



MEETING AGENDA

Technical Advisory Committee

Time: 10:00 a.m.

Date: November 15, 2021

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

COMMITTEE MEMBERS

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

Yolanda Macalalad / Carlos Geronimo, City of Menifee
Michael Lloyd / VACANT, City of Moreno Valley
Bob Moehling / Jeff Hitch, City of Murrieta
Chad Blais / Sam Nelson, City of Norco
Andy Firestine / Randy Bowman, City of Palm Desert
Joel Montalvo / Marcus Fuller, City of Palm Springs
K. George Colangeli / Dale Reynolds, PVVTA
Stuart McKibbin / VACANT, City of Perris
Ryan Stendell / VACANT, City of Rancho Mirage
Farshid Mohammadi / Gilbert Hernandez, City of Riverside
Mark Lancaster / Mojahed Salama, County of Riverside
Kristin Warsinski / Jennifer Nguyen, RTA
Travis Randel / Stuart McKibbin, City of San Jacinto
Brittney B. Sowell / Rohan Kuruppu, SunLine
Patrick Thomas / Amer Attar, City of Temecula
Christopher Tzeng / Cameron Brown, WRCOG
Dan York / 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
James Simpson, Planning and Programming 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 15, 2021

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

Join Zoom Meeting - from PC, Laptop or Phone

<https://rctc.zoom.us/j/87620640623?pwd=Z3dqd3AyUTFKNTcwMkxJM0lUSUw0Zz09>

One tap mobile:

+16699006833,,87620640623#,,,,*258242# US (San Jose)

+13462487799,,87620640623#,,,,*258242# US (Houston)

Dial by your location

+1 669 900 6833 US (San Jose)

Meeting ID: 876 2064 0623

Passcode: 258242

Find your local number: <https://rctc.zoom.us/j/87620640623?pwd=Z3dqd3AyUTFKNTcwMkxJM0lUSUw0Zz09>

The following commands can be used on your phone's dial pad while in Zoom meeting:

- ***6 - Toggle mute/unmute**
- ***9 - Raise hand**

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a public meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

1. CALL TO ORDER

2. HOUSEKEEPING REMARKS

3. ROLL CALL

4. APPROVAL OF JULY 19, 2021 MINUTES

Page 1

- 5. PUBLIC COMMENTS** – This is for comments on items not listed on agenda. Comments relating to an item on the agenda will be taken when the item is before the Committee.

6. RECOGNITION OF SHIRLEY GOODING

7. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL DEDICATED TRANSIT LANES STUDY

Page 9

Overview

This item is to receive and file an update from the Southern California Association of Governments (SCAG) for the Regional Dedicated Transit Lanes Study (Study).

8. CLIMATE RESOLVE GRANT WRITING ASSISTANCE PROGRAM

Page 12

Overview

This item is to provide a presentation from Climate Resolve on its grant writing assistance program.

9. RIVERSIDE COUNTY TRANSPORTATION MODEL AND WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS TRANSPORTATION MODELING SERVICES

Page 14

Overview

This item is to receive and file an update from the Western Riverside Council of Governments (WRCOG) on Riverside County Transportation Model (RIVCOM) and its modeling services.

10. CITY OF TEMECULA FUNDING REQUEST FOR CONSTRUCTION OF I-15 AUXILIARY LANE PROJECT

Page 16

Overview

Staff is seeking concurrence from the Technical Advisory Committee on the City of Temecula's (Temecula) request for \$3,500,000, to complete the funding needed to construct the Interstate 15 (I-15) Auxiliary Lane Project (ALP).

11. PROPOSED 2022 TAC MEETING SCHEDULE

Page 21

Overview

This item is for the TAC to adopt the 2022 TAC Meeting Schedule.

12. SENATE BILL 1 CYCLE 2022 PROGRAMS UPDATE

Page 23

Overview

This item is to receive and file an update on the 2022 Senate Bill 1 competitive programs.

13. OBLIGATION DELIVERY PLAN UPDATE – FEDERAL FISCAL YEAR 2020/21 AND 2021/22

Page 41

Overview

This item is to receive and file an update on Riverside County's Obligation Delivery Plan.

14. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Page 43

Overview

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

15. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: AUGUST, OCTOBER, AND NOVEMBER 2021

Page 53

Overview

This item is to receive and file the August, October, and November 2021 California Transportation Commission (CTC) meeting highlights.

16. RCTC COMMISSION MEETING HIGHLIGHTS: SEPTEMBER, OCTOBER, AND NOVEMBER 2021

Page 55

Overview

This item is to receive and file the September, October, and November 2021 Commission meeting highlights.

17. 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.

18. ADJOURNMENT

The next meeting of the TAC is scheduled to be held January 24, 2022, 10:00 a.m.

MINUTES

TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Monday, July 19, 2021

1. CALL TO ORDER

The meeting of the Riverside County Transportation Commission (RCTC) Technical Advisory Committee (TAC) was called to order by Chair Jonathan Hoy at 10:02 a.m. Pursuant to Governor Newsom's Executive Order N-29-20 (March 18, 2020) the TAC meeting was conducted via video conferencing and by telephone.

2. CHAIR JONATHAN HOY READ THE HOUSEKEEPING NOTES.

3. ROLL CALL

Member Present

By Teleconference:

Art Vela, City of Banning
Jeff Hart, City of Beaumont
Michael Thornton, City of Calimesa
Albert Vergel de Dios, Caltrans
John A. Corella, City of Cathedral City
Andrew Simmons, City of Coachella
Jonathan Hoy, CVAG
Savat Khamphou, City of Corona
Nick Haecker, City of Desert Hot Springs
Jimmy Chung, City of Eastvale
Steve Loriso, City of Hemet
Ken Seumalo, City of Indian Wells
Paul Toor, City of Jurupa Valley
Bryan McKinney, City of La Quinta
Ramon Habib, City of Lake Elsinore
Carlos Geronimo, City of Menifee
Michael Wolfe, City of Moreno Valley
Jeff Hitch, City of Murrieta
Randy Bowman, City of Palm Desert
Ryan Stendell, City of Rancho Mirage
Mark Lancaster, Riverside County
Kristin Warsinski, RTA
Travis Randel, City of San Jacinto
Brittney B. Sowell, Sunline
Patrick Thomas, City of Temecula
Dan York, City of Wildomar

4. APPROVAL OF MAY 17, 2021 MINUTES

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

5. PUBLIC COMMENTS

There were no public comments.

6. ACTIVE TRANSPORTATION UPDATE

Randy Bowman, Palm Desert, provided a presentation on the City of Palm Desert's Active Transportation Plan. The city has an expansive Active Transportation Plan portfolio that includes a City Council Active Transportation subcommittee that provides input on a monthly basis for new and existing projects. Mr. Bowman highlighted three projects: 1) The San Pablo Phase 2 project which is expected to be completed in July 2021; 2) the CV Link project which is 49% completed; and 3) the Citywide Bike/Golf Cart Lane improvements, which will start construction in July 2021. Mr. Bowman also spoke about the Local Roadway Safety Plan that includes a five-year Capital Improvement Program (CIP).

Anna Strahan, Caltrans, provided a presentation on the District 8 Active Transportation Plan Survey Launch. The purpose of the survey is to identify bicycle and pedestrian needs on or near the state highway system. Capturing those needs and documenting them is vital and will enable Caltrans to incorporate them into future projects. The survey is currently open and closes October 30th, 2021. There are surveys for members of the public and surveys for partner agencies. The public survey is for comments on walking or biking shortfalls, while the partner survey is to provide information on bicycle, pedestrian, traffic, and other comments.

Jenny Chan, RCTC, noted that California Transportation Commission (CTC) staff presented the Draft 2021 Active Transportation Program (ATP) Augmentation Framework at the June 2021 CTC meeting. This framework details how the CTC is proposing to use the \$500 million in ATP funds that were included in the Budget Act of 2021. Following the June CTC meeting, the legislature passed SB 129 amending the Budget Act of 2021. The newly passed SB 129 states that the \$500 million in Active Transportation Program funds for Cycle 5 shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021. In short, the legislature and the governor must pass another bill before the CTC can proceed with the augmentation framework.

Patrick Thomas, Temecula, inquired whether the additional required bill has League support and whether the cities can do anything to help support the bill. David Knudsen, RCTC, noted that there wasn't any additional information at this time, but staff will follow up on this inquiry. Ms. Chan added that there currently is not a bill number.

7. 2021 AND 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

Martha Masters, RCTC, provided an update on the 2021 Federal Transportation Improvement Program (FTIP). The 2021 FTIP amendments 21-00 through 21-03 have received federal approval as of today, and since the writing of the agenda item, amendments 21-04 and 21-07 have been approved as well. Most of the approved 2021 amendments are currently available on the SCAG website. FTIP amendment 21-06, which included ATP Cycle 5 Projects and Short-Range Transit Plan projects, just completed public review and can be viewed on SCAG's website as well. Full approval of FTIP amendment 21-06 is expected in August or September. Formal amendment 21-09 is due to SCAG on August 10th, with any necessary revisions to project sheets due to RCTC staff by August 2nd.

Ms. Masters also provided an update on the 2023 FTIP. The 2023 FTIP is being completed in two parts. The first part is for non-exempt modeled projects that require a model update and the second part, beginning in the fall, is for all remaining projects that do not require a model update or are exempt from modeling. RCTC staff sent correspondence to all Riverside County agencies and held several one-on-one discussions regarding the emission factor model (EMFAC) situation and specific projects. RCTC updated and submitted 50 projects to SCAG on July 1st as part of the 2023 FTIP and SCAG is currently reviewing them. In September, RCTC staff will start reaching out to agencies again to start part 2 of the 2023 FTIP for non-modeled projects. The 2023 FTIP is expected to be approved in December 2022.

8. COUNTY OF RIVERSIDE FUNDING REQUEST FOR CONSTRUCTION OF JURUPA ROAD GRADE SEPARATION PROJECT

Jillian Guizado, RCTC, provided information on SB 1 and SB 132 that brought more than \$400 million to five Riverside County projects, which included the Jurupa Road Grade Separation in the City of Jurupa Valley. The project has long been on the grade separation priority list in Riverside County, and at one time even had local funds committed, but were later removed due to a lack of full funding. The project has \$108.4 million of SB 132 funds committed that must be expended by June 2023.

When bids were opened for the construction phase of the project, the apparent low bidder came in at the Engineer's Estimate which means the project is over the committed SB 132 funds by \$25 million. On June 15th, the County of Riverside sent a letter to RCTC requesting help to fully fund the project, get it completed timely, and not risk losing the \$108.4 million of SB 132 funds. After reviewing all available funds, RCTC staff found that the Measure A Regional Arterials was the only eligible fund source available for this project. The Commission approved the staff recommendation to program \$25 million of Measure A Regional Arterials to fully fund the project.

