



MEETING AGENDA

Technical Advisory Committee

Time: 10:00 a.m.

Date: March 16, 2026

Locations: Riverside County Transportation Commission Council Chamber Conference Room
March Field Conference Room City of Palm Desert
4080 Lemon Street, 3rd Floor, Riverside, CA 92501 73510 Fred Waring Drive, Palm Desert, CA 92260

COMMITTEE MEMBERS

John A. Corella, Chair / Armando Baldizzone, Cathedral City
Melissa Walker, Vice Chair / Harold Zamora, City of Moreno Valley
Art Vela / Nate Smith, City of Banning
Robert Vestal / Dustin Christensen, City of Beaumont
VACANT, City of Blythe
Michael Thornton / Travis Bradshaw, City of Calimesa
Albert Vergel De Dios / Sean Yeung, Caltrans District 8
Stuart McKibbin / Mike Borja, City of Canyon Lake
Andrew Simmons / Brianna Greenwood, City of Coachella
Savat Khamphou / Javier Luna, City of Corona
Randy Bowman / Mark Lancaster, CVAG
Daniel Porras / Raul Arauz, City of Desert Hot Springs
Jimmy Chung / Yurhi Choi, City of Eastvale
Noah Rau / Jilleen Ferris, City of Hemet
Dina Purvis / VACANT, City of Indian Wells
Timothy T. Wassil / Donn Uyeno, City of Indio
Paul Toor / Maria Fraser, City of Jurupa Valley
Bryan McKinney / VACANT, City of La Quinta
Remon Habib / Yu Tagai, City of Lake Elsinore
Nick Fidler / Carlos Geronimo, City of Menifee
Bob Moehling / Jeff Hitch, City of Murrieta
Sam Nelson / Victor So, City of Norco
Martin Alvarez / VACANT, City of Palm Desert
Joel Montalvo / Francisco Jaime, City of Palm Springs
K. George Colangeli / Dale Reynolds, PVVTA
John Pourkazemi / Brad Brophy, City of Perris
Ryan Stendell / Jeff Benson, City of Rancho Mirage
Farshid Mohammadi / Sweta Patel, City of Riverside
Dennis Acuna / Hector Davila, County of Riverside
Jennifer Nguyen / Mauricio Alvarez, RTA
Travis Randel / Stuart McKibbin, City of San Jacinto
Paul Mattern / Luis Garcia, SunLine
Ron Moreno / Nick Minicilli, City of Temecula
Christopher Tzeng / Cameron Brown, WRCOG
Jason Farag / Cameron Luna, City of Wildomar

STAFF

Jillian Guizado, Planning and Programming Director
Martha Masters, Planning and Programming Manager
Mina Kim, Planning and Programming Manager
Edward Emery, Planning and Programming Senior Management Analyst
Chris Garza, 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 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: March 16, 2026

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 – NOVEMBER 17, 2025**
4. **PUBLIC COMMENTS** – This is for comments on items not listed on agenda. Comments relating to an item on the agenda will be taken when the item is before the Committee. *Page 1*
5. **PROJECT UPDATES: CITIES OF BANNING AND BEAUMONT’S INTERSTATE 10/HIGHLAND SPRINGS AVENUE INTERCHANGE AND CITY OF WILDOMAR’S INTERSTATE 15/BUNDY CANYON ROAD INTERCHANGE AND INTERSTATE 15/WILDOMAR TRAIL INTERCHANGE**

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Overview

This item is to receive and file project updates for the cities of Banning and Beaumont’s Interstate 10/Highland Springs Avenue Interchange (I-10/Highland Springs), as well as the city of Wildomar’s Interstate 15/Bundy Canyon Interchange (I-15/Bundy Canyon) and Wildomar Trail Interchange (I-15/Wildomar Trail) Projects.

6. DRAFT PARTNER AGENCY PROJECT IMPLEMENTATION PROCEDURE OUTLINE

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Overview

This item is to receive and file the agenda report presented at the January 2026 Riverside County Transportation Commission (RCTC) Workshop, which provided an update on the development of a Draft Partner Agency Project Implementation Procedure Outline.

7. 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.

8. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: DECEMBER 2025 AND JANUARY 2026

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Overview

This item is to receive and file the December 2025 and January 2026 California Transportation Commission (CTC) meeting highlights.

9. RCTC COMMISSION MEETING AND WORKSHOP HIGHLIGHTS: DECEMBER 2025 AND JANUARY, FEBRUARY, AND MARCH 2026

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Overview

This item is to receive and file the December 2025 and January, February, and March 2026 Commission meeting highlights.

10. 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.

11. ADJOURNMENT

The next meeting of the TAC is scheduled to be held May 18, 2026, at 10:00 a.m.

MINUTES

TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Monday, November 17, 2025

1. CALL TO ORDER

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

2. ROLL CALL

Robert Vestal, City of Beaumont
Michael Thornton, City of Calimesa
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
Dina Purvis, City of Indian Wells*
Timothy Wassil, City of Indio*
Maria Fraser, City of Jurupa Valley
Bryan McKinney, City of La Quinta*
Yu Tagai, City of Lake Elsinore
Nick Fidler, City of Menifee
Melissa Walker, City of Moreno Valley
Bob Moehling, City of Murrieta
Franciso Jaime, City of Palm Springs*
John Pourkazemi, City of Perris
Ryan Stendell, City of Rancho Mirage*
Farshid Mohammadi, City of Riverside
Hector Davila, Riverside County
Travis Randel, City of San Jacinto
Ron Moreno, City of Temecula
Cameron Brown, Western Riverside Council of Governments
Jason Farag, City of Wildomar

*Joined the meeting at Palm Desert.

3. APPROVAL OF MINUTES – MAY 19, 2025

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

Abstain: 2 (Rau and Fidler)

4. PUBLIC COMMENTS

There were no public comments.

5. SCAG’S MOBILITY HUB DESIGN AND IMPLEMENTATION GUIDE

Priscilla Freduah-Agyemang, SCAG, provided a presentation on SCAG’s Mobility Hub Design and Implementation Guide. The Mobility Hubs Design and Implementation Guide was published in early February 2025. The actual work that led to the guide comes from the Mobility as a Service (MaaS) Feasibility Whitepaper that was published in 2021. Part of the MaaS Feasibility Whitepaper recognized that mobility hubs were one of the key things that SCAG would be able to establish across the region. Within Connect SoCal 2024, a baseline was established for a recommended mobility hub network. SCAG believes that mobility hubs are great to support the multi-modal network that is envisioned for 2050, while recognizing that the transit and rail network is necessary to be embedded in the regionwide plan. The Mobility Hubs Design and Implementation Guide was created to promote mobility hubs, including design options for local stakeholders. SCAG would like to advance at least 1-2 of the conceptual designs from local stakeholders through the regional pilot initiatives.

Mobility hubs are envisioned as places of connectivity, where different transportation modes seamlessly converge. These may include transit and rail, active transportation, and shared mobility services. While working on this, SCAG has noticed there are some locations across the region that feature mobility hubs but have different naming conventions. As part of this work, SCAG wanted to make sure there was a centralized theme across the region.

Mobility hubs provide safe and convenient transfers between the different transportation modes and help to provide the first and last mile connections to transit. When a mobility hub is designed well, it helps to provide transportation choices for those with limited mobility, giving different options which help to promote mode shift.

When SCAG was looking at mobility hubs as part of Connect SoCal, they wanted to understand what they could mean for the region. Due to the diverse nature of the region from urban to rural areas, SCAG wanted to ensure that local jurisdictions in all areas were able to think about mobility hubs. SCAG developed typologies to provide information on how mobility hubs can be tailored to different types of locations. Downtown hubs would have high ridership, multiple modes of travel, different transit modes, and other mobility options available, while suburban and rural hubs could be a bus stop that includes bike lanes or attached bike parking. The design

and access elements of mobility hubs can vary across locations and local jurisdictions can pick and choose what would work best for their communities.

