG opens Call for Project Nominations
January 12	RCTC call for nominations closes
February 7	RCTC to notify nominators of recommendation category
March 13	Nominators to submit full project nominations to RCTC for review
March 20	RCTC to provide feedback on nominations for nominators to incorporate
March 27	Final project nominations due to RCTC
March 28	RCTC to submit all Riverside County project nominations to SCAG
March 29	SCAG Call for Project Nominations closes
April – May	SCAG evaluates nominations based on SCAG's adopted STBG/CMAQ and CRP Guidelines
June 6	SCAG Regional Council adopts project lists

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
AND THE SCAG REGION COUNTY TRANSPORTATION COMMISSIONS**

This Memorandum of Understanding (“MOU”), is entered into by and between the **Southern California Association of Governments (“SCAG”)** and **Imperial County Transportation Commission, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, Ventura County Transportation Commission** (collectively, the “CTCs”) to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming responsibilities addressed in the Federal Highway Administration (“FHWA”) and the Federal Transit Administration (“FTA”) Fiscal Year 2022 SCAG Certification Review and December 16, 2022 approval of the California 2023 Federal Statewide Transportation Improvement Program (“FSTIP”). SCAG and the CTCs are individually referred to herein as Party and collectively referred to herein as “Parties.”

RECITALS

WHEREAS, SCAG is a Joint Powers Agency and the federally designated Metropolitan Planning Organization (“MPO”) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, primarily responsible for the development of a Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS”) for the counties;

WHEREAS, in federal fiscal year 2022, the SCAG region received \$576 million in federal Surface Transportation Block Grant (“STBG”), Congestion Mitigation and Air Quality (“CMAQ”), and Carbon Reduction Program (“CRP”) funds and expects a similar amount annually in each subsequent year;

WHEREAS, to maximize and ensure that those funds continue to flow to the SCAG region, SCAG must address FHWA and FTA Federal Planning Findings (“FPF”) issued in conjunction with the approval of the FSTIP in accordance with 23 CFR 450.220(b);

WHEREAS, the FPF verifies that the development of the FSTIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements and documents FHWA and FTA's recommendations for statewide and metropolitan transportation planning improvements;

WHEREAS, FHWA and FTA issued the Fiscal Year 2022 SCAG Certification Review and approval of the FSTIP on December 16, 2022;

WHEREAS, SCAG adopted STBG and CMAQ guidelines that address the specific findings for the SCAG region, including replacing the historic federal transportation funding suballocations by population or mode to cities and counties with a performance-based approach, modifying the eligibility screening conducted for compliance with Federal program guidance and regulations,

and modifying the project selection process so federally funded transportation projects are selected by SCAG as the MPO;

WHEREAS, SCAG has developed a project selection process for STBG/CMAQ funded projects and is developing a project selection process for CRP funded projects that builds and improves on performance-based planning a programming process; and

WHEREAS, the Parties seek to enter into this MOU to address the administrative and statutory requirements outlined in the December 16, 2022 FHWA/FTA approval of the 2023 FSTIP.

NOW THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. Recitals

The Recitals are incorporated herein by this reference and made a part of the provisions of this MOU.

2. Term

The Term of this MOU shall begin on the Effective Date of the MOU and continue in full force until such Party withdraws from this MOU pursuant to Section 7 below or this MOU is terminated by SCAG upon thirty (30) days prior written notice.

3. Responsibilities of the Parties

a. SCAG's Responsibilities:

- i. Determines the availability of STBG, CMAQ, and CRP funding.
- ii. Initiate a regional solicitation for project nominations, as applicable.
- iii. Evaluate project nominations against program criteria and recommend a list of projects for SCAG Regional Council approval.
- iv. Collaborate with Caltrans, CTCs, local jurisdictions, and transit operators to enhance FTIP Guideline policies and procedures to ensure federal funding requirements and deadlines are met and funds are not lost to the region.
- v. Prepare and submit annual obligation plans to Caltrans.
- vi. Monitor and report federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances.
- vii. Engage in loans with other regions as deemed necessary.
- viii. Collaborate on project guideline updates as deemed necessary.

b. CTC's Responsibilities:

- i. Assist in the process by outreaching to eligible project sponsors, conducting an initial screening against the selection criteria, and identifying county-level project priorities.
- ii. Collaborate with SCAG to assist SCAG with enhancing FTIP Guideline policies and procedures to ensure federal funding requirements and deadlines are met and funds are not lost to the region.
- iii. Coordinate with project sponsors to provide information to SCAG as needed for OA tracking and reporting in order to ensure OA delivery for the region.
- iv. Assist project sponsors with the oversight of the obligation process and inactive project list for projects within the county.