9. 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING DISTRIBUTION AND DRAFT FUND ESTIMATE

Ms. Guizado provided a presentation on the 2022 State Transportation Improvement Program (STIP). The first action item for a new STIP cycle is for the CTC to present the new STIP estimate, which lays out the estimated funding available for the cycle and what year the funds will be available. Simultaneously, the CTC begins updating the STIP guidelines. The 2022 STIP consists of funding for Fiscal Years (FYs) 2022/2023 to 2026/2027. The CTC released the draft 2022 STIP Fund Estimate in June 2021. The STIP estimate was \$727.7 million statewide, and Riverside County is expected to receive \$32 million. Simultaneously, the CTC begins updating the STIP guidelines. Unfortunately, once more there is a negative program capacity for the public transportation account portion of the STIP. Based on the Memorandum of Understanding, approved by the Commission in 1998, new STIP capacity coming into Riverside County will be distributed based on sales tax revenue in each geographic area of the county. Based on sales tax revenue, the 2022 STIP will provide 78.14% for Western County for a total of \$24.8 million, 21.42% for Coachella Valley for a total of \$6.8 million, and 0.44% for Palo Verde Valley for a total of \$139,489. There is also 2% taken off the top of the total amount for Planning, Programming and Monitoring for a total of \$646,980.

RCTC staff will be working with CVAG to review the STIP submittal process and timeline and analyze projects in the Western County to develop project nominations for the Western County share. The completed 2022 STIP projects will be presented to the Commission in September/October. The 2022 STIP must be submitted to the CTC by December 15, 2021. The Blythe STIP fund trade MOU will be initiated upon adoption of the 2022 STIP by the CTC in March 2022.

Brittney Sowell, Sunline, asked if applicable projects could be emailed to staff for inclusion in the 2022 STIP. Ms. Guizado noted that any projects could be emailed to her, although projects in the Coachella Valley would be handled by the Coachella Valley Association of Governments (CVAG). Chair Hoy, CVAG, added that any projects could be emailed directly to him at CVAG for consideration.

Ms. Guizado added that although the 2022 STIP has a positive balance unlike in years passed when there was a negative balance, the new capacity is only available in the outer years of the STIP. The funds cannot be used until FYs 2025/2026 and 2026/2027. When the 2024 STIP is completed, there will be a reconciliation for funds that were programmed in the outer years, as they will then become the earlier years of the next STIP. For this reason, RCTC strives to be strategic about which projects receive STIP funding as with each new STIP it is possible previously programmed projects could be de-programmed.

Chair Hoy, CVAG, noted that the CTC would be having a workshop July 19th at 1pm to talk about the 2022 STIP.

10. OBLIGATION DELIVERY PLAN UPDATE - FEDERAL FISCAL YEAR (FFY) 2020/21

Ms. Chan provided information on the draft Obligation Delivery Plan for FFY 2020/2021. A list of current projects was included in the agenda and is updated monthly after meeting with Local Assistance to ensure timely obligation of Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funds.

11. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Albert Vergel de Dios, Caltrans, provided an update on some changes in Local Assistance. The Local Assistance Procedures Manual (LAPM) received changes to the Chapter 6 Bridge Program and Chapter 4 Agreements. There is a new chapter in the Local Assistance Program Guidelines (LAPG), Chapter 25 State Programs. The Local Assistance Unit has also added a new employee that will be the Area Coordinator for the Low Desert, Solomon Frisco. An updated assignment sheet for Local Assistance will be provided as reference.

Leslie Avila, Caltrans, updated the TAC on the new guidance for inactive projects. FHWA and Caltrans have been working together to reduce the number of inactive projects, especially those that have not been reimbursed for at least 24 months and with unexpended funds greater than or equal to \$50,000. Local agencies are expected to invoice Caltrans regularly per Code 23 CFR. If an agency is unable to submit an invoice to remove the project from the inactive list, a justification must be submitted by August 6th to avoid consequences. Once a justification has been submitted and approved, the project sponsors will not be impacted. An updated justification and current cost estimate will be required for each subsequent quarter until the project is no longer inactive. If the justification is not approved, the project sponsor will not receive authorization or obligation of federal funding for new projects. If a current cost estimate is not provided, any unexpended funds will be de-obligated, and the project will be subject to closure. If the current cost estimate is provided and is a portion or less than the full amount of federal funds obligated on the project, then a portion of the funds will be de-obligated to reflect the current cost estimate. If the current cost estimate supports the amount of federal funds on the project, then no funds will be de-obligated. Currently, there are 18 projects in Riverside County with an unexpended balance of about \$10.8 million.

The annual DBE goal for California is 17.6% for Federal FYs 2019-2021. As of May 31st, the Caltrans year-to-date DBE commitment at award was 15.2%, which is lower than the goal. When submitting 9D forms, agencies need to ensure the DBE is calculated correctly. Once DBE goals are submitted to Caltrans, it is possible headquarters could increase the 8% work factor to 10% in order to meet the DBE goal.

The FHWA 1391 forms are due to Caltrans by August 16th. A reminder email was sent out last week. Those required to report include all prime contractors on FHWA construction contracts and all related sub-contractors with contracts of \$10,000 or more. Of note, a separate FHWA 1391 form must be completed by each prime contractor and each related sub-contractor that meets the reporting threshold. Even if there are active, open, federal contracts with no work to report a form must be completed.

Mr. Vergel de Dios added information regarding the submittal of the Emergency Relief (ER) E-76 forms. If an agency is not able to submit their forms by this fiscal year, an extension request needs to be sent to Caltrans by the due date. For OA management deadlines - FTA transfers are due today July 19th and Request for Authorizations (RFAs) are due July 26th

12. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: JUNE 2021

Ms. Guizado provided an update of the June 2021 CTC meeting. The Cycle 5 ATP and MPO component, as well as the ATP Augmentation Framework, was approved in June 2021. Numerous actions related to SHOPP projects were also approved and are detailed in the agenda. The next CTC meeting will be on August 18th and 19th, at this time it's expected this meeting will have a hybrid option, but no details have been released yet.

13. RCTC COMMISSION MEETING HIGHLIGHTS: JUNE AND JULY 2021

Ms. Guizado provided highlights of the June and July Commission meetings.

In June:

- The Board adopted the FY 2021/2022 Budget for \$1.4 billion.
- A Construction Management contract was awarded for the State Route (SR) 71/91 Interchange project in the City of Corona, which is anticipated to begin construction in 2022.
- The FY 2021/2022 Short-Range Transit Plan was approved for transit operators in Riverside County.
- Each of the cities and county local streets and roads CIPs were approved.
- The Metrolink budget was approved for FY 2021/2022, in addition to the capital and operating subsidy for a combined amount of just over \$25 million.
- The SB 821 project recommendations were approved, which awarded \$4.3 million in Local Transportation Funds for 16 bicycle and pedestrian projects throughout the county.

In July:

- An agreement was approved with Stantec for the Planning and Programming Department to prepare a Transit-Oriented Communities study focused around eight of the Commission-owned Metrolink Stations.
- New contracts were awarded to Pepe's Towing for continued operation of the Freeway

Service Patrol program on SR 91 and SR 60.

- The Annual 91 Implementation Plan, which is required by law, was accepted by the Commission. The plan is related to the 91 Express Lanes that operate in both Orange and Riverside Counties.
- RCTC's Multimodal Services Director, Lorelle Moe-Luna, made a presentation on the county-wide transit report, covering FYs 2017/2018 through 2019/2020. The presentation, as well as the entire meeting, can be viewed by going to the livestream page on RCTC's website.
- The Commission approved several recommendations related to the commuter assistance program that has been operating in Western Riverside County for a few decades. The program is now expanding to Eastern Riverside County.

The next Commission meeting will be September 15th, it will be both in person and online. The Commission will be dark in August. At the September meeting, RCTC will begin to transition back to in person meetings as the Governor's executive order for virtual meetings expires on September 30th.

14. COMMITTEE MEMBER / STAFF REPORT

Ariel Alcon Tapia, RCTC, provided an overview of the Coachella Valley Rail Project outreach activity in anticipation of the Program Tier 1 EIR/EIS. From May 21st until July 6th, RCTC, FRA, and Caltrans Division of Rail and Mass Transit were accepting comments for the Tier 1 EIR/EIS. There were two public hearings on June 22nd and 26th. Both virtual public hearings had a Spanish component so members of the community could hear the presentation and comment in Spanish.

Leading up to the document release, an extensive outreach program was conducted. Just prior to the release of the document, a CV Rail TAC meeting was held in which 92 members representing railroads, state and federal partners, rail partners, and tribe members attended. There were also 11 stakeholder and agency briefings. The public hearings had more than 70 participants log-in to hear the presentation, provide comments, and ask questions. By the end of the comment period, there were more than 250 comments submitted. The next step is to sort through the comments received and prepare the final document.

Chair Hoy asked what the timeline would be for sorting through the comments and finalizing the documents. Mr. Alcon Tapia indicated the projected completion is between the end of this year to the beginning of next year.

Ms. Guizado shared that the CTC will begin having SB 1 Competitive Program Guideline Development Workshops, beginning in August. The meeting dates will be forwarded to the TAC members via email. The next TAC meeting will be virtual as it will still be permitted per the Governor's executive order. In November, staff would like to explore the possibility of having two meeting sites. To explore that option, staff will poll members to find possible meeting sites.

If no new sites are found, the TAC will resume the schedule of alternating between the RCTC and CVAG offices.

Ms. Guizado introduced the newest member of the Planning and Programming Department, James Simpson.

Chair Hoy sought clarification of whether the upcoming CTC workshops would all be virtual and whether prior registration would be required. Ms. Guizado stated that most likely the workshops would be virtual, and registration would be required via their website. Any information regarding these workshops will be forwarded via email from Melonie Donson, the new administrative support person for RCTC's TAC.

Mr. Vergel de Dios formally introduced Solomon Frisco, the newest member of Caltrans Local Assistance.

15. ADJOURNMENT

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at approximately 11:09 a.m. The next meeting will be on September 20, 2021, at 10:00 a.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Jillian Guizado". The script is cursive and fluid, with the first letters of the first and last names being capitalized and prominent.

Jillian Guizado
Planning and Programming Director

AGENDA ITEM 7

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 15, 2021
TO:	Technical Advisory Committee
FROM:	Martha Masters, Senior Management Analyst
SUBJECT:	Southern California Association of Governments Regional Dedicated Transit Lanes Study

STAFF RECOMMENDATION:

This item is to receive and file an update from the Southern California Association of Governments (SCAG) for the Regional Dedicated Transit Lanes Study (Study).

BACKGROUND INFORMATION:

Transit expansion is a cornerstone of Connect SoCal, SCAG's 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), contributing to the region's mobility, sustainability, and air quality goals. The Study is one of SCAG's efforts to advance implementation of Connect SoCal and support transit recovery as the region continues to confront the COVID-19 pandemic.