The first step in the regional mobility hub strategy was to develop the Design and Implementation Guide and provide training to make sure the local jurisdictions are aware of the resources available. SCAG has coordinated with stakeholders across the region to ensure existing work is being incorporated into the guide, helping to reduce duplication of efforts. The key to all of this was to position the local jurisdictions for success in competing for grant funding for projects related to mobility hubs.

The Mobility Hub Design and Implementation Guide is organized into three parts:

- Plan Your Mobility Hub Network
- Designing the Hub
- Implementing the Hub

When it comes to implementation, funding is one of the first considerations, so funding resources were also included. There were priority project conceptual designs that were provided to assist locals, should they need help with the design. The guide is available on SCAG's website: www.scag.ca.gov/mobility-hubs.

For planning your mobility hub, considerations include:

- Define what a mobility hub means for your community;
- Develop mobility hub typologies that are appropriate for your community;
- Identify mobility hub locations in your jurisdiction;
- Consider existing transportation conditions, bike and pedestrian infrastructure, transit ridership, and transportation parking;
- Develop conceptual designs and conduct community engagement; and
- Develop implementation strategy and program recommendations.

Site analysis process information was included in the guide with examples to help determine what is optimal, high, moderate, or low in terms of sustainability.

For designing the mobility hub, considerations include:

- Key strategies that tie into the community, creating a sense of place and ensuring user safety and comfort;
- Mobility hub elements include user-oriented design with a community-centered and community-responsive design;
- Design considerations include access hierarchy and safety considerations;
- Kit of parts for transit, access, technology, and placemaking; and
- Conceptual designs illustrate how desired amenities can fit together cohesively.

Design considerations were included in the guide, showing which types of elements could be included in a mobility hub design. The kit of parts was created so jurisdictions could pick and choose, depending on the typology used, what would work best for the chosen mobility hub location.

For implementing the hub, considerations include:

- Paths to implementation vary because every hub is different, and so are their goals. Various paths were included based on the type of hub being implemented whether they are pop-ups or require external site improvements;
- Ongoing adjustments based on managing the data at the curb and performance metrics;
- Operations and maintenance for control and monitoring with active management;
- Funding resources can be found regionally, from the state, or federally; and
- Public-private partnerships can be necessary for operations and maintenance and any design-build needs.

SCAG has been continuing to promote the Mobility Hubs Guide to make sure local jurisdictions are aware of this resource. SCAG will continue to work with LA 28 Games to track and support any upcoming mobility hubs work.

John Corella, Cathedral City, shared that there is excitement in the Coachella Valley because CV Link opened, and there are now massive opportunities to link mobility hubs with bike and pedestrian corridors.

6. PROPOSED 2026 TECHNICAL ADVISORY COMMITTEE MEETING SCHEDULE

Jillian Guizado, RCTC, introduced Chris Garza who has joined the Planning and Programming Team. Chris is not new to RCTC, having previously worked for Bechtel, RCTC's in-house engineering firm.

Jillian Guizado shared that the proposed 2026 TAC meeting schedule continues the traditional schedule of meetings every other month on the third Monday. The January TAC meeting falls on the Martin Luther King, Jr. holiday, so it is proposed that we do not have a January meeting and start the 2026 meetings in March. It is proposed to continue holding the meetings in two different locations, the RCTC Lemon Street Office in the March Field Conference Room and Palm Desert Council Chambers Conference Room.

B/C/A (Wassil/Stendell) to adopt the 2026 TAC Meeting Schedule. There were no objections to this motion.

7. OBLIGATION DELIVERY PLAN UPDATE – FEDERAL FISCAL YEAR 2025/26 AND FUTURE

Edward Emery, RCTC, provided an update on the Riverside County Obligation Delivery Plan. SCAG is responsible for ensuring that federal Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds apportioned to Riverside County agencies are allocated and obligated in a timely manner to prevent funds from lapsing. Federal Obligation Authority (OA) for the region is provided on an annual basis and must be obligated in the Federal Fiscal Year (FFY) it is programmed. The Commission's goal is to help ensure that 100 percent of the OA in Riverside County is obligated.

The Obligation Delivery Plan, provided as an attachment to the agenda, is an outline of the projects that have CMAQ, CRP, STBG, and federal earmarks programmed in FFY 25/26 and beyond. The information comes from milestone updates provided by local agencies, discussions with project sponsors, and monthly meetings Commission staff has with Caltrans Local Assistance.

It is recommended local agencies begin the federal-aid process for the FFY 25/26 list as soon as possible and/or devote the resources needed to secure federal approvals for obligation to ensure timely obligation of federal funds. If a local agency anticipates a delay in obligating these funds this year, Commission staff should be provided with the new schedule as soon as possible.

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

8. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Eduardo Moreno-Castaneda, Caltrans, provided a presentation on updates for Caltrans Local Assistance. Caltrans Office Bulletin #25-07, Interim Final Rule on the Disadvantaged Business Enterprise (DBE) program: there have been changes with this temporary suspension: no contract goals, good faith effort documentation, counting of DBE participation, monitoring of DBE program compliance, and DBE forms submission are not required. Contracts that were executed prior to October 3 will remain valid, but no compliance monitoring is required, DBE commitments and participation under the existing contract cannot be counted toward goal attainment during the suspension period, and good faith effort documentation is no longer required for termination and replacement.

Bid solicitation and procurements must not include a DBE goal and contracts will not follow DBE program requirements. Subsequently, good faith efforts are no longer required. Currently advertised projects require an addendum removing the DBE goal and requirements from the bid package. The addendum may extend the bid opening period, if necessary, for adjustments. Projects at the bid selection stage would be the most difficult as they must be re-advertised. Another option is selecting the lowest qualified bidder without regard to DBE commitment. Caltrans recommends all agencies consult with their legal team to determine how to proceed with this situation.

Caltrans released the FY 2026-27 Sustainable Planning Grant Application Guide and Call for Applications. The total funding available is \$34.5 million for transportation planning projects statewide. The deadline to submit grant applications is November 21, by 5 pm.

Federal Highway Administration (FHWA) Center for Local Aid Support (CLAS) is hosting a webinar on Designing Smarter Roads: Permeable Pavements and Culverts. The webinar will discuss how to manage stormwater and build resilient urban infrastructure. Permeable pavements allow water to filter through surfaces like roads, trails, and parking lots, helping reduce runoff and improve water quality.

FHWA is now accepting applications for the 2026 Tribal Transportation Program Safety Fund (TTPSF). These are competitive funds to support projects that reduce transportation fatalities and serious injuries in Tribal areas. The application deadline is January 15, 2026.

There is a Construction Inspection of Traffic Signals ongoing training. This is an online course that will provide in-depth training on the inspection and management of traffic signal construction, emphasizing field-proven practices that ensure quality, safety, and regulatory compliance.

Caltrans Office Bulletin #25-06, Buy America Requirements for Manufactured Products, was released October 1, 2025. On January 14, 2025, the FHWA issued its final ruling amending Buy American regulations, terminating the general applicability waiver for manufactured products. These changes required updates to the Local Assistance Procedures Manual (LAPM) chapters 12 and 16 to ensure compliance with the new federal requirements for federal-aid highway projects. This would pertain to federal-aid projects with construction E-76 authorizations.

Local agencies are expected to invoice Caltrans regularly for projects in accordance with Section 630.106 in Title 23 of the Code of Federal Regulations. Failure to do so makes the project inactive. Local agencies should work with their Caltrans District Local Assistance Engineer to invoice or provide justification.

Michael Thornton, Calimesa, asked if there had been any word on the Better Utilizing Investments to Leverage Development (BUILD) call for projects coming up. Eduardo Moreno-Castaneda stated that it was something they would need to double check.

Jillian Guizado added that there was a rumor, while BUILD is different from the other programs, that there was a statutory requirement that it be released by November 30. Caltrans did put out a call for partnering for agencies that would want to partner with Caltrans.

9. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: JUNE, AUGUST, AND OCTOBER 2025

Jillian Guizado shared that the CTC has met three times since the last TAC meeting in May. Agencies with competitive grant funds from CTC have been busy moving their projects forward. RCTC received allocations for Mid County Parkway 3, to move the project into construction, as did Beaumont for the second phase of the State Route 60 Potrero Boulevard Interchange Project. The City of Riverside is moving its 14th Street Pump Station planning project forward, ahead of schedule. There have also been some Active Transportation Program projects in the county that are moving forward, as well.

Jurisdictions need to keep plugging away at the grant funded projects to make sure they are meeting the state's strict funding requirements.

Congratulations to Beaumont and Moreno Valley for receiving competitive SB 1 Trade Corridor Enhancement Program (TCEP) funding in the most recent cycle that was awarded by the CTC in

June. They are receiving funding for Pennsylvania Avenue Grade Separation (Beaumont) and SR 60 World Logistic Center Interchange (Moreno Valley). The next opportunity to apply for TCEP, which is a freight/goods movement program, will be coming up in August 2026. It is not too soon to start considering pursuing funding from the program. RCTC staff are available to discuss the competitiveness of a project and to talk about strategy for competing.

The CTC meets again in two weeks, here in Riverside. This may be their last time coming to Riverside for a while as it is not on their 2026 calendar.

10. RCTC COMMISSION MEETING HIGHLIGHTS: JUNE, AUGUST, SEPTEMBER, AND NOVEMBER 2025

Jillian Guizado shared that RCTC has entered into a contract with WSP to do a Design Engineering Evaluation Report (DEER) for Ramp Metering in the Pass Area, as well as a Project Study Report-Project Development Support (PSR-PDS) for Express Lanes in the I-10 Pass Area. The work is currently underway by RCTC's Toll Department.

RCTC now has a second project that is using a progressive design build method, the SR-91 Eastbound Corridor Operations Project. RCTC is also working with HDR on the Next Generation Toll Feasibility Study, which includes the corridors of SR-60/I-215 in Riverside, Moreno Valley and Perris, SR-91 through Riverside, SR-60/SR-91/I-215 junction area, and SR-60 in Jurupa Valley and Riverside.

RCTC is leading the environmental phase on behalf of Banning and Beaumont for the I-10/Highland Springs Interchange Improvement Project. RCTC has been doing this for the last few years and recently took amendments to various agreements to add funds and extend the terms. It is expected to take five years to complete the environmental clearance for this interchange, at a cost of about \$4-5 million.

The Commission took action to continue to allow satellite locations for committee meetings, which allows the TAC to continue to have this meeting at the two locations. The Commission did make a change to have the Commission meetings in person in the Board Chambers.

Last week at the Commission meeting, a \$27 million contract was approved with Granite for the South Perris Metrolink Station Expansion Project.

Finally, the Commission approved staff's recommendations last week for the newest cycle of State Transportation Improvement Program (STIP) funds. RCTC is required to program these funds every two years. There is only \$32 million in the target share this cycle, so there really was not much to go around. Most of the recommendations involved moving around existing STIP funds like on I-10 Highland Springs Interchange, since it is taking a little longer than expected, and Temescal Canyon Road Widening. New STIP funding is primarily going to the Commission's top priority project, the I-15 Express Lanes Southern Extension Project. CVAG receives a share of STIP funding that will be going to the next phase of CV Sync in Rancho Mirage.

The next RCTC Commission meeting will be held on December 10.

Michael Thronton asked if the Traffic Relief Plan (TRP) would make it to the ballot cycle in June. Jillian Guizado stated that the TRP does not have an update, and it is unsure whether any ballot action would be forthcoming. In the summer, the Commission approved work to do additional public engagement and polling to get a feel for what this would look like. While that option could be on the table, RCTC does not know yet if this is something the voters will see next year; a decision on this will need to be made by the June Commission meeting. There still could be a citizen's initiative that would be led by the private sector.

Robert Vestal, Beaumont, requested that the city be contacted by the project manager regarding the ramp metering in the pass area. Jillian Guizado confirmed that the request would be forwarded.

11. COMMITTEE MEMBER / STAFF REPORT

Jillian Guizado shared that the cities and the county need to submit their CalSmart Local Streets annual reports by December 1. RCTC gets notified with a spreadsheet of who has started their reports and there is a lot of red currently in Riverside County.

Staff would love to get feedback on the items that are brought to the TAC that are interesting and of value, or if there is anything else the TAC would like covered that is currently missing. Staff does cancel TAC meetings when the agenda is light to be respectful of everyone's time. Hopefully, there will be a presentation on the I-15 Smart Freeway Project once there is data to share how it works. If there are other projects or information that would be valuable, please let staff know.

John Corella added that there are projects of significance that everyone should know about, because regionally they are utilized by everyone. A detailed look at what is being planned for I-10 Highland Springs would be appreciated as well as anything at the Wildomar exit. Some of these projects take 5-10 years to complete, and people can lose sight of the fact that they are still moving forward, so an update with the timeline would be great.

12. ADJOURNMENT

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at 10:54 a.m. The next meeting will be on March 16, 2026, at 10:00 a.m.

Respectfully submitted,



Jillian Guizado

Planning and Programming Director

AGENDA ITEM 5

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	March 16, 2026
TO:	Technical Advisory Committee
FROM:	Erik Galloway, Project Delivery Director
SUBJECT:	Project Updates: Cities of Banning and Beaumont’s Interstate 10/Highland Springs Avenue Interchange and City of Wildomar’s Interstate 15/Bundy Canyon Road Interchange and Interstate 15/Wildomar Trail Interchange

STAFF RECOMMENDATION:

This item is to receive and file project updates for the cities of Banning and Beaumont’s Interstate 10/Highland Springs Avenue Interchange (I-10/Highland Springs), as well as the city of Wildomar’s Interstate 15/Bundy Canyon Interchange (I-15/Bundy Canyon) and Wildomar Trail Interchange (I-15/Wildomar Trail) Projects.

BACKGROUND INFORMATION:

RCTC’s mission to improve mobility for the people of Riverside County means that RCTC provides support to many transportation projects throughout the county that are led by agencies other than RCTC, such as cities, the County of Riverside, Coachella Valley Association of Governments, and transit operators. RCTC’s involvement in non-RCTC projects can vary widely from simply programming a project in regional plans to establish funding eligibility, providing technical assistance on regulatory or engineering issues, developing funding strategies, and even assuming full project delivery at the sponsor’s request. A formal procedure outlining the level and scope of RCTC’s involvement is anticipated to be adopted by the Commission in the upcoming months.

DISCUSSION:

I-10/Highland Springs

I-10/Highland Springs, informed by preliminary studies conducted in partnership with Caltrans and the cities of Banning and Beaumont, would reconfigure lanes to the I-10 underpass at Highland Springs Avenue and add merging lanes to the ramps to improve traffic flow and safety.

On behalf of the cities, RCTC completed the Project Study Report/Project Development Support document in 2021. Engineering, environmental studies, and final design are expected to be under way from summer 2022 to 2029.

I-15/Bundy Canyon and I-15/Wildomar Trail

The city of Wildomar identified the need for two independent project study reports (PSRs) for the I-15/Bundy Canyon and I-15/Wildomar Trail interchanges. In 2024, RCTC became the lead agency for the PSRs. The studies analyze potential alternatives for modifying the existing local roads, interchanges, and ramps to improve traffic circulation.

RCTC anticipates approval of the PSRs in May 2026 to formally complete the project initiation document phase. The next step would be to transition into the environmental phase when funding is identified and if Wildomar will request RCTC to continue to lead project development.

AGENDA ITEM 6

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	March 16, 2026
TO:	Technical Advisory Committee
FROM:	Erik Galloway, Project Delivery Director
SUBJECT:	Draft Partner Agency Project Implementation Procedure Outline

STAFF RECOMMENDATION:

This item is to receive and file the agenda report presented at the January 2026 Riverside County Transportation Commission (RCTC) Workshop, which provided an update on the development of a Draft Partner Agency Project Implementation Procedure Outline.