4. Amendments

No alteration or deviation of the terms of this MOU shall be valid unless made in writing in the form of an MOU amendment and properly executed by the Parties.

5. Indemnification

A Party and its officers shall not be responsible for any damage or liability occurring by reason of anything done or omitted to be done by another Party under or in connection with any work, authority or jurisdiction delegated to that other party under this MOU. It is understood and agreed that each Party shall fully defend, indemnify and save harmless the other Parties, their officers, and employees from all claims, suits or actions of every name, kind and description brought for or on account of any damage or injury occurring by reason of anything done or omitted to be done by the indemnifying Party under or in connection with any work, authority or jurisdiction delegated to the indemnifying Party under this MOU.

6. Independent Contractor

The Parties shall be independent contractors in the performance of this MOU, and not officers, employees, contractors, or agents of each other. The Parties shall maintain sole and exclusive control over their personnel, agents, consultants, and operations.

7. Termination of MOU

A Party may terminate this MOU at any time by giving written notice to the other Parties of such termination at least thirty (30) calendar days before the effective date of such termination. Should one of the CTCs provide written notice to terminate, the remaining CTCs and SCAG may amend the MOU to remove the terminating CTC.

8. Execution

This MOU, or any amendment related thereto, may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any amendment.

9. Effective Date

This MOU shall be effective as of the last date in which the document is executed by the Parties.

10. Entire MOU

This MOU, comprised of these terms and conditions and any properly executed amendments, represents and contains the entire agreement of the Parties with respect to the matters set forth herein. This MOU supersedes any and all prior negotiations, discussions and, if any, previous agreements between the Parties.

11. Authority

The person executing this MOU on behalf of the Parties warrant that they are duly authorized to execute this MOU on behalf of said Parties, and that by doing so the Parties are formally bound to the provisions of this MOU.

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives as of the dates indicated below:

Southern California Association of Governments

By: _____
Kome Ajise, Executive Officer Date _____

Imperial County Transportation Commission

By: _____
David Aguirre, Executive Director Date _____

Los Angeles County Metropolitan Transportation Authority

By: _____
Stephanie N. Wiggins, Chief Executive Officer Date _____

Orange County Transportation Authority

By: _____
Darrell E. Johnson, Chief Executive Officer Date _____

Riverside County Transportation Authority

By: _____
Anne Mayer, Executive Director Date _____

San Bernardino County Transportation Authority

By: _____
Raymond W. Wolfe, Executive Director Date _____

Ventura County Transportation Commission

By: _____
Martin R. Erickson, Executive Director Date _____

AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 20, 2023
TO:	Technical Advisory Committee
FROM:	Edward Emery, Sr. Management Analyst, Planning and Programming
SUBJECT:	Active Transportation Program Cycle 7 Update

STAFF RECOMMENDATION:

This item is to receive and file an update on the Active Transportation Program (ATP) Cycle 7.

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 Metropolitan Planning Organization (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.

ATP Cycle 7 was kicked-off in August 2023 with Virtual Guideline Workshops. The CTC has held several workshops since then, the last one of which was held on November 8th. The following is the ATP Cycle 7 schedule:

ATP Milestones	Date
CTC Staff holds Virtual Guideline Workshops	August 2023 – February 2024
CTC Staff holds Branch Visits	September 2023 – March 2024
CTC Staff holds Virtual Site Visits	September 2023 – March 2024
PSR Equivalency Workshop	December 5, 2023
CTC staff presents draft guidelines to CTC	January 25-26, 2024
CTC hearing and adoption of ATP Guidelines	March 21-22, 2024
CTC adopts ATP Fund Estimate	March 21-22, 2024
Call for Projects	March 21-22, 2024
Project Applications Deadline	June 17, 2024

CTC adopts statewide and small urban and rural and quick-build portions of the program	December 5-6, 2024
CTC adopts Metropolitan Programming Organization selected projects	June 2025

The meeting materials for past workshops can be found on the CTC website: <https://catc.ca.gov/programs/active-transportation-program>.