Transit agencies in the SCAG region and nationwide have been grappling with ridership decline. In 2018, the University of California, Los Angeles (UCLA) completed a SCAG-funded study on transit ridership declines, titled, *Falling Transit Ridership in California and Southern California*, and identified two main recommendations. First, UCLA found that based on current trends, public transit's core ridership could dramatically shrink in the future, and recommended transit agencies to encourage discretionary riders to occasionally take transit instead of driving. Second, the UCLA authors identified increasing car ownership as the leading factor in declining ridership but acknowledged this was outside transit agencies' control. However, the authors recommended that transit agencies increase the quality of service to make transit more appealing to discretionary riders.

The COVID-19 pandemic has presented challenges to transit operators in an unprecedented manner. Though recovery seems further away than previously anticipated, the successful recovery of transit is critical for the future success of the region's multimodal transportation system.

DISCUSSION:

Restoring confidence in transit among previous riders and attracting new riders is largely dependent on how these transit challenges are resolved, particularly in relation to the delivery of transit services and improved frequency to meet the returning riders' demands as the

economy reopens. On-time performance is a key factor for all riders and underscores their perception of transit. Dedicated transit lanes and priority treatments are part of the tools/strategies to help address transit speed and reliability on congested corridors.

The objective of the Study is to support the development of a regional network of dedicated bus lanes to enable enhanced transit services, improve mobility, accessibility and sustainability, and advance implementation of Connect SoCal. The Study will identify the key benefits of dedicated bus lanes and the primary factors for successful implementation, provide a preliminary assessment on where dedicated bus lanes and other transit priority treatments might be most feasible and beneficial in the SCAG region, and provide recommendations and guidance for local jurisdictions that are seeking to pilot or implement dedicated bus lanes and other transit priority treatments.

Table 1: Summary of Study Tasks and Deliverables

Task	Key Deliverables	Expected Date (s)
Stakeholder Engagement	- Stakeholder Engagement Plan	Aug. 2021 – Sept. 2021
Best Practices & Existing Conditions Report	- Best practices - Review of existing conditions	Aug. 2021 – Oct. 2021 Oct. 2021 – Jan. 2021
Corridor Identification	- Corridor Identification - Corridor Evaluation	Nov. 2021 – Jan. 2022 Jan. 2022 – Mar. 2022
Final Report		June 2022

Stakeholder Engagement

SCAG staff and the consultant hired to conduct the Study understand the importance of engaging with key stakeholders to review the goals and objectives of the Study and develop an approach to successfully share the Study with all stakeholders. This will help build consensus, especially during the corridor identification and evaluation process. The project team is currently engaging with Councils of Governments and/or County Transportation Commissions, Public Works or similar standing committees including agency staff from cities and counties. In consultation with these stakeholders, SCAG staff and the consultant will also identify other committees (e.g., active transportation), groups, and community-based organizations/agencies/partners to engage with as part of the Study. The project team’s engagement with the SCAG Regional Transit Technical Advisory Committee is ongoing.

The consultant is working with SCAG staff to determine additional members and organizational representatives of the Study Technical Advisory Committee to provide technical input on the Study methodology, technical analysis, and findings.

The Transportation Agency stakeholder kickoff meeting was held on October 6th. The Study team is currently scheduling follow-up County meetings to understand priorities within the various counties and jurisdictions. A meeting with Riverside County took place on November 4th.

Next Steps

SCAG and the consultant will continue to coordinate with the key stakeholders, including the respective representatives identified in Riverside County.

AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 15, 2021
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Planning and Programming Manager
SUBJECT:	Climate Resolve Grant Writing Assistance Program

STAFF RECOMMENDATION:

This item is to provide a presentation from Climate Resolve on its grant writing assistance program.

BACKGROUND INFORMATION:

In 2020, Climate Resolve helped five entities that serve Disadvantaged Communities (DACs) to pursue climate-related grants. Grant writing assistance included:

- Conducting stakeholder interviews to identify local climate priorities (e.g., SB 379 General Plan compliance, clean transportation options, extreme heat mitigation, stormwater infrastructure, tree canopy, etc.);
- Researching and matching potential grants to fit the entities' needs;
- Creating a grant writing work plan to ensure submittal of the proposal on time;
- Organizing bi-weekly (at minimum) check-ins/calls to stay on top of the grant deadline and coordinate materials needed;
- Organizing and compiling documents;
- Leading narrative brainstorming sessions;
- Facilitating relationships between city staff and community-based organizations;
- Creating ArcGIS maps that visually integrate data sources, such as CalEnviroScreen 3.0 and Cal-Adapt, into the narrative of the grant proposal;
- Writing sections of the grant proposal;
- Providing redline edits on narrative drafts; and
- Drafting templates for letters of support and requesting signed letters from key stakeholders.

For more details on Climate Resolve's grant writing assistance program, visit <https://www.climateresolve.org/grant-writing-assistance-program/>

DISCUSSION:

Through funding from Southern California Edison, Climate Resolve is expanding its grant writing assistance to the Inland Empire. Climate Resolve is looking to partner with cities on pursuing climate-related grants. Only cities serviced by Southern California Edison are eligible and project

areas must be within DACs. Climate Resolve is providing grant writing assistance for City of Blythe and Palo Verde Valley Transit Agency for the Caltrans Clean California Grant Program. Inquire with Climate Resolve if you would like to seek assistance.

AGENDA ITEM 9

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 15, 2021
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Planning and Programming Manager
SUBJECT:	Riverside County Transportation Model and Western Riverside Council of Governments Transportation Modeling Services

STAFF RECOMMENDATION:

This item is to receive and file an update from the Western Riverside Council of Governments (WRCOG) on Riverside County Transportation Model (RIVCOM) and its modeling services.

BACKGROUND INFORMATION:

In late 2020, WRCOG began an initiative to provide transportation modeling services to WRCOG and Coachella Valley Association of Governments (CVAG) member jurisdictions and independent traffic consultants. This initiative was initiated by feedback from the WRCOG Planning Directors Committee and Public Works Committee for assistance with Geographic Information Systems (GIS) and traffic modeling. The service was given additional priority particularly due to the need for traffic modeling as it relates to Vehicle Miles Traveled (VMT) and SB 743. SB 743 requires project-level impacts on traffic to be mitigated based on VMT rather than on Level of Service, although Level of Service can still be mitigated based on local general plans.

This new service coincided with the release of RIVCOM. RIVCOM is the latest transportation model which emphasizes regional and arterial traffic for Western Riverside County and Coachella Valley. It has a base year of 2018 and buildout year of 2045. It is an update of the previous RIVTAM model which had a base year of 2007 and a buildout year of 2035. WRCOG released the RIVCOM model in June 2021, and set up a process to distribute the model to traffic modelers for their project level analyses. This distribution involves a cost for the use of the model to help recoup costs from the development of the model.

DISCUSSION:

Many consultants cannot take on the cost, time, and resources to run traffic modeling scenarios. Transportation models can often be a complex endeavor as staff must set-up computer processing time to run the model to capture necessary updates to network coding and socioeconomic data changes. Due to these costs, some consultants and agencies may see the need to have a third party perform the modeling and deliver the output through traffic flow maps, volume/capacity (v/c) ratio maps, and VMT analysis. WRCOG staff can provide this service to WRCOG and CVAG member agencies and consultants for a minimal cost. The costs are shown in Table 1.

Table 1 – WRCOG Traffic Modeling Services

Services	Fee
Access to RIVCOM	\$5,000
Model Run with Network and Land Use Adjustments	\$5,000
Model Run with Land Use Adjustments	\$4,000
Model Run with Network Adjustments	\$4,000
Select Line/Zone Assignment – Added to cost of model run	\$500
VMT per capital and VMT per employee per scenario	\$2,000
Traffic Flow Camps for Existing/Future Year Models	\$300

Those who wish to access these services should contact WRCOG staff, Cameron Brown, Program Manager, at cbrown@wrcog.us, or (951) 405-6712.

AGENDA ITEM 10

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 15, 2021
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	City of Temecula Funding Request for Construction of I-15 Auxiliary Lane Project

STAFF RECOMMENDATION:

Staff is seeking concurrence from the Technical Advisory Committee on the City of Temecula's (Temecula) request for \$3,500,000, to complete the funding needed to construct the Interstate 15 (I-15) Auxiliary Lane Project (ALP).

BACKGROUND INFORMATION:

The I-15, through Temecula, carries 164,000 vehicles and trucks daily. Vehicles getting on and off the I-15 in Temecula require weaving and merging, degrading the operational efficiency of the local arterials, on-ramps, off-ramps, and freeway mainline.

Temecula has been working with Caltrans on a package of auxiliary lanes through Temecula on I-15 to improve circulation within the city, reduce delays, and improve safety. While Caltrans is the lead agency and sponsor of a suite of auxiliary lane improvements on I-15 between Temecula Parkway and Winchester Road, Temecula is the project lead on one auxiliary lane project on two ramps connecting to the I-15 at Temecula Parkway and Rancho California Road, called the I-15 ALP. Since Temecula is the project lead rather than Caltrans, the I-15 ALP will be delivered up to two years earlier. The environmental document is underway for the I-15 ALP and design is scheduled for completion in June 2022.

DISCUSSION:

On September 20, 2021, Temecula submitted a request to RCTC for assistance closing the funding gap on the I-15 ALP in the amount of \$3,500,000. Funding is needed to construct improvements in Fiscal Year 2022/23. Once the project is fully funded, construction is planned to be advertised in summer 2022 and awarded in fall 2022. As shown on the location map (Attachment 2), the project is in Temecula at the I-15 on-ramp for Temecula Parkway and the I-15 off-ramp for Rancho California Road. Temecula, the City of Murrieta, the Pechanga Band of Luiseño Indians, and Caltrans are all funding partners collectively bringing \$5.47 million to the project. In 2020, Temecula sought additional state funding through Cycle 2 of the Senate Bill 1 Local Partnership Program Competitive (SB 1 LPP-C) call for projects. Ultimately, the I-15 ALP was not selected for SB 1 LPP-C funding. If Temecula waits to submit another competitive grant application in Cycle 3

of SB 1 LPP-C, it would delay construction by at least one year without an actual guarantee of funding.

The I-15 ALP compliments the Commission-led Smart Freeway pilot project on the I-15 in Temecula. Each project will enhance the other because they both improve operations along the corridor. By the Commission joining Temecula as a funding partner on this project, it would ensure the timely delivery of the I-15 ALP improvements.

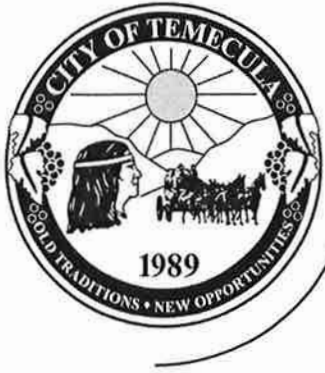
Extending the I-15 on-ramp at Temecula Parkway and the I-15 off-ramp at Rancho California Road will improve air quality, enhance safety, reduce congestion, facilitate goods movement, and compliment the Commission-led I-15 Smart Freeway project. Since the project is not federalized, staff recommends programming \$3.5 million in Transportation Uniform Mitigation Fee (TUMF) Community Environmental Transportation Acceptability Process (CETAP) funds to complete construction funding. This request will be included in the November 22, 2021, Western Riverside County Programs and Projects Committee meeting agenda and on the December 8, 2021, Commission meeting agenda for approval.