BACKGROUND INFORMATION:

RCTC’s mission to improve mobility for the people of Riverside County means that RCTC provides support to many transportation projects throughout the county that are led by agencies other than RCTC, such as cities, the County of Riverside, and transit operators. RCTC’s involvement in non-RCTC projects can range from simply programming the project in regional plans so they are eligible for funding, technical assistance on regulatory or engineering challenges, funding strategy, or all the way to taking over project delivery at the sponsor’s request. The Commission employs a lean, effective, entrepreneurial staff with deep expertise in engineering, environmental and regulatory permitting, finance, relationships with state and federal agencies, and policy. RCTC is driven to assist partners to deliver successful projects that improve mobility and seeks to help wherever possible.

Partner agencies periodically request the highest level of support from RCTC: taking over as lead on project delivery. These requests are typically driven by the increasing complexity of project delivery requirements, particularly for projects involving state and federal funding, Caltrans oversight, railroads, utilities, and extensive environmental and Right of Way coordination.

Historically, RCTC has become the lead agency for locally sponsored projects on a case-by-case basis. For each project, the Commission and the Partner Agency enter into a cooperative agreement that defines each party’s roles and responsibilities. These cooperative agreements are largely consistent with one another. Key features of cooperative agreements between the Commission and Partner Agencies include:

- Project scope and delivery responsibilities
- Roles and responsibilities of RCTC and the Partner Agency
- Funding sources, financial reimbursement, and cost responsibilities
- Schedule assumptions and key milestones

- Total Installed Cost development and cost recovery provisions
- Compliance, reporting, and coordination requirements
- Risk allocation and amendment provisions

While the case-by-case approach to deciding whether the Commission should assume project delivery responsibilities on behalf of a Partner Agency has worked well and provides maximum flexibility, staff anticipate requests from cities, transit agencies, and others may increase in the coming years. The Commission has proven effective at delivering complex regional transportation projects. In anticipation of further requests for assistance, staff sees a need for Commission-adopted consistent, transparent, and defensible framework to evaluate when RCTC should assume project delivery responsibilities, define roles, and ensure that regional priorities, particularly Measure A commitments and requirements, are supported and are not adversely impacted.

To assess requests for RCTC to lead partner projects, staff is developing a draft Partner Agency Project Implementation Procedure that formalizes the evaluation, approval, and administration process for agency-requested projects. This draft outline is being presented to the Commission for information and feedback and the resolution adopting the policy and final procedure will be brought back for formal Commission consideration and approval later this year.

DISCUSSION

Draft Partner Agency Project Implementation Procedure

To support understanding of the proposed procedure, a draft flow chart is included as an attachment to this staff report. The flow chart visually summarizes the key decision points, approvals, and steps outlined in the draft Partner Agency Project Implementation Procedure, from initial Partner Agency request through Commission approval and project delivery.

The Partner Agency Project Implementation Procedure establishes a structured process for evaluating, approving, and administering Partner Agency projects where RCTC may assume a project delivery role.

The procedure is intended to:

- Provide consistency and transparency in how agency requests are evaluated;
- Clearly define RCTC and Partner Agency roles and responsibilities;
- Ensure compliance with federal, state, and Caltrans requirements;
- Protect RCTC staffing capacity and Measure A program delivery commitments; and
- Establish a clear cost recovery and reimbursement framework.

The procedure begins with a comprehensive project assessment to determine whether RCTC is the appropriate agency to assume responsibility. Key evaluation criteria include project scope and complexity, schedule and funding deadlines, stakeholder involvement, environmental and right of way status, consultant contracts, project risks, and staff workload impacts.

An internal partner agency takeover checklist and executive summary recommendation are prepared to document findings, risks, and the recommended RCTC role. Projects that advance beyond this step require management and executive approval prior to proceeding. Administrative setup tasks, including project number assignment and reimbursement tracking, are completed prior to staff charging time to the project.

Cooperative Agreements and Cost Development

If RCTC proceeds with project administration, the procedure outlines a standardized approach for developing cooperative agreements with the requesting agency. These agreements define scope, roles, cost responsibilities, schedules, reporting requirements, and communication protocols.

The procedure also requires development of a comprehensive Total Installed Cost (TIC), including:

- Consultant cost estimates validated through independent cost estimates;
- RCTC staff time based on scope, schedule, and complexity;
- Right of Way and utility costs;
- Legal, program management, and Quality Assurance/Quality Control (QA/QC) support costs; and
- Indirect cost recovery through an established administration fee.

All costs are documented and presented to the Commission as part of the approval process. All project costs are reimbursed by the Partner Agency in accordance with the terms of the cooperative agreement, and RCTC does not assume responsibility for any additional project-related costs.

Project Delivery After Agreement Execution

Once agreements are executed, RCTC manages project delivery consistent with Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Railroad Administration (FRA) requirements. The procedure outlines RCTC responsibilities across all phases, including:

- Project Initiation Documents;
- Environmental and project approval phases;
- Plans, Specifications, and Estimates;
- Right of Way acquisition and utility coordination;
- Stakeholder and railroad agreements; and
- Construction management using the Award–Administer–Accept (AAA) model.

The procedure reflects RCTC's recent experience delivering locally sponsored projects throughout the county.

Attachments:

- 1) Draft Partner Agency Project Implementation Outline
- 2) Partner Agency Project Implementation Flow Chart

Draft Partner Agency Project Implementation Procedure Outline

[Temporary Cover Page]

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1. Background

- 1.1. RCTC role and responsibilities
 - 1.1.1. Brief overview of RCTC's statutory authority and responsibilities for delivering regional transportation projects
- 1.2. Reference Measure A voter commitments that guide project funding priorities and regional responsibilities
- 1.3. RCTC Mission statement and how this procedure supports that mission

2. Purpose and need for this implementation procedure

- 2.1. Reasons for Partner Agency to request RCTC assistance, such as:
 - 2.1.1. Regional significance or nexus to Measure A
 - 2.1.2. Imminent state and federal funding deadlines
 - 2.1.3. Complex federal and Caltrans project delivery requirements
 - 2.1.4. Visibility and sensitivity of certain projects
 - 2.1.5. Schedule delays due to project complexity, staffing gaps or regulatory coordination
- 2.2. Procedure ensures a transparent, consistent, and defensible approach for evaluating and accepting Partner Agency projects
- 2.3. RCTC staff expertise and capabilities
 - 2.3.1. Highlight staff expertise in:
 - 2.3.1.1. Federal funding compliance (FHWA/FTA/FRA)
 - 2.3.1.2. Caltrans processes (PID's, PA/ED, PS&E, ROW certification, Construction)
 - 2.3.1.3. Environmental Approvals (NEPA/CEQA)
 - 2.3.1.4. Railroad negotiations (BNSF, UPRR, Metrolink)
 - 2.3.1.5. Utility Coordination
 - 2.3.1.6. Public Outreach and Agency/stakeholder coordination
 - 2.3.2. Relevant Past and Current RCTC assisted Partner Agency Projects
 - 2.3.2.1. City of Wildomar – PID/PSR Phase
 - 2.3.2.2. City of Beaumont – Potrero Interchange – PSE and Construction

- 2.3.2.3. Optional additions if needed (SART, Highland Springs, Railroad Canyon, Franklin, City of Coachella Station Study)

3. RCTC Project Assumption Determination Process

- 3.1. Partner Agency Project Assessment (to assist in determining if RCTC will administer the project)
- 3.2. Staff Project evaluation – evaluate whether RCTC is the appropriate agency to assume project delivery responsibilities, considering:
 - 3.2.1. Regional significance or nexus to Measure A
 - 3.2.2. Project Scope and Complexity
 - 3.2.3. Schedule Status and Deadlines
 - 3.2.4. Budget, Funding Sources, and Funding requirements and deadlines
 - 3.2.5. Stakeholders’ involvement– Railroads, Utilities, Caltrans, Elected Officials, regional partners
 - 3.2.6. Understand Project Risks – Environmental, ROW, utility conflicts, political risks, funding risks
 - 3.2.7. Evaluate existing Consultant Contracts and Procurement needs
 - 3.2.8. Environmental Status – type of document (CE, IS/EA, EIR/EIS), technical studies, pending approvals
 - 3.2.9. Design and Right of Way Status - % design complete, certified ROW needs, utility relocation status
 - 3.2.10. Public Involvement and Communication – community outreach needs, communications strategy
- 3.3. Staff workload evaluation
 - 3.3.1. Review existing staff assignments, workloads, and delivery schedules
 - 3.3.2. Identify any staffing constraints, resource conflicts or need for consultant support
- 3.4. Measure A Program Impact Assessment
 - 3.4.1. Evaluate whether supporting the Partner Agency Project would affect Measure A project delivery schedules, create staff capacity conflicts, shift resources needed for high-priority regional commitments