Each ATP programming cycle includes four years of funding. New programming capacity for the ATP Cycle 7 will be for state fiscal years 2025/2026 through 2028/2029. The funding amounts anticipated for Cycle 7 are slightly higher than the funding available in ATP Cycle 5. Cycle 6 was an anomaly as it received \$1.05 billion of one-time State General Funds:

- Cycle 7 total of \$555.5 million funds available statewide:
 - \$100 million for each FY 2025/26 through 2026/27; and
 - \$177.75 million for each FY 2027/28 through 2028/29.

DISCUSSION:

Commission staff has been participating in the ATP workshops since August 2023. Overall, CTC is not recommending any major changes for ATP Cycle 7. Below is a summary of notable ATP updates Commission staff received from the workshops.

- CTC is not recommending any wholesale changes to the ATP applications so that agencies can refresh their Cycle 6 applications for Cycle 7. CTC staff confirmed it will not adjust the project size thresholds for the five application types. Additionally, it will not change the maximum score available for matching funds.
- The ATP application requires agencies to consult with the California Conservation Corps (CCC) per SB 99. CTC staff reminded applicants that the CCC coordination process must be followed for each application and must be repeated when an application is resubmitted for a new cycle. Non-complying applications will receive a reduction of 5 points.
- CTC staff is providing two new tools to allow applicants to demonstrate project benefits to Disadvantaged Communities (DAC). These tools, which have been used by the Justice 40 initiative, may allow more census tracts to qualify as DAC.
- The process for cancelling a project has been memorialized. Implementing agencies will submit a signed letter to Caltrans and CTC staff detailing the reasons for project cancellation, steps taken to avoid cancellation and lessons learned. Caltrans and CTC staff will hold a follow-up call with the agency for additional discussion.
- CTC staff will post ATP funding information for projects selected by CTC on the ATP website indicating whether the awarded project receives state or federal funds. At this time, CTC staff is unable to provide such level of information for MPO selected projects.

- CTC is requiring awardees to provide additional project data points to better highlight the ATP program's impact on mode shift, VMT reduction and emissions reduction. Results will be used to advance efforts to increase ATP funding.

Additional resources and assistance with applications are available to agencies from the sources below.

- The Active Transportation Resource Center provides resources, technical assistance, and training to partners across California. These resources are available here: <http://caatpresources.org/>.
- CTC staff is available to discuss proposed ATP applications via virtual site visits. Due to limited availability, visits should be scheduled as soon as possible using the following link. [2025 ATP Virtual Site Visit Registration \(google.com\)](#).

Lastly, CTC staff is proposing to host an in-person branch workshop in January 2024 in Riverside County. These workshops were created to provide program education and direct technical assistance to a specific region. ATP staff is available to host a 2-hour Branch Workshop in Riverside County and tour potential 2025 ATP projects through the following day. Commission staff is soliciting feedback and interest for this technical assistance workshop and project tour.

AGENDA ITEM 9

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 20, 2023
TO:	Technical Advisory Committee
FROM:	Edward Emery, Sr. Management Analyst, Planning and Programming
SUBJECT:	2024 State Transportation Improvement Program Update

STAFF RECOMMENDATION:

This item is to receive and file an update on the State Transportation Improvement Program (STIP).

BACKGROUND INFORMATION:

At its September 2023 meeting, the Riverside County Transportation Commission (Commission), approved the 2024 STIP formula distribution for the three geographic areas in Riverside County. Staff also presented an outline of the process for developing the 2024 STIP and reported that the adopted Fund Estimate (FE) indicated Riverside County's Target Share for programming was \$59,788,000.