FISCAL IMPACT:

The FY 2022/23 budget has not been prepared yet. If this item is approved by the Commission, the FY 2022/23 budget will include \$3,500,000, for construction cost reimbursements to Temecula.

Attachments:

- 1) Temecula Request Letter dated September 20, 2021
- 2) Project Location Map



City of Temecula

Department of Public Works

41000 Main Street • Temecula, California 92590

Phone (951) 694-6411 • www.temeculaca.gov

September 20, 2021

Anne Mayer
Executive Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: I-15 Congestion Relief/Auxiliary Lane Project Additional Funds Request

Dear Anne:

The City of Temecula, in partnership with Caltrans District 8, is working on plans for the addition of Auxiliary Lanes on I-15 between Temecula Parkway and Winchester Road. The City agreed to lead the Auxiliary Lane Project for northbound I-15 between Temecula Parkway and Rancho California Road (*the I-15 Auxiliary Lane Project*), EA 08-1K402. Caltrans District 8 has included Auxiliary Lanes between the other I-15 Interchanges in Temecula in their 2020 SHOPP program, with anticipated start date in 2024, EA 08-1K400.

The City submitted the I-15 Auxiliary Lane Project for the 2020 SB 1 Local Partnership Program (Competitive Program); however, it was determined the City was not eligible to apply due to an issue with the City's Development Impact Fee program. The City's application was submitted by WRCOG, along with several other projects from WRCOG member cities participating in the TUMF program, but the I-15 Auxiliary Lane Project was not selected for funding. The next opportunity for the LPP program will be FY 22-23, however, there is no guarantee this project will be selected for funding.

Shown below are the current estimated project costs:

Administration:	\$ 420,000
Construction:	\$ 6,600,000
Construction Engineering:	\$ 650,000
Design and Environmental:	<u>\$ 1,300,000</u>
Total	\$ 8,970,000

Currently available funding:

City of Temecula General Fund \$ 1,620,000

City of Murrieta	\$ 100,000
SHOPP Minor	\$ 1,250,000
Pechanga IGA	<u>\$ 2,500,000</u>
Total	\$ 5,470,000

Total Funding Shortfall	\$ 3,500,000
-------------------------	--------------

The purpose of this letter is to seek additional funds to cover the difference between the estimated project costs and currently available funding in the amount of \$3,500,000.

Improvement of the I-15 corridor between Route 60 and San Diego County Line is included in the Measure A Ordinance and Expenditure Plan so we believe this project should be eligible for Measure A funding.

The City is working with Caltrans District 8 on the I-15 Auxiliary Lane Project as a Streamlined Oversight Project (SOP). The City is preparing an environmental document for this project in accordance with CEQA; along with Plans, Specifications and Estimate scheduled for completion by June 2022. We anticipate being prepared to solicit construction bids in Summer 2022 and starting construction as soon as October 2022.

This project is strongly supported by the Move I-15 Task Force, a coalition of cities in Southwest Riverside County on the I-15 corridor. Also, as noted in the list of currently available funding, the Pechanga Band of San Luiseno Indians has committed \$2.5 million in funding for this project as part of the recently adopted Intergovernmental Agreement between the City and Pechanga.

Thank you in advance for your consideration of this request for additional funds to cover the funding shortfall for the I-15 Auxiliary Lane Project. If you have any questions, please contact me at (951) 506-5163 or patrick.thomas@temeculaca.gov.

Sincerely,



Patrick Thomas
Director of Public Works/City Engineer

cc: Matt Rahn, Temecula Mayor Pro-Tem
Aaron Adams, City Manager
Luke Watson, Deputy City Manager
Amer Attar, Engineering Manager



AGENDA ITEM 11

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 15, 2021
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Planning and Programming Manager
SUBJECT:	Proposed 2022 TAC Meeting Schedule

STAFF RECOMMENDATION:

This item is for the TAC to adopt the 2022 TAC Meeting Schedule.

BACKGROUND INFORMATION:

The Technical Advisory Committee is scheduled to meet on the third Monday of every other month at 10:00 a.m. Due to the January TAC meeting falling on Martin Luther King Jr. Day, a holiday observed by the County of Riverside, the January TAC meeting will be held on the fourth Monday in January. Meetings will be held in accordance to Assembly Bill 361 until further notice. When it is safe and/or required to hold meetings in person, the TAC will be notified.

Attachment: Proposed 2022 Committee Meeting Schedule

2022 TAC MEETING SCHEDULE

Following is the 2022 Technical Advisory Committee (TAC) meeting schedule. All meetings will commence at 10:00 a.m.

Meetings will be conducted via teleconference and telephone only, in accordance with AB 361 due to state or local officials recommending measures to promote social distancing, until further notice.

January 24
March 21
May 16
July 18
September 19
November 21

AGENDA ITEM 12

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 15, 2021
TO:	Technical Advisory Committee
FROM:	Martha Masters, Senior Management Analyst
SUBJECT:	Senate Bill 1 Cycle 2022 Programs Update

STAFF RECOMMENDATION:

This item is to receive and file an update on the 2022 Senate Bill 1 competitive programs.

BACKGROUND INFORMATION:

In April 2017, the California State Legislature passed, and then-Governor Jerry Brown signed Senate Bill 1 (SB 1), a \$5.2 billion annual transportation funding bill for the state of California. The primary intent behind SB 1 was to be a fix-it-first measure which infused nearly half of all annual revenues into state facilities. Several other portions of SB 1 are administered by the California Transportation Commission (CTC) and are competitively awarded. Competitive programs created and/or funded with SB 1 revenues include:

- Transit and Intercity Rail Capital Program (TIRCP);
- Active Transportation Program (ATP);
- Solutions for Congested Corridors Program (SCCP);
- Local Partnership Program - Competitive (LPP-C); and
- Trade Corridor Enhancement Program (TCEP).

Each competitive program undergoes a standard guidelines development and adoption process culminating in competitive calls for projects.

Additionally, in the spirit of SB 1's fix-it-first approach, formula allocations to cities and counties for Local Streets and Roads increased by well-over 50 percent. Transit received a sizeable increase in formula State Transit Assistance funds and benefits from the formula program: State Transit Assistance State of Good Repair.

DISCUSSION:

The CTC is currently developing guidelines for the ATP, SCCP, LPP-C, and TCEP competitive programs. TIRCP is administered by Caltrans who concluded the TIRCP guidelines comment period on November 10th. Attachment 1 is a summary of the five programs with tentative dates, eligible applicant and project information, and proposed programming years and funding amounts. Riverside County cities and the county are eligible to pursue ATP, LPP-C, and TCEP funds. Transit operators are eligible to pursue ATP. Riverside County cities, transit operators, and the county can partner with the Commission to pursue SCCP funding. Similar to past cycles, Caltrans will be partnering with interested

applicants on SCCP and TCEP pursuits. Each District will submit five projects for each program for Caltrans Headquarters' consideration. Caltrans Headquarters will evaluate all nominations and determine which project(s) each District will partner on as a joint applicant. Caltrans created a SCCP and TCEP nomination intake form (Attachment 2) to start the communication process if agencies are interested in partnering with Caltrans. This form is due to the Caltrans District 8 contact Ronnie Escobar (Ronnie.Escobar@dot.ca.gov) on January 7, 2022.

Attachments:

- 1) Senate Bill 1 Upcoming Competitive Programs for 2022 Cycle
- 2) SCCP and TCEP Cycle 3 Project Nominations Intake Form Worksheet

Competitive Grant Funding Opportunity	Draft Guidelines Release	Guidelines To Be Adopted	Applications Due	Recommendations	Awards Made	Eligible Applicants	Stipulations	Eligible Projects	Upcoming Workshops
Transit and Intercity Rail Capital Program (TIRCP) Cycle 5 FY 2022-23 through 2026-27 \$450-500 million	August 12, 2021	November 19, 2021	March 3, 2022	N/A	June 2022	Public agencies, including JPAs, that operate or have planning responsibility for existing or planned regularly scheduled intercity or commuter passenger rail service, urban rail transit service, or bus or ferry transit service.		Rail capital and rail cars Projects to increase service, reliability Rail/bus integration BRT	None TIRCP is administered by Caltrans and the guideline workshops concluded comment period on November 10
Active Transportation Program (ATP) Cycle 6 FY 2022-23 through 2025-26 ~\$445 million	November 2021	March 2022	Summer 2022	Late Winter 2023	Summer 2023	Local, regional, and state agencies; Caltrans; transit agencies; natural resources or public land agencies (including federal, tribal, state, or local); public schools/districts; tribal governments; private non-profits; other entities with oversight responsibility of transportation or recreational trails.	<i>Potential requirement: Project must be included in an ATP Plan</i>	Infrastructure Plans Non-infrastructure	Guidelines Workshop: 11/17/21, 12/15/21, 1/11/22 PSR Equivalent Workshop: 12/1/21 Applications Workshop: 1/19/22 Scoring Rubrics: 2/8/2022 Optional Workshop: 2/23/22
Solutions for Congested Corridors Program (SCCP) Cycle 3 FY 2023-24 through 2024-25 (maybe more) ~\$500 million	Fall 2021	Summer 2022	Winter 2022	Summer 2023	Summer 2023	RTPAs or CTCs or another authority responsible for preparing a regional transportation improvement plan.	<u>Plans</u> Must be included in a Comprehensive Multimodal Corridor Plan <u>Phases</u> Construction	Managed lanes Transit infrastructure Rail infrastructure Transit hubs and adjacent roads Purchase of buses, rail cars Ops improvements: IC/ramp mods; aux lanes LSR gap closures Safety improvements Environmental mitigation ITS AV infrastructure TMS, TDM Bike/ped facilities	11/18/21 1-4pm 12/16/21 1-4pm -More information to be distributed to the TAC once it becomes available
Local Partnership Program (LPP) competitive Cycle 3 FY 2023-24 through 2024-25 ~\$200 million	Fall 2021	Summer 2022	Winter 2022	Summer 2023	Summer 2023	Taxing authorities with voter-approved taxes, tolls, fees, imposed fees (including uniform developer fees) dedicated to transportation improvements. Taxing authorities with imposed fees are only eligible for the competitive program.	<u>Requests</u> \$25 million max per project <u>Match</u> one-to-one Can supplant funds Can match with STIP <u>Phases</u> Construction	<u>Highways</u> Major rehab; increased capacity; safety/ops; soundwalls <u>Transit</u> facilities; purchase buses; rehab maintenance facilities, transit stations <u>LSR</u> major rehab; increased capacity; safety/ops <u>ATP</u> <u>Mitigation</u> air quality; water quality; environmental	11/8/21 1-4pm 12/14/21 1-4 pm -More information to be distributed to the TAC once it becomes available
Trade Corridor Enhancement Program (TCEP) Cycle 3 FY 2023-24 through 2024-25 \$ TBD	Fall 2021	Summer 2022	Winter 2022	Summer 2023	Summer 2023	Local, regional, and public agencies (such as: cities, counties MPOs, RTPAs, port authorities, public construction authorities, and Caltrans).	<u>Match</u> 30% match requirement <u>Phases</u> PA/ED, PS&E, ROW, CON	Consistent with CA Freight Mobility Plan Highway improvements for freight mvmt Freight rail improvements enhancing goods mvmt, incl grade seps Port capacity/efficiency Truck corridor improvements Border access to enhance goods mvmt LSR improvements for goods mvmt Rail to facilitate intermodal access ITS to improve freight flow Environmental mitigation	11/10/21 1-4pm 12/13/21 1-4pm -More information to be distributed to the TAC once it becomes available
*All dates and information are subject to change as guidelines are still being updated									

SCCP and TCEP Cycle 3 Project Nominations Intake Form Worksheet

REGIONAL AND LOCAL PARTNERS: Please use this Intake Form worksheet to compile project information, explain how the project aligns with Statewide Priorities and Goals, and submit to your Caltrans District contact by COB January 7, 2022. Information collected in this form will be used by Caltrans HQ DOTP during the project nomination review process for Cycle 3 of the Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP).