4. Completion of Partner Agency Takeover checklist

- 4.1. Staff completes the internal Partner Agency Takeover Checklist
- 4.2. Prepares an executive summary recommendation outlining the status of the project, risks and needs, recommended RCTC role and justification, makes recommendation to management and executive team for approval

5. Administrative Setup

- 5.1. Staff completes the Project Number worksheet and Project is available for staff to start charging to project for reimbursement

6. Process for Developing RCTC and Partner Agency Cooperative Agreements

- 6.1. Negotiation of terms
 - 6.1.1. RCTC and Partner Agency staff collaboratively define the roles and responsibilities, cost responsibilities, schedule expectations, and reporting/communication protocols
- 6.2. Reference precedent agreements and utilize the templates already established to streamline the development of the agreements and coordinate with BBK to draft and finalize
- 6.3. Development of Total Installed Cost (TIC) and Independent Cost Estimates
 - 6.3.1. Prepare a comprehensive TIC including:
 - 6.3.1.1. Consultant cost estimates to perform work – RCTC performs ICE to validate consultant costs
 - 6.3.1.2. RCTC staff time estimate – based on scope, schedule, phase, and complexity
 - 6.3.1.3. ROW and Utility Cost Assessments
 - 6.3.1.4. BBK and Bechtel Supporting costs – legal, program management, QA/QC support
 - 6.3.1.5. Develop RCTC staff time – included in total installed cost estimate – schedule, status, and complexity have impacts on cost
 - 6.3.1.6. Assess ROW and Utility costs – included in total installed cost estimate
- 6.4. Develop BBK and Bechtel support costs – included in total installed cost estimate
Internal Cost Recovery and Indirect Charges

- 6.4.1. Document RCTC staff participation - include RCTC staff time - Executive Director and Executive Management, Capital/Toll Project Managers, ROW staff, Finance, Contracts, Procurement, Planning and Programming, Public Outreach, Administration
- 6.5. Identification of Fringe Benefits and Indirect Administrative Overhead – Establishes options for recovering indirect costs through an administrative fee applied to RCTC costs. Fee options include 10-15%, depending on the level of support and services provided.
- 6.6. Approval Process
 - 6.6.1. Prepare staff report, cooperative agreement, and necessary supporting information to present to Commission for approval

7. RCTC Management and Delivery Process after Agreement Execution

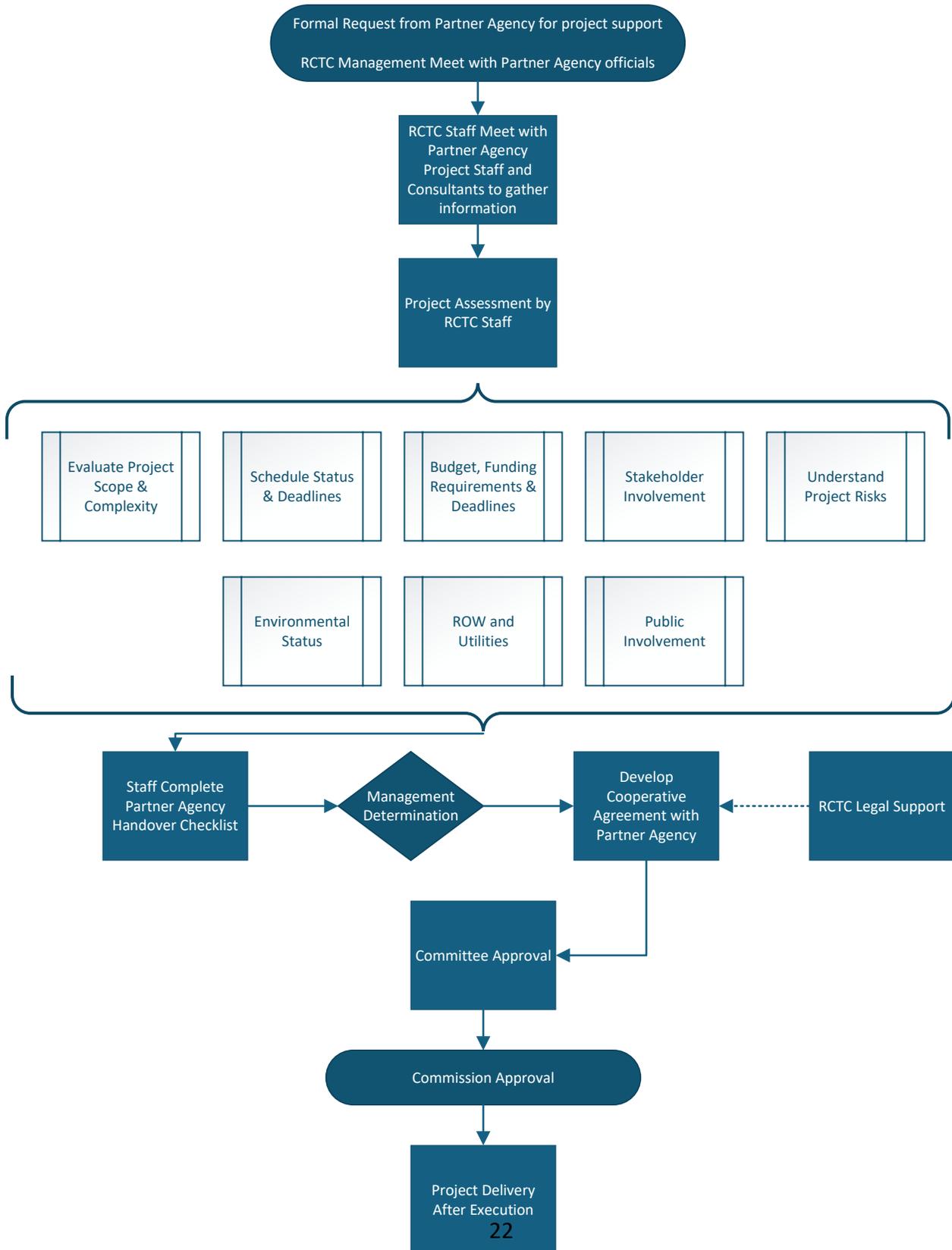
- 7.1. RCTC assumes responsibility for managing project delivery consistent with Caltrans/FHWA/FTA/FRA requirements.
 - 7.1.1. Project Initiation Documents Phase – Project Study Reports, PES forms, PEAR's, Feasibility Studies
 - 7.1.2. Project Approval/Environmental Document Phase – preliminary engineering documents and technical studies, Project Reports, and NEPA and CEQA Environmental Documents – CE, IS/EA, EIR/EIS
 - 7.1.3. Plans, Specifications and Estimate Phase – 60/90/100% plan check submittal, specification packages, final design technical studies
 - 7.1.4. Right of Way Phase – conduct all right of way activities including appraisals and acquisitions, certifications, relocations, utility coordination
 - 7.1.5. Develop Cooperative Agreements – Utility, Railroad, Caltrans and other key stakeholders and local agencies
- 7.2. Construction Management and Acceptance Process - Award Administer Accept (AAA) model
 - 7.2.1. Construction Management – RCTC utilizes existing bench of on call consultants to streamline the procurement process
 - 7.2.2. Bid and Award – public, low bid procurement process
 - 7.2.3. Construction Oversight – daily oversight, inspection, change order review
 - 7.2.4. Close out – final audits, certifications, record drawings, grant reporting and project acceptance