At its October 2023 meeting, the Commission approved programming \$51,215,772 of 2024 STIP Western Riverside County and Palo Verde Valley target share funding capacity and \$6,778,587 of 2024 STIP Coachella Valley target share funding capacity based on the project recommendation by the Coachella Valley Association of Governments (CVAG), and to forward to the California Transportation Commission (CTC) for adoption by the statutory deadline of December 15, 2023. In addition, the Commission approved Amendment No. 5 to Agreement No. 07-71-028-00, with the city of Blythe (Blythe) to trade \$294,804 of Palo Verde Valley STIP funds with Measure A Western Riverside County Highway funds to facilitate delivery of local arterial projects.

The Riverside County 2024 STIP project recommendations were forwarded to the Southern California Association of Governments (SCAG) to conduct regional performance measures analysis as required by the CTC STIP guidelines.

2024 STIP Updates

The 2024 STIP covers a five-year period from FYs 2024/25 – 2028/29. CTC staff reported that new programming capacity in the target share (explained in the next section) is mostly available in the last two years of the 2024 STIP cycle (FYs 2027/28 and 2028/29). A few notable requirements for programming STIP projects are:

- ✓ Projects cannot be programmed prior to FY 2027/28 without pushing back projects currently programmed in the first three years.
- ✓ Projects must have a completed project study report (PSR) or PSR Equivalent.
- ✓ Projects costing \$50 million or more or that are requesting over \$15 million in STIP funds must provide additional analysis (e.g. Benefit/Cost (B/C) and air quality analyses).
- ✓ Project phases must be fully funded.

Riverside County 2024 STIP Target Share

The 2024 STIP target share funding distribution for the three geographic areas is included in the table below based on the funding distribution approved at the September 2023 Commission meeting.

Table 1. 2024 STIP Fund Estimate for Riverside County – Target Share

		Target Share
Total Riverside County Target Share		\$59,788,000
	Less: 3% Planning, Programming and Monitoring (PPM)	1,793,640
	Less: PVV delta from 2022 Target/Max	68,895
Total New Project Programming		57,925,465
Western County	79.91%	46,288,239
Coachella Valley	19.70%	11,411,316
Palo Verde Valley	00.39%	225,909

Per an MOU between the Commission and Blythe, Palo Verde Valley STIP funds have been traded with Measure A Western Riverside County highway funds to facilitate delivery of local arterial projects in the Palo Verde Valley. Given Blythe's small staff, lower STIP funding levels, and focus on local arterials, it is more efficient to provide local funding to ensure project delivery and a less cumbersome allocation process. Upon CTC adoption of the 2024 STIP, staff recommends amending the STIP MOU with Blythe trading \$294,804 of STIP funds with Measure A Western Riverside County highway funds. Blythe will also be required to include the STIP trade funds and associated project(s) in its Measure A Capital Improvement Program. This increases the 2024 STIP Western Riverside County total to \$46,583,043.

In the 2022 STIP, the Commission programmed up to the Maximum STIP share by programming \$15,658,000 for the Coachella Valley-San Gorgonio Pass Rail Corridor Service (CV Rail) Project without considering a proportional cost share between Riverside County geographic areas. With 64 percent of the Riverside County CV Rail track mileage share located in the Coachella Valley, the Coachella Valley's STIP formula share contribution to CV Rail is \$10,021,120. Utilizing its taxable sales share of the \$15,658,000 2022 STIP amount programmed on CV Rail, the Coachella Valley was only contributing \$3,388,391; combining this with \$6,632,729 of 2024 STIP Coachella Valley share achieves the Coachella Valley's \$10,021,120 track mileage share STIP

contribution to the CV Rail Tier 2 environmental phase. This leaves \$4,778,587 of 2024 STIP funding for CVAG to nominate on a project. Additionally, as staff reported to the Commission at its May 2022 meeting, in the 2022 STIP, CVAG requested the \$2 million previously programmed in the 2020 STIP for the Interstate 10/Avenue 50 interchange be de-programmed. This request was based on action the CVAG Executive Committee took at its September 30, 2019, Executive Committee meeting. The \$2 million deprogrammed needs to be added back into the Coachella Valley share during the 2024 STIP cycle, bringing the total Coachella Valley amount of 2024 STIP funding available for programming to \$6,778,587. This revises the 2024 STIP Western County total to \$51,215,772.