DISTRICTS: This worksheet must be submitted via the Smartsheet form by COB February 1, 2022. Districts may submit up to 5 nominations for each respective program. Please submit a separate worksheet and Smartsheet form for each project.

Instructions:

- For multiple-choice questions, utilize the check boxes (☐) provided.
- For short-answer questions, **please respond directly to the prompts given** (highlighted in gray).
 - Note: Please provide **evidence and data** where applicable.
- **Required questions are marked with an asterisk (*).**
- Please provide supplemental documents.
 - **Required documents include:**
 - This Worksheet
 - Project Map(s)
 - Optional documents include:
 - Electronic Project Programming Request (ePPR)
 - Project Fact Sheet
 - Community Engagement Documentation
 - VMT Analysis
 - Disadvantaged Community Maps (Screenshots)
 - Data Tables
 - Pictures/Graphics
 - Etc.

Please contact your Caltrans District or Madison Buccola at madison.buccola@dot.ca.gov with any questions about this form.

Thank you.

1. General Information

1. Program*

- ☐ SCCP
- ☐ TCEP

2. Project Name*

Please provide a name for the project. Do not copy and paste the project description.

3. Regional Partner(s)

For jointly nominated projects, please identify the regional partner(s).

4. Project Description*

Please describe the project scope. Include specifics, as applicable: type of bike lane class; whether you are adding or converting lanes; whether managed lanes will be priced. Please spell out first instances of acronyms. Do not use all-uppercase text to write the entire project description.

5. Project Planning Number (PPNO)

6. Expenditure Authorization (EA)

Please do not include District number.

7. Primary Mode*

Please identify the primary project mode.

- ☐ Bike/Pedestrian
- ☐ Complete Streets
- ☐ Grade Crossing
- ☐ Highway
- ☐ Highway (Freight)
- ☐ ITS
- ☐ Managed Lanes
- ☐ Port/POE
- ☐ Transit
- ☐ Rail (Freight)
- ☐ Rail (Passenger)

8. Secondary Mode(s)

Please identify any secondary project mode(s).

- ☐ Bike/Pedestrian
- ☐ Complete Streets
- ☐ Grade Crossing
- ☐ Highway
- ☐ Highway (Freight)
- ☐ ITS
- ☐ Managed Lanes
- ☐ Port/POE
- ☐ Transit
- ☐ Rail (Freight)
- ☐ Rail (Passenger)

9. Current Phase*

- ☐ PID
- ☐ PA&ED
- ☐ PS&E / ROW

10. Ready to List (RTL) Date*

Please provide the RTL Date for the project.

11. Construction Start Date*

Please provide the scheduled start of construction (year). For TCEP, projects must commence right-of-way acquisition or actual construction within 10 years of receiving pre-construction funding. For SCCP, projects must be ready to start construction by December 31, 2025.

12. Is the project in an adopted Regional Transportation Plan (RTP) and, if applicable, consistent with a Sustainable Communities Strategy (SCS)?*

Please attach screenshot of project within the RTP/SCS. Project must be included in an adopted RTP and, if applicable, consistent with a SCS determined by the State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets.

- ☐ Yes
- ☐ No

13. Please provide the name of the RTP and, if applicable, describe how the project is consistent with the SCS. Please include the link to the RTP/SCS.**14. Is the project included in the State Rail Plan?***

CA State Rail Plan: <https://dot.ca.gov/programs/rail-and-mass-transportation/california-state-rail-plan>

- ☐ Yes
- ☐ No

15. SCCP: Is the project included in a Comprehensive Multimodal Corridor Plan?*

For SCCP Cycle 3, projects must be in a Comprehensive Multimodal Corridor Plan. Please refer to the [CTC's Comprehensive Multimodal Corridor Plan Guidelines](#) for additional information. Please attach screenshot of project within the plan to the SmartSheet form.

- ☐ Yes
- ☐ No

16. SCCP: Description of Comprehensive Multimodal Corridor Plan*

Name the Comprehensive Multimodal Corridor Plan and explain how and where the proposed project is included in the plan. Describe how the project is consistent with the objectives of the Comprehensive Multimodal Corridor Plan. Please include a link to the document.

17. TCEP: Is the project in the California Freight Mobility Plan 2020 (CFMP)?*CFMP 2020: <https://dot.ca.gov/programs/transportation-planning/freight-planning/cfac/cfmp-2020>

- ☐ Yes
☐ No

II. Location Information**18. Caltrans District(s)***

Please identify the District(s) in which the project is located. See SmartSheet form for Districts.

19. County/Counties*

Please identify the county/counties in which the project is located. See SmartSheet form for Counties.

20. Route(s)*

Please type the route number (ex: for SR-76, type "76"). Please separate routes by commas (ex: "5,99").
If the project is off-system, please type "OFF".

21. Begin Post MilePlease type numbers only (no hyphens). Utilize the [postmile query tool](#).**22. End Post Mile**Please type numbers only (no hyphens). Utilize the [postmile query tool](#).**23. SCCP: Strategic Interregional Corridor***Please identify the Strategic Interregional Corridor(s) in which the project is located. Refer to the map included in the Executive Summary (page xviii) of the [2015 Interregional Strategic Plan \(ITSP\)](#).

- ☐ San Diego/Mexico - Inland Empire
☐ Central Coast - Central Valley East/West Connectors
☐ North Coast - Northern Nevada
☐ Sacramento - Oregon
☐ High Desert - Eastern Sierras - Northern Nevada
☐ San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
☐ San Jose/San Francisco Bay Area - North Coast
☐ Central Coast - San Jose/San Francisco Bay Area
☐ South Coast - Central Coast
☐ Southern California - Southern Nevada/Arizona
☐ San Jose/San Francisco Bay Area - Central Valley - Los Angeles

24. TCEP Corridor*

Please select the corridor in which your project area is located. Please see SmartSheet form for more information.

- ☐ Bay Area
☐ Central Coast
☐ Central Valley
☐ Los Angeles/Inland Empire
☐ San Diego/Border
☐ Other

25. TCEP: Primary Highway Freight System*

Is the project located on OR does the project benefit the Primary Highway Freight System? Please reference the USDOT website: <https://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm>

- ☐ Yes – Project is located on the PHFS
- ☐ Yes – Project benefits the PHFS
- ☐ No – Project is not located on/project does not benefit the PHFS

26. TCEP: Critical Freight Corridors*

Is the project located on a designated Critical Rural Freight Corridor (CRFC) or Critical Urban Freight Corridor (CUFC)? Please use the [Caltrans CUFC and CRFC Designation Map Viewer - California](#). **The designation of the CRFC or CUFC is not required at the time of project nomination; however, the designation must be federally approved prior to the project requesting allocation.**

Note: Grade Crossing improvement projects, Grade Separation projects, Intermodal projects, and Intelligent Transportation System projects are not required to have a CRFC or CUFC designation.

- ☐ CRFC
- ☐ CUFC
- ☐ Designation of CRFC/CUFC by the time of allocation
- ☐ Not located on CRFC nor CUFC

27. TCEP: Please attach a map of the project to the SmartSheet form to show location on/proximity to the PHFS and/or CUFC/CRFC.

If the project benefits the PHFS and/or CUFC/CRFC, please describe how the project does so.

III. Funding Information

28. Total Project Cost (\$USD)*

Please type numbers only (no commas, decimals, or dollar signs).

\$

29. SCCP: Cycle 3 Request (\$USD)*

Please type numbers only (no commas, decimals, or dollar signs). Please provide the exact, whole dollar amount being requested.

\$

30. SCCP: Cycle 3 Component Requested*

Please identify the component(s) for which funds are being requested.

- ☐ CON Support
☐ CON Capital

31. SCCP: Cycle 3 Request by Component (\$USD)

If information is available, please provide the request (in whole dollars) by component. Please type numbers only (no commas, decimals, or dollar signs). Please type whole numbers only.

CON Sup	\$
CON Cap	\$

32. SCCP: Cycle 3 Match Amount (\$USD)

Please type numbers only (no commas, decimals, or dollar signs). Please enter whole numbers only.

NOTE: Match funding is not required for SCCP; however, funding leverage is desirable and will be considered in the evaluation of projects.

\$

33. SCCP: Cycle 3 Match Source

Please provide the source of match funds (if applicable). Please spell out all first instances of acronyms.

34. TCEP: Cycle 3 Request Total (\$USD)*

Please type numbers only (no commas, decimals, or dollar signs). Please provide the exact, whole dollar amount being requested.

35. TCEP: Cycle 3 Component Requested*

Please identify the component(s) for which funds are being requested.

- ☐ PA&ED
☐ PS&E
☐ R/W Sup
☐ R/W Cap
☐ CON Sup
☐ CON Cap
☐ Other

36. TCEP: If requesting funds for PA&ED, does the project have an approved Project Initiation Document (PID)?*

- ☐ Yes
☐ No

37. TCEP: If requesting pre-construction funds, will the project commence R/W acquisition or actual construction within 10 years of receiving pre-construction funds?*

- ☐ Yes
☐ No

38. TCEP: Cycle 3 Match Amount (\$USD)

For project nominated by Caltrans, no match will be required. For projects jointly nominated by Caltrans and another agency, the matching funds must account for 30% of the local agency's share of the project costs. Please type numbers only (no commas, decimals, or dollar signs). Please type whole numbers only.