8. Examples of Recent RCTC/Partner Agency Cooperative Agreements

- 8.1. Bundy Canyon and Wildomar Trail Interchanges - Wildomar – PID/ PSR
- 8.2. Highland Springs Interchange – Banning and Beaumont - PAED
- 8.3. Potrero Boulevard Interchange Phase II – Beaumont – PS&E and Construction



Partner Agency Project Implementation Procedure



AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	March 16, 2026
TO:	Technical Advisory Committee
FROM:	Edward Emery, Senior Management Analyst
SUBJECT:	Caltrans District 8 Local Assistance Update

STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

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

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

Table 1: Caltrans Local Assistance Funding Program Responsibilities

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

State Transportation Improvement Program (STIP) <i>Off-system</i>	
Surface Transportation Block Grant (STBG)	

Attachment: PowerPoint Presentation Slide Deck

**RCTC TTAC MTG
4080 LEMON ST. 3RD FL.
RIVERSIDE, CA 92502**

Caltrans Local Assistance D8

March 16, 2026

Caltrans Division of Local Assistance Welcomes Newest Partner, Safety Navigator for California Communities

The Caltrans Division of Local Assistance welcomes their newest partner, **Safety Navigator for California Communities (SNCC)**, a new statewide training and technical assistance program led by Cal Poly San Luis Obispo. The SNCC is designed to support local public agencies, Tribal governments, and transportation partners in navigating federal discretionary transportation safety grants. Their focus is on reducing barriers, building capacity, and helping communities; especially those in rural, underserved, and Tribal locations to successfully pursue and implement safety funding.

Through Safety Navigator, you can expect:

- Monthly training webinars on federal safety grants
- Updates on funding opportunities and deadlines
- One-on-one technical assistance tailored to your needs

To subscribe to the [SNCC's newsletter](#), please click on the button below.

For any questions, please email the [SNCC](#).

Changes to Title VI Complaints Filed Against Federally Funded Recipients and Sub-recipients

Effective: December 9, 2025

Effective December 9, 2025, the U.S. Department of Justice (USDOJ) issued a [final rule](#) updating regulations under Title VI of the Civil Rights Act of 1964 (Title VI), eliminating disparate-impact liability from its Title VI regulations. Specific changes to the USDOJ regulations are found on the Federal Register, “[Rescinding Portions of Department of Justice Title VI Regulations To Conform More Closely With the Statutory Text and To Implement Executive Order 14281.](#)”

Disparate impact refers to the negative impact that a seemingly neutral policy or practice can have on a particular group of people, particularly those protected under anti-discrimination laws such as race, color, and national origin.

Before this final rule, Title VI complaints (or lawsuits) could be filed against recipients and sub-recipients of federal funds based on disparate impact, where complainants could allege experiencing discrimination through a recipient’s or sub-recipient’s facially neutral procedure or practice.

What does this final rule mean for local public agencies (LPAs)?

- These changes do not impact how LPAs process Title VI complaints filed based on disparate treatment or intentional discrimination. It does, however, impact what LPAs can accept as Title VI complaints, as disparate impact complaints are no longer accepted. The Federal Highway Administration (FHWA) only accepts and investigates complaints of intentional discrimination based on race, color, and national origin, which the complainant must prove.

As a reminder, LPAs cannot investigate Title VI complaints. LPAs must review Title VI complaints they receive to ensure they are complete and that the FHWA has jurisdiction to investigate. Title VI complaints must be forwarded to Caltrans for processing via email at title.vi@dot.ca.gov.

Please contact the Local [Title VI Coordinator](#) if there are questions regarding these changes.

Registration Now Open for Early 2026 Road Safety Champion Program Modules

The Center will be offering the next round of Road Safety Champion Program ([RSCP](#)) modules starting January 13, 2026.

Upcoming RSCP Schedule:

- Planning & Engineering (P&E) Modules will be held Tuesdays 10am-12pm PT, March 3 – April 7
- Public Health (PH) Modules will be held Wednesdays 10am-12pm PT, March 4 – April 8
- Maintenance & Construction (M&C) Modules will be held Tuesdays 10am-12pm PT, April 14 – April 28 (with exception of M&C2 held March 10 with P&E2)
- First Responder (FR) Modules will be held Wednesdays 10am-12pm PT, April 15 – May 6 (with exception of FR1 held March 31 with P&E5)

Registration is currently underway - for more information or to register for upcoming RSCP modules visit the [training registration page](#). Information on upcoming modules will also be available in the [training newsletter](#) and [calendar](#). For questions, please contact [Jaime Sullivan](#).

Virtual Trainings: Nevada Local Technical Assistance Program ([NVLTA](#)) Training

Managing Local Roads Effectively: A 3-Part Series

[March 17, 24, & 31, 2026](#)

[8:00 - 10:00am PT](#)

[Trainings](#) are a great opportunity to advance your knowledge in your particular field. [NVLTA](#) provides a range of trainings each quarter. See a couple of the trainings below to view full details, including enrollment information, or click the button to view a calendar of all 8 trainings.

UC Berkeley TechTransfer now offers six online, self-paced courses!

Caltrans Division of Local Assistance training partner UC Berkeley TechTransfer has online, self-paced courses ready to start whenever you are. You complete the course as your schedule permits. If you have content-related questions along the way, you can post a question to the instructor and receive a response by email. All six of these new courses also count toward a new Pavement Engineering and Management certificate program.

- **Construction Inspection of Asphalt-Rubber Pavement Materials ([CCCI-06](#)) (Expires February 20th!)**
- **Financing and Cash Flow for Pavement Networks ([CCB-21](#))**
- **Concrete Street Improvements Construction Inspection ([CCI-03](#))**
- **Pavement Preservation Construction Inspection ([CCI-04](#))**
- **Concrete Pavement Construction Inspection ([CCI-02](#))**
- **Concrete Materials and Mix Design ([CCC-21](#))**

Register for the self-paced course on the [UC Berkeley TechTransfer website](#).

Questions regarding the self-paced trainings, contact the [UC Berkeley TechTransfer Registrar](#).

Online Training Launched!

Intro to Active Transportation Planning and Design

The ATRC's Introduction to Active Transportation Planning and Design training is now available as a **self-paced, online course**.

This **free** course is intended to introduce active transportation planning and design concepts to planners, engineers, public health practitioners, community-based organizations, and other champions with no or limited experience with the topic. Through the course, you will explore the tools used to assess and evaluate the suitability of transportation infrastructure for use by all types of bicyclists and pedestrians, learn about California's commitment to support all modes of transportation, and receive an overview of basic pedestrian and bicycle planning and design standards, guidance, and tools.

This course covers the same material as the in-person Introduction to Active Transportation Planning and Design course.

Labor Compliance for Local Agencies

**** CLASS RESCHEDULED ****

If you've registered to attend class, you are automatically enrolled for new class dates April 14-15, 2026.

April 14 & 15, 2026

8:30am – 4:30pm PT

Topics Covered Include:

- Review of labor compliance resources & support
- State & federal prevailing wage laws & regulations
- Labor compliance responsibilities on public works contracts
- Navigating the Division of Industrial Relation's prevailing wage website
- Caltrans best practices for labor compliance

California Transportation Commission Update:

The California Transportation Commission ([Commission](#)) will not allocate funds to projects for design, right of way or construction until the final environmental document is complete. The Commission must also approve the environmentally-cleared project for consideration of future funding.

Projects cannot proceed with construction allocations without the necessary approved E-Resolutions. Please send these requests at least eight (8) weeks prior to any Commission meeting to ensure they will be added to the agenda for approval.

The transmittal forms for environmental documents are located on this [webpage](#) (please bookmark and save) or via the attachments below.

Once completed, please send the documents to [Cherry Zamora](#), Associate Deputy Director for Planning, Commission Staff.

Inactive Projects

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

Please work with your Caltrans District Local Assistance Engineer to invoice or to provide justification.