2024 STIP Target Share Programming Recommendation: Western Riverside County

Due to the long horizon for when the funds can be programmed and the requirement that STIP projects be fully funded, identifying projects for STIP funding can be a challenge. Staff researched regionally significant projects and identified three projects that meet the criteria for STIP programming.

Staff recommended programming the \$51,215,772 of STIP target share funding between three projects:

1. I-15 Express Lanes Project Southern Extension (ELPSE) in unincorporated Riverside County (Temescal Valley) in the amount of \$37,415,772 for the construction phase.
2. I-10 Bypass in unincorporated Riverside County (Cabazon) in the amount of \$8,800,000 for the right of way phase.
3. The French Valley Parkway Phase III Project in Temecula in the amount of \$5,000,000 for the design phase.

The Commission is the lead agency for the I-15 ELPSE. It is anticipated the environmental phase will be completed in FY 2025/26.

The County of Riverside is the lead agency for the I-10 Bypass. The environmental phase was completed in 2021 and design is expected to commence in the coming months.

The city of Temecula is the lead agency on Phase III of the French Valley Parkway Project. The environmental phase was completed several years ago for the entire French Valley Parkway Project. Phase II of the project, which is currently under construction, received substantial STIP funding.

The project timelines and funding plans align well with when 2024 STIP funds are anticipated to be available (FYs 2027/28 and 2028/29) and how much 2024 STIP funds are available for programming. An additional key element that makes these projects well-qualified to receive STIP programming is they either already have or are currently seeking federal environmental clearance under the National Environmental Policy Act; this is critical for projects in need of discretionary funding.

2024 STIP Target Share Programming Recommendation: Coachella Valley

CVAG is responsible for STIP programming actions for the Coachella Valley per the STIP Intracounty MOU. At its September 11, 2023, meeting, the CVAG Transportation Committee recommended the Coachella Valley STIP share be programmed on the I-10/Monroe Street Interchange project, the region's top-ranked project in the Transportation Project Prioritization Study. This adds to the Coachella Valley's 2022 STIP share of \$7.55 million that was previously programmed toward the Interstate 10/Monroe Street Interchange project. This project has experienced significant cost increases and this recommendation is contingent on a CVAG staff analysis of the higher cost estimate recently provided by the City of Indio.

2024 STIP PPM Programming

A total of \$1,793,640 in STIP PPM funds will be programmed in FYs 2024/25 through 2028/29. Commission staff will coordinate with CVAG on the use of PPM for planning, programming, and monitoring activities.

AGENDA ITEM 10

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 20, 2023
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)	

Attachment 1: Powerpoint presentation slide deck

RCTC TAC MTG

4080 Lemon Street
Riverside, CA 92502-2208

Caltrans Local Assistance D8

November 20, 2023

Inactive Projects >24 Months – Immediate Action Required

- **Immediate action required for Inactive Projects greater 24 months**

Please Invoice or provide justification by November 2, 2023.

The Department of Transportation (Caltrans) Division of Local Assistance (DLA) has been collaborating with the Federal Highway Administration (FHWA) to reduce the number of inactive projects especially those that have not been reimbursed for 24 months or greater with an unexpended federal funds of \$50,000 or more. Local agencies are expected to invoice Caltrans regularly for projects in accordance with [Code of Federal Regulations 23 CFR 630.106](#).

All documents listed below are located on the [DLA Inactive Projects Website](#), under California Repeat Inactive Project List >24 months October 25, 2023, for FFY2024 Q1. Work with your Caltrans District Local Assistance Engineer to invoice or to provide justification for the projects in the Repeat Inactive List by November 2, 2023.