\$

39. TCEP: Cycle 3 Match Source

Please provide the source of match funds. Please spell out all first instances of acronyms. If match fund source is undetermined/unknown, please type "N/A" or "unknown".

40. Federal Funding*

Does the project have committed Federal funding?

- ☐ Yes
☐ No

41. Does the project leverage partner funds?

If the project has received funding from Federal, State, Local, and/or Private sources, please indicate:

- Funding Agency(Federal, State, Local, Private, etc.)
- Funding Source (INFRA, BUILD, RAISE, SCCP, TCEP, etc.)
- Amount of Funding (in whole dollars)
- Component Funded (PS&E, R/W, CON, etc.)

	Funding Agency	Funding Source	Amount (Committed)	Component(s) Funded
Fund 1			\$	
Fund 2			\$	
Fund 3			\$	

Please add rows, if needed.

Please use the space below to add any notes on the funds listed above. i.e., *fund 1 is currently only semi-committed at the time of the nomination and won't be confirmed until spring 2022.*

42. Previous Unsuccessful Submissions to SCCP/TCEP and/or Other Discretionary Funding Programs (INFRA, BUILD, RAISE, ATP, etc.)

If the project was previously submitted to other funding programs, **but did not receive funding**, please identify:

- Funding Agency(Federal, State)
- Funding Source (INFRA, BUILD, RAISE, SCCP, TCEP, etc.)
- Amount Requested (in whole dollars)
- Component Requested (PS&E, R/W, CON, etc.)

	Funding Agency	Funding Source	Amount (Requested)	Component(s) Requested
Fund 1			\$	
Fund 2			\$	
Fund 3			\$	

IV. Political Information

43. Congressional Information*

Please list all Congressional District(s) associated with the project location (ex: CA-001). For reference:
<https://www.govtrack.us/congress/members>

--

44. Key Stakeholders*

Please list key stakeholders.

--

45. Other Political Considerations

Please tell us about any other political considerations, such as any political groups or members that support/do not support the project.

--

V. Consistency with Statewide Priorities and Goals

This section provides an assessment of the projects' consistency with statewide transportation priorities and goals, including the [Climate Action Plan for Transportation Infrastructure \(CAPTI\)](#).

46. Does the project demonstrate potential for **mode shift**, including to rail, transit, or active transportation?*

Please describe how the project builds toward an integrated, statewide rail and transit network to provide seamless, affordable, multimodal travel options in all contexts, including suburban and rural settings, to all users. Please describe how the project invests in networks of safe and accessible bicycle and pedestrian infrastructure, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks or serve as small town or rural main streets, with a focus on investments in low-income and disadvantaged communities throughout the state. For freight projects, please describe the freight rail network operational improvements and mode shift options, including identifying ways the project supports freight yard improvements, short-line rail, or ports/POE, etc.. **Please attach data and/or maps to the SmartSheet form to support your answer, if possible.**

47. How does the project impact single occupancy Vehicle Miles Travelled (**VMT**)?*

Please describe how the project impacts VMT. If the project does not reduce VMT, please describe how the project will mitigate any negative impacts associated with induced VMT. When addressing congestion, describe the alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations. For freight projects, describe how the project employs or supports multi-modal strategies to increase port and transportation system throughput while reducing truck vehicle miles/hour traveled (VMT/VHT) or truck idling times. **Please attach data and/or maps to the SmartSheet form to support your answer, if possible.**

48. Does the project include and document a meaningful **public engagement process** to traditionally underrepresented groups (including black, indigenous, and other people of color (BIPOC), low-income, environmental justice communities, and/or their Community Based Organizations) and **incorporate local communities needs** into the project?*

Please describe how the project ensured full and fair participation by all potentially affected communities in the transportation decision-making process to mitigate disproportionate and adverse health, environmental, social, and economic impacts. Please describe how underrepresented communities, people with disabilities, and/or other disadvantaged groups were involved early in decision-making, and/or

discuss future plans to engage with the community. Please describe how the project incorporates local community needs identified during the engagement process, and discuss direct benefits of the project to the local community. **Please attach documentation, data, and/or maps to the SmartSheet form to support your answer, if possible.**

49. Is the project located in one or more Disadvantaged Communities?*

To determine, please use the following definitions and resources:

- **Median Household Income:** (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2014-2018 American Community Survey (<\$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the [United States Census Bureau Website](#).
- **SB 535 Disadvantaged Communities Map (CalEnviroScreen 3.0)** An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the [California Communities Environmental Health Screening Tool 3.0 \(CalEnviroScreen 3.0\)](#) scores (score must be greater than or equal to 39.34).
- **National School Lunch Program:** At least 75% of public-school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at the [California Department of Education website](#). Applicants using this measure must indicate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criterion.
- **Healthy Places Index:** The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the [California Healthy Places Index website](#).
- **Federally Recognized Tribal Lands:** Please use [the Native American Lands Viewer Map](#).
- **Other/Regional Definition:** If the District believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the District can submit for consideration a quantitative assessment, to demonstrate that the community's median household income is at or below 80% of that state median household income; OR If the District believes a project benefits a disadvantaged community based on an adopted regional definition, the District can submit for consideration the regional definition, as well as how their specific community qualifies under that definition.

Please use the mapping tools to search the project location, **take a screenshot, and attach map(s) to the Smartsheet form.**

Please select **one** of the following 7 options:

- ☐ Median Household Income
- ☐ SB 535 Disadvantaged Community (CalEnviroScreen)
- ☐ National School Lunch Program
- ☐ Healthy Places Index
- ☐ Federally Recognized Tribal Lands

- ☐ Other/Regional Definition
☐ Not applicable

50. Does the project **reduce fatalities and severe injuries** for all users in alignment with the [Safe Systems approach](#)?*

Please describe how the project makes safety improvements to reduce fatalities and severe injuries of all users toward zero on our roadways, railways and transit systems by focusing on context appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safe-systems approach. Consider discussing what [proven safety countermeasures](#) the project is incorporating. **Please attach data tables and/or maps to the Smartsheet form to support your answer, if possible.**

51. Does the project include and/or improve access to **Zero Emission Vehicle (ZEV)** charging or fueling infrastructure?*

Describe how the project supports the innovation in and development of the ZEV market and helps ensure ZEV's are accessible to all, particularly to those in more rural or remote communities, if applicable. If the project includes ZEV infrastructure, please provide the number of units and location(s) where they are to be installed. If the project supports ZEV infrastructure, please identify the location(s) of the ZEV infrastructure that the project supports. Please discuss any operations or infrastructure the project supports that received funding (like LCTOP funding). *For freight projects*, please describe how the project builds towards a zero-emission freight transportation system that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multimodal design and planning into infrastructure development on freight corridors. **Please attach data and/or maps to the SmartSheet form to support your answer, if possible.**

52. Does the project improve **climate adaptation and resiliency** by addressing one or more climate risk(s) identified in the Caltrans District Vulnerability Assessments and Adaptation Priority Reports or a regional or local climate change adaptation plan?

Please discuss whether the project improves climate adaptation and resiliency by addressing one or more climate risk(s) identified in the Caltrans District Vulnerability Assessments (DVA), Adaptation Reports (AR), and/or a regional or local climate change adaptation plan. Please describe how the project increases resilience to climate change and achieves statewide GHG emission reduction targets. Please describe the physical climate risk the project is addressing even if the DVA, AR, or local/regional plans do not assess or

capture the vulnerability or infrastructure exposure. Please discuss whether the project planning process engaged communities most vulnerable to climate change. Please describe if the project makes an improvement to an emergency evacuation route identified in an emergency plan/hazard mitigation plan using an approach that is supported by state/local emergency services. **Please attach data and/or maps to the SmartSheet form to support your answer, if possible.**

53. Does the project minimize the impact on **natural resources and ecosystems**?

Please describe how the project protects natural and working lands from conversion to more intensified uses and enhance biodiversity by supporting local and regional conservation planning that focuses development where it already exists and align transportation investments with conservation priorities to reduce transportation's impact on the natural environment. **Please attach data tables and/or maps to the SmartSheet form to support your answer, if possible.**

54. Does the project promote **infill development** and land use patterns while protecting residents and businesses from displacement?*

Please describe how the project promotes compact infill development while protecting residents and businesses from displacement by funding transportation projects that support housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips. **Please attach data tables and/or maps to the SmartSheet form to support your answer, if possible.**

55. General/Additional Comments or Narratives

Please use this space to include any other story telling you wish you include that could not be captured in any of the above sections.

VI. TCEP/Freight Special Considerations

56. How does the project improve freight movement?

Please describe how the project provides for increased volume of freight traffic through capacity expansion or operational efficiency to improve the interregional transportation network and move goods to, through, and from ports. Please describe if the project employs or supports multimodal strategies to increase port and transportation system throughput while reducing truck vehicle miles/hours traveled (VMT/VHT) or truck idling times.

57. Please support your response to the question above by providing quantitative data using the table provided below.

Measure	Metric	Project Type	Change
Throughput (Freight)	Change in Truck Volume	Road	
	Change in Rail Volume	Rail	
	Change in Cargo Volume	Sea port, airport	

58. Does the project include one or more of the following high performance freight attributes?

- ☐ Advanced Traveler Information Systems
- ☐ Border port of entry efficiency improvements
- ☐ Eco-routing
- ☐ Emissions reduction infrastructure for idling vehicles/vessels
- ☐ Freight rail system improvements
- ☐ Freight signal priority
- ☐ Freight specific climate resiliency components
- ☐ Freight, active transportation conflict reduction
- ☐ Port or railyard intermodal capacity/efficiency
- ☐ Public ZEV fueling facilities at sites
- ☐ Railroad management and operations systems
- ☐ Reduction of noise caused by freight movements
- ☐ Short sea shipping infrastructure
- ☐ Signal and rail freight yard/access spur improvements
- ☐ Truck climbing lanes
- ☐ Truck parking facilities
- ☐ Truck parking information and/or reservation systems

VII. Contact Information

59. Primary Contact Information*

First Name	
Last Name	
Title	

60. Secondary Contact Information

First Name	
Last Name	
Title	

VIII. Supporting Documents

61. Please upload supporting documents to the Smartsheet form.*

REQUIRED:

- **Intake Form Worksheet (this document)**
- **Project Map**

Optional:

- Electronic Project Programming Request (ePPR), Project Fact Sheet, Community Engagement Information/Documentation, VMT Analysis, Disadvantaged Community Maps (Screenshots), Data Tables, Pictures/Graphics, etc.

62. Please use this space to describe the uploaded supporting documents.

AGENDA ITEM 13

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 15, 2021
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Planning and Programming Manager
SUBJECT:	Obligation Delivery Plan Update – Federal Fiscal Year 2020/21 and 2021/22

STAFF RECOMMENDATION:

This item is to receive and file an update on Riverside County's Obligation Delivery Plan.

BACKGROUND INFORMATION:

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. Federal Obligation Authority (OA) for the region is provided on an annual basis and must be used in the Federal Fiscal Year (FFY) it is provided. The Commission's goal is to ensure that 100 percent of its OA is obligated.