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

Questions



AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	March 16, 2026
TO:	Technical Advisory Committee
FROM:	Mina Kim, Planning and Programming Manager
SUBJECT:	California Transportation Commission Meeting Highlights: December 2025 and January 2026

STAFF RECOMMENDATION:

This item is to receive and file the December 2025 and January 2026 California Transportation Commission (CTC) meeting highlights.

BACKGROUND INFORMATION:

December 4 – 5, 2025 CTC Meeting ([Agenda](#))

- TAB 21 2025 Comprehensive Multimodal Corridor Plan Guidelines Adoption
- TAB 71 State Route 241 and State Route 91 Express Lane Connector Project - Tolling Approval Request
- TAB 73 Update on 2026 Senate Bill 1 Program Guidelines Development
- TAB 99 Request of \$68,372,000 for 52 2024 SHOPP preconstruction project phases for environmental support, design, and R/W support
- TAB 103 Request of \$25,658,000 for the locally-administered STIP Coachella Valley-San Gorgonio Pass Rail Corridor Service project, in Riverside County
- TAB 107 Request of \$52,606,000 for the locally-administered SCCP Metrolink Sustainable Locomotives Project, in various counties
- TAB 111 Request of \$52,347,000 for nine TIRCP projects

January 29 – 30, 2026 CTC Meeting ([Agenda](#))

- TAB 19 Draft 2027 Active Transportation Program Fund Estimate
- TAB 20 Presentation of the Draft 2027 Active Transportation Program Guidelines

- TAB 28 Local Assistance ATP Projects
- TAB 72 Request of \$120,298,000 for 75 2024 SHOPP preconstruction project phases for environmental support, design, and R/W support
- TAB 87 Request of \$54,597,000 for 17 locally-administered ATP projects, off the State Highway System

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	March 16, 2026
TO:	Technical Advisory Committee
FROM:	Martha Masters, Planning and Programming Manager Jillian Guizado, Planning and Programming Director
SUBJECT:	RCTC Commission Meeting and Workshop Highlights: December 2025 and January, February, and March 2026

STAFF RECOMMENDATION:

This item is to receive and file the December 2025 and January, February, and March 2026 Commission meeting highlights.

BACKGROUND INFORMATION:

December 2025 Commission Meeting ([Agenda](#))

ITEM 6F State and Federal Legislative Update

- This item is for the Commission to:
- 1) Adopt the Commission’s 2026 State and Federal Legislative Platform; and
 - 2) Receive and file a state and federal legislative update.

ITEM 6I Amendment No. 2 to the Agreement with County of Riverside to Fund the Project Approval and Environmental Document Phase of the Interstate 215/Ethanac Road Interchange

- This item is for the Commission to:
- 1) Approve Amendment No. 2 to Agreement No. 16-31-102-00 with the County of Riverside (County) to utilize the remaining balance of \$344,062 from the 2009 Measure A Western County New Corridors (MANC) Program funds from the original agreement for the Project Approval/Environmental Document (PA/ED) phase of the Interstate 215/Ethanac Road Interchange (Ethanac Interchange); and
 - 2) Authorize the Executive Director, pursuant to legal counsel review, to execute the amendment on behalf of the Commission.

ITEM 7 Resolution Considering Interstate 15 Express Lanes Project-Southern Extension Environmental Impact Report and Approving the Interstate 15 Express Lanes Project Southern Extension as a Responsible Agency

This item is for the Commission to:

- 1) Adopt Resolution No. 25-011, *“Resolution of the Riverside County Transportation Commission (1) Considering the Final Impact Report for the I-15 Express Lanes Project Southern Extension, (2) Making Responsible Agency Findings Pursuant to the California Environmental Quality Act (CEQA) and State CEQA Guidelines Section 15096; (3) Adopting CEQA Findings of Fact Under State CEQA Guidelines Section 15091; (4) Adopting a Statement of Overriding Considerations Under State CEQA Guidelines Section 15093; (5) Adopting the Mitigation Monitoring and Reporting Program Under State CEQA Guidelines Section 15097; and (6) Approving the I-15 Express Lanes Project Southern Extension in the Limited Role as a Responsible Agency”.*

ITEM 8 Mid County Parkway Ramona Expressway Construction Contract 3 Project Construction Award and Other Project Agreements

This item is for the Commission to:

- 1) Award Agreement No. 26-31-005-00 to Skanska USA Civil West California District Inc. (Skanska) to construct Mid County Parkway Ramona Expressway Construction Contract 3 (MCP3) in the amount of \$107,382,285, plus a contingency amount of \$12,885,875, for a total not to exceed amount of \$120,268,160 and waive informalities and minor irregularities in the bid;
- 2) Approve the following Tribal Monitoring Agreement Amendments totaling \$600,000:
 - a. Agreement No. 19-31-104-02 with Cahuilla Band of Indians in the amount of \$70,280;
 - b. Agreement No. 19-31-105-02 with Gabrielino Tonga Nation in the amount of \$47,650;
 - c. Agreement No. 19-31-106-02 with Morongo Band of Mission Indians in the amount of \$87,080;
 - d. Agreement No. 19-31-107-02 with Pechanga Band of Luiseno Indians in the amount of \$60,580;
 - e. Agreement No. 19-31-108-03 with Soboba Band of Luiseno Indians in the amount of \$334,410;
- 3) Approve Cooperative Agreement No. 25-31-094-00, with the city of San Jacinto (City) for construction of the MCP3 project within City jurisdiction;
- 4) Approve Tri-Party Cooperative Agreement No. 26-31-001-00, with the Riverside County Transportation and Land Management Agency (County), city of San Jacinto, and the Commission for the pavement improvements east of MCP3 from Warren Road to Sanderson Avenue. This agreement will provide \$8,000,000 to County, payable by the Commission for the pavement improvements;
- 5) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the Agreements on behalf of the Commission;

- 6) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project; and
- 7) Authorize the Executive Director to make changes between fund types within the total amount approved by the Commission to facilitate the most efficient use of funds.

ITEM 9 Construction Agreement Award to Ames Construction, Inc. for the State Route 60/Potrero Boulevard Interchange Project – Phase II

This item is for the Commission to:

- 1) Award Agreement No. 25-72-078-00 to Ames Construction, Inc. (Ames) as the lowest responsive, responsible bidder, for the construction of State Route 60/Potrero Boulevard Interchange Project – Phase II (Project) in the amount of \$48,925,559, plus a contingency amount of \$4,892,556, for a total amount not to exceed \$53,818,115;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the Agreements on behalf of the Commission;
- 3) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project; and
- 4) Authorize the Executive Director to make changes between fund types within the total amount approved by the Commission to facilitate the most efficient use of funds.

ITEM 10 Pennsylvania Avenue Grade Separation Project Cooperative Agreement with the City of Beaumont and Agreement with HDR Engineering, Inc.

This item is for the Commission to:

- 1) Approve Cooperative Agreement No. 26-72-025-00, with the city of Beaumont for the Pennsylvania Grade Separation Project in an amount not to exceed \$14,000,000;
- 2) Authorize Commission staff to be the lead agency on behalf of the city of Beaumont, as stated in the terms of Cooperative Agreement No. 26-72-025-00;
- 3) Award Agreement No. 26-72-026-00 to HDR Engineering, Inc., for plans, specifications, & estimates (PS&E) for the Pennsylvania Grade Separation Project for a two-year term in the amount of \$5,874,301, plus a contingency amount of \$587,430, for a total amount not to exceed \$6,461,731;
- 4) Approve an Appropriation Adjustment to the Fiscal Year 2025-26 Budget in the amount of \$14,000,000 (revenue) and \$6,461,731 (expenditure) for receipt of local funds contribution and project expenses respectively in accordance with the above-referenced project (Pennsylvania Grade Separation Project);
- 5) Authorize the Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission;

- 6) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project; and
- 7) Authorize the Executive Director, pursuant to legal counsel review, to acquire required parcels for the Pennsylvania Grade Separation Project in accordance with the Commission’s Right of Way Policies and Procedures Manual, and to execute utility agreements as needed.