American Public Works Association (APWA)

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

If you have any questions concerning APWA, please reach out to Joubin Pakpour at (925) 224-7717 or by email: JPakpour@pcgengr.com

CALTRANS LETTERS OF SUPPORT Requests

DOTP  Division of Transportation Planning



Caltrans Office of Strategic Investment Planning (OSIP) Division of Transportation Planning leads Caltrans Letter of Support (LOS) requests from local and regional agencies for inclusion in their project application packages for competitive grant programs. OSIP is responsible for submitting LOS Request Packages to the Director for various state and federal grant programs.

Caltrans currently has two Call for Letters of Support open for the following Discretionary Grants:

Bridge Investment Program (BIP) Fiscal Year 2023

- Request for a Caltrans Letter of Support closed.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) for 2024

- Request for a Caltrans Letter of Support is due November 30, 2023

Please visit the [OSIP website](#) on how to submit a request for a Caltrans Letter of Support.

For more information, check out our [Caltrans Letter of Support Guide](#).

Environmental Process Review & Office Hours

Process Review & Survey

The [Caltrans Office of Environmental Compliance & Outreach](#) (ECO) in the [Division of Local Assistance](#) is requesting local public agency, Tribal, and consultants' help to improve ECO's processes and provide better support. The purpose of this survey is to identify where the Local Assistance Environmental process may be improved, which will ultimately enhance services to the public and create a more expeditious path for project delivery. Once those areas are identified, ECO will work with our partners to address them in a way that is mutually beneficial.

Environmental Compliance & Outreach – Office Hours: Ask an Expert

The experts at ECO will assist with any questions concerning how to fill out the [Preliminary Environmental Study](#) (PES) for your project, or any other PES questions attendees may have. Please add a reminder/appointment to your email calendar to attend ECO's Ask an Expert on the first Thursday of every month from 1:00 pm – 2:00 pm starting on November 2, 2023, at this online location.

Division of Local Assistance – Updates

Exhibit 12-G

In response to recent changes in federal regulations, Exhibit 12-G: Required Federal-aid Contract Language of the Local Assistance Procedures Manual (LAPM) has been updated to incorporate two significant revisions related to Buy America and the Davis-Bacon regulations (previously posted.

Exhibit 13-E

A new Exhibit 13-E: Preliminary Engineering Right of Way Checklist has been implemented for all federally funded local projects. Any proposed projects and existing projects currently working on their Preliminary Environmental Study (PES) document must complete and submit Exhibit 13-E.

Clean California Local Grant Program Announces Cycle 2 Awardees!

- The Clean California Local Grant Program (CCLGP) has announced the award of 42 Clean California grants totaling nearly \$100 million for local projects throughout the State. Check out the list of awarded projects [here](#)!

The Caltrans CCLGP team received 230 applications for local grant projects by the application deadline of May 31, 2023, which sought approximately \$560 million in grant funds. Proposals included a wide range of community enhancements, such as litter abatement, landscaping improvements, art installations, and walking and biking paths. Awards will be given to 42 projects, or approximately 18% of the received applications, totaling \$99,998,175 in requested grant funds.

FHWA Free Webinars – November 2023 & January 2024

November 27, 2023

- 12:30 – 1:30 pm PT
- Digital As-Builts Forum, Digital Construction Management Scan
- Digital Construction Management (DCM) builds upon existing 3D Modeling, e-Construction, Digital As-Builts, e-ticketing, Unmanned Aerials Systems, Smart Work Zone Project Coordination, and Strategic Workforce Development innovations. DCM helps State Department of Transportations (DOTs) and industry integrate electronic construction management processes to enhance safety, efficiency and effectiveness of the highway construction.
- Presenters: Wei Johnson SC DOT and Bryan Cawley Federal Highway Administration (FHWA)

January 29, 2024

- 12:30 pm – 1:30 pm PT
- Innovation in Project Delivery, From Hard Hats to Safety Helmets
- The National Institute for Occupational Safety & Health (NIOSH) and its partners are working to prevent work related (WR) traumatic brain injury (TBI). Consistent with the hierarchy of controls, prevention of WR TBIs should begin with efforts to eliminate hazards, and use engineering and administrative controls at construction worksites and among construction workers with the use of personal protective equipment such as helmets remains essential in many construction settings to prevent injury.
- Presenters: Dr. Douglas Trout and Dr. Scott Earnest from Center for **Disease Control/NIOSH/OD**