Commission staff work closely with local agencies and the California Department of Transportation (Caltrans) to ensure projects on the Obligation Delivery Plan are obligated and delivered. Many of these projects are from the 2013 Multi-Funding Call for Projects, 2013 Regional Surface Transportation Program (RSTP, also known as STBG) Call for Projects, Coachella Valley Association of Governments' 2014 CMAQ Call for Projects, and various other projects that have been awarded CMAQ or STBG funds by the Commission. The attached Obligation Delivery Plan provides an outline of the projects that have CMAQ or STBG programmed in FFY 2020/21 and FFY 2021/22. The information comes from milestone updates received from local agencies, discussions with project sponsors, and monthly meetings Commission staff have with Caltrans Local Assistance.

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

Attachment: Final FFY 2020/21 obligations and draft FFY 2021/22 Obligation Delivery Plan

FFY 2020/21 OBLIGATIONS

Agency	FTIP ID	FPN	Project Location	CMAQ 20/21	STBG 20/21			Status
						PA&ED Completion Date	R/W Clearance Completion Date	
RCTC	RIV120201	CMLN-6054(090)	SR-60 Truck Lanes	\$ 8,005		Completed	Completed	Obligated
RCTC	RIV070308	HPLU21LN-6054(066)	71/91 Interchange		\$ 4,875	8/30/2021	Pending	Obligated
RCTC	RIV200801	CMLN-6054(103)	I-15 Smart Freeway	4,000		Pending	Pending	Obligated
RCTC	RIV031218B	STBGL-6054(101)	Mid County Parkway Construction Contract #2 (MCP CC2)		\$ 36,939	4/31/2015	Pending	Obligated
Palm Springs	RIV990727	BRLO-5282(017)	Indian Canyon Widening		\$ 1.46	Completed	Completed	Pending
Rancho Mirage	RIV140815	5412(016)	Ramon Rd & Dinah Shore Dr	\$ 89		1/23/2019	5/1/2020	Obligated
Riverside County	RIV151210	CML 5956(241)	Salt Creek Multi-Modal Trail <i>Post Programming</i>	\$ 160		10/20/2017	Completed	Obligated

Subtotal \$ 12,254 \$ 41,814

Obligation to date \$ 54,068

FFY 2021/22 DRAFT OBLIGATIONS

Agency	FTIP ID	FPN	Project Location	CMAQ 21/22	STBG 21/22			Status
						PA&ED Completion Date	R/W Clearance Completion Date	
RCTC	RIV070308	HPLU21LN-6054(066)	71/91 Interchange		\$ 9,853	8/30/2021	Pending	Pending
RCTC	RIV200801	CMLN-6054(103)	I-15 Smart Freeway	10,000		Pending	Pending	Pending
CVAG	RIV140820A		Signal Synch Phase 2	31,165		Completed	Pending	Pending
Riverside	RIV111121	5058(081)	3rd Street Grade Separation	18,000		Pending	Pending	Pending
Palm Springs	RIV990727	BRLO-5282(017)	Indian Canyon Widening		\$ 1.46	Completed	Completed	Pending

Obligation to date \$ -
to be obligated \$ 59,165 \$ 9,854

Obligation to date \$ -

AGENDA ITEM 14

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 15, 2021
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: D8 Local Assistance Pins

D8 LOCAL ASSISTANCE PINS

Office Bulletin #21-08: Division of Local Assistance (DLA) New Location Hydraulic Studies Policy

On September 20, 2021, a new memo, Floodplain Encroachment Location Hydraulic Study (LHS) Memo-No Significant Encroachment was prepared for use on low-risk project types located within a floodplain. These are typically National Environmental Policy Act (NEPA) Categorical Exclusion projects.

The new guidance will not change/revise the existing Location Hydraulic Study (LHS) form, but will allow low-risk project types (i.e. installation or replacement of pavement, striping, signs, cameras, traffic signals, roundabouts, curb, gutter, bicycle facilities, pedestrian facilities, in-kind maintenance activities and other related project types) within a floodplain to be processed without the use of the LHS or Summary of Floodplain Encroachment Report (SFER).

[Office Bulletin #21-08](#)

Caltrans Innovation Exchange Newsletter

The California Department of Transportation (Caltrans) Innovation Exchange Newsletter is now available to all Caltrans Employees and our external partners across the country. We are excited to kick-off this newsletter with the introduction of Caltrans' newly appointed Innovation Leadership Council Chair and Vice-Chair, both of whom bring amazing energy to innovation in Caltrans. This newsletter highlights our innovative staff and cutting-edge projects, as well as innovation resources, news, awards and training.

[Sign up](#) to receive the Caltrans Innovation Exchange newsletter. Access [the Innovation Exchange October newsletter](#).

Annual Disadvantaged Business Enterprise Goal

Based on a disparity study recently conducted, Caltrans submitted the overall Disadvantaged Business Enterprise (DBE) Goal and Methodology Proposal to FHWA for federal-aid highway projects for FFYs 2022-24. For FFYs 2022-24, Caltrans proposes to implement an overall DBE goal of 22.2 percent, which is the Base Figure without any Step 2 adjustments.

On September 27, 2021, FHWA replied in the [FY 2022-24 Overall DBE Goal Acknowledgement Letter](#), "While the goal proposal is under review by the Federal Highway Administration (FHWA) for adequacy and soundness, Caltrans must operate under its proposed 22.2% DBE goal as of October 1, 2022, (correction: October 1, 2021) and until the FHWA California Division informs otherwise." Further details may be found on the [Office of Civil Rights page](#).

FHWA Continuing Resolution Update

The Federal Highway Administration (FHWA) is currently operating under a Continuing Resolution (CR) due to Congress not passing a full year's budget. This CR covers the period from October 1, 2021, through October 31, 2021. The obligation limitation level under the CR is set at 8.49 percent of the federal fiscal year (FFY) 2021 enacted obligation limitation. This percentage is based on the duration of the CR (31 days covered in the CR divided by 365 days).

The Surface Transportation Extension Act of 2021, which allows for the CR, also specifically directs FHWA to not distribute FFY 2022 apportionments to States before October 15th. A formula obligation limitation notice is expected to be issued during the week of October 18th and will be shared as soon as it is received.

The full details can be viewed in the [Continuing Resolution document](#).

Transforming Transportation Through Innovation

FHWA annually recognizes innovation among local agencies and tribes through the Build a Better Mousetrap (BABM) national competition. BABM shines a spotlight on those frontline workers who use their expertise and creativity to solve everyday problems that improve safety, reduce costs, and increase efficiency. The FHWA Office of Transportation Workforce Development and Technology Deployment - Local Aid Support administers the BABM national competition. Entrants are winners from competitions throughout the country. This year's [2021 winners](#) were selected based on an innovation's cost savings, benefits to the community or agency, ingenuity, importance and impact, time savings, and ease of transference to other agencies

Office Bulletin #21-07: Division of Local Assistance (DLA) Local Highway Safety Improvement Program (HSIP), LAPG Chapter 9 Update

Since the last update to the Highway Safety Improvement Program (HSIP) Guidelines, there have been new developments related to the HSIP such as: (a) the Local Roadway Safety Plan (LRSP) requirement for Local Public Agencies (LPAs) to apply for HSIP funds, and (b) the flexibility of using State funds for HSIP projects. The HSIP delivery requirements and scope/cost change rules have also been adjusted. HSIP Guidelines have been revised to reflect these changes.

Access the [Office Bulletin #21-07](#) for more information.

LOCAL ASSISTANCE MANAGEMENT

Planning District Deputy Director	RAY DESSELLE
PID & Local Assistance Office Chief	CRESENCIO GARCIA
District Local Assistance Engineer (DLAE)	ALBERTO VERGEL DE DIOS
Senior Environmental Engineer	SEAN YEUNG
Senior Environmental Planner	AARON BURTON
Construction Oversight Engineer (COE)	CHAD YANG

LOCAL ASSISTANCE SUBMITTAL EMAIL

E-Submittals:	D8.Local.Assistance@dot.ca.gov
Unless otherwise instructed, all Agency submittals shall be sent to the above email. Project and Program inquiries are to be directed to the agency's respective Local Assistance Area Coordinator (see Staff Assignment List-10/18/21)	

LOCAL ASSISTANCE INFORMATIONAL LINKS

Caltrans, Local Assistance	Homepage
LAB	Local Assistance Blog SUBSCRIBE NOW
LAPM	Local Assistance Procedures Manual
LAPG	Local Assistance Program Guidelines
Federal and State Programs	Local Assistance Administered Programs
DLA-OBs	Division of Local Assistance-- Office Bulletins
LPPs	Local Programs Procedures
Invoice Payment	Vendor Payment History
E-76 Status	E-76 Waiting List
ATRC	Active Transportation Resource Center SUBSCRIBE NOW
ATP Reporting Announcements	ATP Project Reporting Mailing List SUBSCRIBE NOW

TRAINING LINKS

LTAP	Local Technical Assistance Program SUBSCRIBE NOW
BTT	Berkeley Tech Transfer
TTAP	Tribal Technical Assistance Program
TRB	Transportation Research Board
NHI	National Highway Institute
TC3	Transportation Curriculum Coordination Council

PROJECT ACCOUNTABILITY

INACTIVE PROJECTS: ACTION REQUIRED FOR FY2021/2022 QUARTER 1 (INACTIVE >24 MON)

- Caltrans Division of Local Assistance, Office of Project Implementation-South, through District Local Assistance Engineer (DLAE), provides guidance and support to Local Agencies in managing the inactive projects, and participate in the quarterly review with FHWA.
- If the Department does not receive an invoice for more than six months, the project will be posted on the Department's website.
 - If the Department does not receive an invoice in the next five months (11 months without invoicing), the Department will work with local agency to provide proper justification for inactivity (causes beyond the control of the agency such as litigation, unforeseen utility relocations, catastrophic events that delay the project or unforeseen environmental concerns) and establishing time frame for invoicing.
 - Project obligation could be removed by FHWA if local agency does not provide proper justification or invoice within specified and agreed upon timeframe.
 - It is the Local Agencies responsibility to work in collaboration with their respective District Local Assistance Engineers (DLAE's) to ensure their projects are invoiced timely.

Inactive project listing is posted in the [Inactive Projects webpage](#) and will be updated weekly.

INACTIVE PROJECTS > 24 MONTHS: ACTION REQUIRED FOR FY2021/2022 QUARTER 1 (INACTIVE >24 MON)

The California Department of Transportation (Caltrans) Division of Local Assistance 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 balance of \$50,000 or more. Local agencies are expected to invoice Caltrans regularly for projects in accordance with [23 CFR 630.106](#).