January 2026 Special Commission Meeting [\(Agenda\)](#)

ITEM 7 Coachella Valley Rail – Award of Contract for Tier 2 Project Level Environmental Document, Station Studies, and 30 Percent Design

This item is for the Commission to:

- 1) Award Agreement No. 26-25-009-00 to HDR Engineering, Inc. to prepare the Tier 2 Project Level environmental document required under the California Environmental Quality Act and National Environmental Policy Act (CEQA/NEPA), station location and access studies, and up to 30 percent engineering design for the Coachella Valley Rail Project (CV Rail or Project) in the amount of \$74,876,354, plus a contingency amount of \$5,816,391, for a total amount not to exceed \$80,692,745;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission;
- 3) Authorize the Executive Director or designee to approve contingency work as may be required for the Project; and
- 4) Authorize the Executive Director or designee to approve non-funding related amendments.

January 2026 Commission Workshop [\(Agenda\)](#)

Measure A Revenue and Project Funding Update

This item is for the Commission to:

- 1) Receive and file an update on Measure A Revenue and long-term projection.

Traffic Relief Plan 2026 Funding Efforts

This item is for the Commission to:

- 1) Receive and file:
 - a. Background and purpose of the Traffic Relief Plan (TRP);
 - b. Summary of the public engagement and education efforts;
 - c. Results of the 2025 and 2026 public opinion surveys;
 - d. Legislative update;
- 2) Discuss local funding options and opportunities in 2026; and
- 3) TRP public outreach in 2026.

State Route 91 Masterplan

This item is for the Commission to:

- 1) Adopt an initial State Route 91 Masterplan that:
 - a. Prioritizes the 91 Eastbound Corridor Operations project (ECOP), 91 Express Lanes Major Pavement Rehab, 91 Third Express Lane, and 15/91 Express Transit Connector (ETC) and commits to consultation and coordination with partner agencies;
 - b. Incorporates 91 Westbound Improvements if revenue is available;
- 2) Proceed with the 91 Third Express Lane *Project Study Report – Project Development Support* phase in consultation and coordination with the Orange County Transportation Authority (OCTA), Foothill/Eastern Transportation Corridor Agency (TCA), and Caltrans; and
- 3) Proceed with the 15/91 ETC *Project Approval/Environmental Document* phase.

Draft Partner Agency Project Implementation Procedure Outline

This item is for the Commission to:

- 1) Receive and file an update on the development of a Draft Partner Agency Project Implementation Procedure Outline; and
- 2) Provide direction on revisions and direct staff to return to the Commission with a final Partner Agency Project Implementation Procedure and Policy.

Warehousing and Logistics Growth Update in Riverside County

This item is for the Commission to:

- 1) Receive and file an update on the status of warehousing and logistics growth in Riverside County; and
- 2) Review and discuss the Commission's role in providing feedback to local jurisdictions on warehousing and logistics facilities.

February 2026 Commission Meeting ([Agenda](#))

ITEM 6H Riverside County 2027 Federal Transportation Improvement Program Financial Resolution

This item is for the Commission to:

- 1) Adopt Resolution No. 26-001, *“A Resolution of the Riverside County Transportation Commission Which Certifies that Riverside County Has the Resources to Fund Projects in the Federal Fiscal Year 2026/27 Through 2031/32 Transportation Improvement Program and Affirms its Commitment to Implement All Projects in the Program.”*

ITEM 7 Fiscal Year 2025/26 Mid-year Revenue Projections and Adjustments for Revenue and Expenditures

This item is for the Commission to:

- 1) Approve the Fiscal Year 2025/26 Mid-year Revenue projections, which includes Measure A Sales Tax Revenues, Local Transportation Funds (LTF) Sales Tax Revenues, and Transportation Uniform Mitigation Fees (TUMF);
- 2) Approve the FY 2025/26 mid-year budget revenue adjustments for Measure A (increase of \$18,000,000), LTF (increase of \$2,000,000), TUMF (decrease of \$8,000,000), and Local Agency Reimbursements from Western Riverside County Regional Conservation Authority (increase of \$405,000); and
- 3) Approve the FY 2025/26 mid-year budget expenditure adjustments for an increase of \$405,000.

ITEM 8 Fiscal Year 2026/27 Revenue Projections

This item is for the Commission to:

- 1) Approve the projection for Measure A sales tax revenues of \$280 million for Fiscal Year 2026/27;
- 2) Approve the projection for Local Transportation Fund (LTF) sales tax apportionment of \$150 million for the Western Riverside County, Coachella Valley, and Palo Verde Valley areas for FY 2026/27; and
- 3) Approve the projection for Transportation Uniform Mitigation Fee (TUMF) revenues of \$22 million for FY 2026/27.

ITEM 9 Interstate 10/State Route 79 Interchange Improvement Project Initiation Document Consultant Award and Caltrans Cooperative Agreement

This item is for the Commission to:

- 1) Award Agreement No. 26-72-010-00 to Kimley-Horn and Associates, Inc., to prepare the Project Initiation Document (PID) for the Interstate 10/State Route 79 (I-10/SR-79) Interchange Improvement Project (Project), in the city of Beaumont in the amount of \$1,192,860, plus a contingency amount of \$119,286, for a total amount not to exceed \$1,312,146;
- 2) Approve Cooperative Agreement No. 26-72-038-00 with Caltrans for review and oversight service for the Project, in the amount of \$300,000, plus a contingency amount of \$30,000, for a total amount not to exceed \$330,000;
- 3) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project; and
- 4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.

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ITEM 6F On-call Highway Design and Environmental Services for Capital and Toll Programs Projects

This item is for the Commission to:

- 1) Award the following agreements to provide on-call highway design and environmental services for capital and toll programs projects for a three-year term, and one two-year option to extend the agreement, in an amount not to exceed an aggregate value of \$30,000,000;
 - a. Agreement No. 26-31-023-00 HDR Engineering, Inc.;
 - b. Agreement No. 26-31-047-00 HNTB Corporation;
 - c. Agreement No. 26-31-048-00 Kimley-Horn and Associates, Inc.;
 - d. Agreement No. 26-31-049-00 Parsons Transportation Group, Inc.;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements, on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to execute task orders awarded to the consultants under the terms of the agreements.

ITEM 6H Countywide Transit Report: Fiscal Years 2021/22 through 2023/24

This item is for the Commission to:

- 1) Receive and file the Countywide Transit Report for Fiscal Years (FYs) 2021/22 through 2023/24.

ITEM 6I Fiscal Years 2021/22 – 2023/24 Transportation Development Act Triennial Performance Audit Results for the Commission and Riverside County Transit Operators

This item is for the Commission to:

- 1) Receive and file the Fiscal Years (FYs) 2021/22 through 2023/24 Transportation Development Act (TDA) Triennial Performance Audit report for the Commission; and
- 2) Receive and file the FYs 2021/22 through 2023/24 TDA Triennial Performance Audit reports for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); and SunLine Transit Agency (SunLine).

ITEM 7 Proposed Policy Goals and Objectives for Fiscal Year 2026/27 Budget

This item is for the Commission to:

- 1) Review and approve the proposed Commission Policy Goals and Objectives for the Fiscal Year (FY) 2026/27 Budget; and

- 2) Review and approve the Fiscal Accountability Policies for the FY 2026/27 Budget.

ITEM 8 State and Federal Legislative Update

This item is for the Commission to:

- 1) Receive and file a state and federal legislative update; and
- 2) Adopt the following bill position:
 - a. AB 1855 (Gonzalez) – Support.

ITEM 9 Interstate 15 Express Lanes Project Southern Extension Authorization of the Caltrans Cooperative Agreement

This item is for the Commission to:

- 1) Approve Cooperative Agreement No. 26-31-050-00 with Caltrans for the Interstate 15 Express Lanes Project Southern Extension (ELPSE) oversight in the amount of \$4,019,000 for progressive design-build (PDB) Phase 1 oversight and \$30,585,000 for PDB Phase 2 oversight, for a total of \$34,604,000 plus a 10 percent contingency amount of \$3,460,400, for a not to exceed amount of \$38,064,400;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to approve contingency work up to the total amount not to exceed as required for the Project.