Thriving Communities Program & Webinars 2023

- DOT is now accepting applications for its FY 2023 Thriving Communities Program ([TCP](#))! The TCP will provide up to \$22 million in funding for Capacity Builders to provide technical assistance, planning, and capacity building support to disadvantaged and under-resourced communities across the U.S. to help them advance the transformative transportation projects needed to thrive. This year's program includes a pilot to fund State and Regional TCP activities. In addition, local, Tribal, and regional governments along with their community partners are invited to submit a Letter of Interest to receive no-cost tailored technical assistance for a two-year period as well as three years of facilitated peer learning opportunities.
 - o If you're interested in providing technical assistance, planning, and capacity building support at a national or regional level through TCP, visit the [Information for Capacity Builders webpage](#) and view the [NOFO](#). Applications are due via grants.gov due by 1:59 pm November 28, 2023.
- Webinar materials for the three webinars, including presentation slides and recordings, are available on the [TCP Webinars webpage](#)

FHWA Notice of Funding Opportunities & Resources

- The [USDOT Discretionary Grants Dashboard](#) provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. The Dashboard also includes Federal grant programs outside of DOT that may be of particular interest to [rural communities](#). The below list spotlights just a few of the currently open funding opportunities – visit the Grants Dashboard to find more or [check out the calendar of open and upcoming grant opportunities](#)!
- On September 27, FHWA opened a Notice of Funding Opportunity ([NOFO](#)) for up to \$9.62 billion in FYs 2023 – 2026 Large Bridge Project Grants under the Bridge Investment Program are available for bridges with total eligible project costs over \$100 million, with minimum grant awards of \$50 million, and maximum grant awards of 50 percent of the total eligible project costs. Applications for FY 2023 and 2024 funding are due [November 27, 2023](#) via [grants.gov](#). Visit the [Bridge Investment Program website](#) to find more information, including a Benefit-Cost Analysis Tool, a fact sheet, Q&A, and information about 2022 recipients.



FHWA Notice of Funding Opportunities for California Tribes

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



Questions?

AGENDA ITEM 11

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 20, 2023
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	California Transportation Commission Meeting Highlights: October and November 2023

STAFF RECOMMENDATION:

This item is to receive and file the October and November 2023 California Transportation Commission (CTC) meeting highlights.

BACKGROUND INFORMATION:

October 18 – 19, 2023 CTC Meeting [\(Agenda\)](#)

TAB 68 Adoption of the FY 2023-24 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Subsequent Report of Eligible Cities and Counties

November 2, 2023 CTC/CARB/HCD Meeting [\(Agenda\)](#)

ITEM 2 Draft Annual Progress Report on Implementation of the Climate Action Plan for Transportation Infrastructure

AGENDA ITEM 12

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 20, 2023
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	RCTC Commission Meeting Highlights: September, October, and November 2023

STAFF RECOMMENDATION:

This item is to receive and file the September, October, and November 2023 Commission meeting highlights.

BACKGROUND INFORMATION:

September 2023 Commission Meeting [\(Agenda\)](#)

ITEM 6G Fiscal Year 2021/22 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 2021/22.

ITEM 6I Interstate 15 Franklin Street Interchange Project Cooperative Agreement with the City of Lake Elsinore

This item is for the Commission to:

- 1) Approve Cooperative Agreement No. 24-31-023-00, with the city of Lake Elsinore (City) for funding of the plans, specifications & estimate (PS&E) phase of the Interstate 15 Franklin Street Interchange Project, in the amount of \$9,500,000 from the Western Riverside Council of Governments (WRCOG) local Transportation Uniform Mitigation Fees (TUMF), and \$3,000,000 in local funds from the City, for a total amount of \$12,500,000;
- 2) Authorize Commission staff to be the lead agency on behalf of the city of Lake Elsinore, as stated in the terms of the Cooperative Agreement No. 24-31-023-00; and
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements and future non-funding agreements and/or amendments on behalf of the Commission.

ITEM 6N Fiscal Year 2023/24 State of Good Repair Program Allocations

This item is for the Commission to:

- 1) Approve Resolution No. 23-007, “Resolution of the Riverside County Transportation Commission Approving the FY 2023/24 Project List for the California State of Good Repair Program”;
- 2) Approve an allocation of \$4,573,788 related to Fiscal Year 2023/24 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;
- 3) Approve an increase of \$30,582 in the FY 2023/24 budget for SGR revenues to reflect updated SCO estimates;
- 4) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form; and
- 5) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2023/24 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary.

ITEM 7 Agreements for Comprehensive Professional Services and Software as a Service with Transmax for the Interstate 15 Smart Freeway Pilot Project

This item is for the Commission to:

- 1) Award Agreement No. 23-031-035-00 to Transmax Pty Ltd (Transmax) for comprehensive professional services for the Interstate 15 SMART Freeway Pilot Project (Project), in the amount of \$1,889,038 plus a contingency amount of \$283,356 for a total amount not to exceed \$2,172,394;
- 2) Award Agreement No. 23-031-034-00 to Transmax for Software as a Service (SaaS) for the Project in the amount \$2,510,237, plus a contingency amount of \$376,536 for a total amount not to exceed \$2,886,773;
- 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.

ITEM 8 2024 State Transportation Improvement Program Funding Distribution and Adopted Fund Estimate

This item is for the Commission to:

- 1) Approve the 2024 State Transportation Improvement Program (STIP) funding distribution among the three geographic areas in Riverside County per the adopted STIP intracounty Memorandum of Understanding (MOU).

ITEM 10 Traffic Relief Plan Update

This item is for the Commission to:

- 1) Receive and file an update on the Traffic Relief Plan.

October 2023 Commission Meeting [\(Agenda\)](#)

ITEM 6D 2024 State Transportation Improvement Program Project Recommendations

This item is for the Commission to:

- 1) Approve programming \$51,215,772 of 2024 State Transportation Improvement Program (STIP) Western Riverside County and Palo Verde Valley target share funding capacity on the Interstate 15 Express Lanes Project Southern Extension (ELPSE), I-10 Bypass, and French Valley Parkway Phase III projects, and forward to the California Transportation Commission (CTC);
- 2) Include programming \$6,778,587 of 2024 STIP Coachella Valley target share funding capacity based on the project recommendation by the Coachella Valley Association of Governments (CVAG) and forward to the CTC;
- 3) Include programming Planning, Programming, and Monitoring (PPM) funds (3 percent of STIP target share programming capacity) in the amount of \$1,793,640 in Fiscal Years 2024/25 through 2028/29;
- 4) Submit the 2024 STIP submittal to the CTC by the statutory deadline of December 15, 2023;
- 5) Forward the Riverside County 2024 STIP project recommendations to the Southern California Association of Governments (SCAG) to conduct regional performance measures analysis as required by the CTC STIP guidelines;
- 6) Approve a revision to Agreement No. 07-71-028-05, Amendment No. 5 to Agreement No. 07-71-028-00, with the city of Blythe (Blythe) to trade \$294,804 of Palo Verde Valley STIP funds with Measure A Western Riverside County Highway funds to facilitate delivery of local arterial projects for a revised total amount not to exceed \$4,588,934; and
- 7) Authorize the Executive Director, pursuant to legal counsel review, to execute the revised Agreement No. 07-71-028-05 on behalf of the Commission upon CTC adoption of the 2024 STIP in March 2024.

ITEM 6E City of Coachella’s Station Feasibility and Land Use and Transit Network Study

This item is for the Commission to:

- 1) Approve Agreement No. 24-65-006-00, with the city of Coachella (City) for completion of the Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network Study (Study); and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement and future non-funding agreements and/or amendments on behalf of the Commission.

ITEM 7 Draft Update to the Traffic Relief Plan

This item is for the Commission to:

- 1) Approve the Draft 2024 Traffic Relief Plan for public outreach and engagement; and
- 2) Direct staff to return to the Commission in early 2024 with the results of public outreach and engagement efforts and a finalized 2024 Traffic Relief Plan.

November 2023 Commission Meeting [\(Agenda\)](#)

No substantive items to report.