Please review the documents listed below for federal fiscal year (FFY) 2022 Quarter 1 (Q1) and work with your District Local Assistance Engineer (DLAE) to invoice or [provide justification](#) for the projects in the Repeat Inactive List before November 5, 2021. *If Caltrans does not receive an invoice or justification for inactive projects over 24 months, adverse actions will be taken on these projects including de-obligation of unexpended funds, project closure, and/or inability to receive authorization/obligation of Federal funding for new projects.*

- [California Repeat Inactive Project List FY2022 Q1](#)
- [DLA Repeat Inactive Projects Notification Letter](#)

PROJECT ACCOUNTABILITY LIST SUMMARY	
ACTION REQUIRED	PAGE
INACTIVE PROJECTS	3
INACTIVE PROJECTS > 24 MON	3
PROJECTS WITH EXPIRED PED OR SOON TO BE EXPIRED PED	4
PROJECTS WITH PE> 8 - PE > 10	5
PROJECTS WITH LAPSING FUNDS (CWA)	5

PROJECT END DATE (PED): MANAGING CRITICAL DATES REPORT TOOL

The Project End Date (PED) is defined as the date after which no additional costs may be incurred for an authorized phase of work. *Any costs incurred after the FHWA authorized PED will not be eligible for federal reimbursement. If the PED is revised after the authorized PED has past, any costs incurred between the expiration of the authorized PED and the revised PED are ineligible for reimbursement.*

If the need arises, the local agency may need to revise the PED to accurately reflect the amount of time needed to complete the project or phase of the project. to request a revision to the PED while working within a particular phase of work, the local agency must submit an updated LAPM 3-A and adequate justification to the District Local Assistance Engineer (DLAE). Revisions to the PED without Caltrans concurrence and FHWA approval may result in costs not being eligible for reimbursement. For more information on PEDs visit the [Local Assistance Procedures Manual Chapter 3 Project Authorization](#) and the Q&A posted at [Project End Date – Q & A](#).

The Department of Transportation (Caltrans) Division of Local Assistance has created a new interactive tool for assessing Project End Dates (PED). The report tool is located on the [Projects with expiring Project End Dates web page](#) and currently labeled as Project End Date Lookahead Report.

The report tool is an Excel based dashboard and designed to be intuitive and user friendly. Agencies can look up PED related information based on agency, county, MPO, District, phase, lapsing dates, or project number. The instructions are located on the first tab. If needed, the information can also be exported to an Excel spreadsheet or printed.

PRELIMINARY ENGINEERING OVER 10 YEARS (PE>10): REPAYMENT FOR PE>10 PROJECTS

The Department of Transportation (Caltrans) Division of Local Assistance monitors and reports for all federal-aid projects that have not proceeded out of the Preliminary Engineering (PE) phase within 10 years of the initial project authorization. When on-site construction or right-of-way acquisition does not commence within the 10 years, the PE funding must be repaid in accordance with 23 United States Code 102(b), 23 Code of Federal Regulations 630.112, and Federal Highway Administration (FHWA) Order 5020.1A.

If your local agency's project is identified on the list in the link below, it is recommended that you contact your District Local Assistance Engineer and discuss if a time extension request form is appropriate to complete and submit. FHWA may approve a reasonable time extension on a project that has been delayed for valid reasons. Time extension request form and submittal requirements are provided in the link below.

- [Preliminary Engineering Phase Over 10 Years | Caltrans website.](#)

COOPERATIVE WORK AGREEMENT (CWA)

A Cooperative Work Agreement is an agreement between the State of California and a local agency which extends the budget authority life on local agency projects. This is accomplished through the CWA process. Section 16304.3 of the California Government Code authorizes the Department of Finance (DOF) to approve a one-time extension of budget authority life by two years on all projects with Local Assistance funding. there is no appeal process for denied CWA time extensions by DOF. All projects using federal and/or state funds which pass through Local Assistance must be assigned budget authority to be eligible for reimbursement. When budget authority lapses, Local Program Accounting cannot reimburse invoices.

Please note: If budget authority lapses, and funding is consequently lost, failure to complete the project may result in the local agency having to repay any state or federal funds already reimbursed to the agency for the project.

District 8 Local Assistance will be seeking out to local agencies with projects that have lapsing funds on June 30, 2022 to check progress that may need some follow-up work and to hopefully reduce project delivery delays.

[LAPM Chapter 3: Project Authorization: CWA](#)

PROJECT ACCOUNTABILITY: ACTION REQUIRED

IMPORTANT: This report is summarized from the Inactive Project List Posting on the Local Assistance Website dated **11/05/2021**.
<https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

If you have recently submitted an invoice for your inactive project(s), please continue to work with your Local Assistance Area Engineer/Coordinator and the Inactive Coordinator to ensure the invoice is processed. Please be reminded that simply submitting an invoice **will not** remove your project from the inactive list; a project will only be removed off the inactive list when the reimbursement has been fully processed. If your agency is not currently identified as having inactive projects, please continue to submit invoices at least once every 6 months as agreed upon with the State (refer to your agency's Master Agreement (MA)* and Program Supplement Agreements (PSA)**).

INACTIVE PROJECTS

AGENCY	NO. OF PROJECTS	TOTAL UNEXPENDED BALANCE
Riverside County Transportation Commission	2	\$6,288,207
Temecula	3	\$3,057,190
Caltrans	2	\$1,933,662
Riverside	3	\$1,200,080
Riverside County	2	\$945,976
Coachella	1	\$206,766
Corona	1	\$80,588
COUNTY OF RIVERSIDE TOTAL	14	\$13,712,468
San Bernardino Associated Governments	2	\$4,964,274
Chino	2	\$3,583,140
Ontario	2	\$3,514,957
Barstow	1	\$712,900
Yucaipa	1	\$110,817
Redlands	2	\$78,456
Caltrans	2	\$45,248
Grand Terrace	1	\$33,600
Colton	1	\$22,698
COUNTY OF SAN BERNARDINO TOTAL	14	\$13,066,090
Grand Total	28	\$26,778,558

REPEAT INACTIVE PROJECTS OVER 24 MONTHS

AGENCY	NO. OF PROJECTS	TOTAL UNEXPENDED BALANCE
Riverside County Transportation Commission	2	\$6,288,207
Grand Total	2	\$6,288,207

COVENANTS FOUND IN YOUR AGENCY'S EXECUTED

MASTER AGREEMENT AND PROGRAM SUPPLEMENTAL AGREEMENT OF POSSIBLE SANCTIONS BY THE DISTRICT:

*MASTER AGREEMENT ADMINISTERING AGENCY-STATE AGREEMENT FOR FEDERAL-AID PROJECTS: ARTICLE IV - FISCAL PROVISIONS

4. **ADMINISTERING AGENCY agrees, as a minimum, to submit invoices at least once every six (6) months** commencing after the funds are encumbered on either the project-specific PROGRAM SUPPLEMENT or through a project-specific finance letter approved by STATE. STATE reserves the right to suspend future authorizations/obligations, and invoice payments for any on-going or future federal-aid project by ADMINISTERING AGENCY if PROJECT costs have not been invoiced by ADMINISTERING AGENCY for a six (6) month period.

**PROGRAM SUPPLEMENT AGREEMENT ADMINISTERING AGENCY-STATE AGREEMENT FOR FEDERAL-AID PROJECTS: SPECIAL COVENANTS OR REMARKS

1(D). **ADMINISTERING AGENCY agrees, as a minimum, to submit invoices at least once every six months** commencing after the funds are encumbered for each phase by the execution of this Project Program Supplement Agreement, or by STATE's approval of an applicable Finance Letter. STATE reserves the right to suspend future authorizations/obligations for Federal aid projects, or encumbrances for State funded projects, as well as to suspend invoice payments for any on-going or future project by ADMINISTERING AGENCY if PROJECT costs have not been invoiced by ADMINISTERING AGENCY for a six-month period. If no costs have been invoiced for a six-month period, ADMINISTERING AGENCY agrees to submit for each phase a written explanation of the absence of PROJECT activity along with target billing date and target billing amount.

DLA NOTIFICATION LETTER FOR PROJECTS OVER 24 MONTHS

The Department of Transportation (Caltrans) Division of Local Assistance in collaboration with the Federal Highway Administration (FHWA) is continuing its proactive efforts to reduce the number of inactive projects. Especially those that have not been reimbursed for 24 months or more with unexpended federal funds of \$50,000 or more. Local agencies are expected to invoice Caltrans regularly for projects in accordance with the Code of Federal Regulations 23 CFR 630.106.

If Caltrans does not receive an invoice or justification for inactive projects over 24 months, adverse actions will be taken on these projects including de-obligation of unexpended funds, project closure, and/or inability to receive authorization/obligation of Federal funding for new projects.

[Please see DLA Repeat Inactive Projects Notification Letter for more information.](#)

PROJECT ACCOUNTABILITY: ACTION REQUIRED

PROJECTS WITH EXPIRED PED	AS OF 11/02/21
AGENCY	NO. OF PROJECTS
Caltrans	2
Chino Hills	1
Coachella Valley Association of Governments	1
Corona	2
Grand Terrace	1
Highland	1
Lake Elsinore	2
Needles	1
Palm Springs	1
Rancho Mirage	2
Redlands	1
Riverside	1
Riverside County	1
Riverside County Transportation Commission	2
San Bernardino Associated Governments	1
San Bernardino County	4
Temecula	2
Yucaipa	2
Grand Total	28

PROJECTS WITH PED EXPIRING IN 0-6 MONTHS	AS OF 11/02/21
AGENCY	NO. OF PROJECTS
Barstow	1
Caltrans	4
Cathedral City	2
Chino	1
Colton	2
Indio	1
Jurupa Valley	1
Montclair	1
Murrieta	1
Ontario	2
Palm Springs	1
Redlands	3
Rialto	1
Riverside	4
Riverside County	2
San Bernardino	2
San Bernardino Associated Governments	1
San Bernardino County	3
Temecula	1
Grand Total	34

PROJECTS WITH NO ESTABLISHED PED	AS OF 11/02/21
AGENCY	NO. OF PROJECTS
Barstow	1
Caltrans	5
Coachella	1
Colton	1
Corona	1
La Quinta	1
Moreno Valley	1
Murrieta	1
Redlands	1
Rialto	1
Riverside County Transportation Commission	2
San Bernardino County	1
Temecula	1
University Of California - Riverside	1
Victorville	2
Yucaipa	1
Grand Total	22

REVISING THE PED

The Project End Date (PED) is the date that an agency must estimate in order to identify the end of the project's Period of Performance and is established at the time of Authorization (LAPM 3-A). It is defined as the date after which no additional costs may be incurred for an authorized phase of work and coincides with when the agency submits its complete and accurate Final Report of Expenditures (FROE) to the District Local Assistance Engineer (DLAE). **Any costs incurred after this date will not be eligible for federal reimbursement. If the PED is revised after the authorized PED has past, any costs incurred between the expiration of the authorized PED and the revised PED are ineligible for reimbursement.**

The local agency is expected to monitor the progress of its project. If the need arises, the local agency may need to revise the PED to accurately reflect the amount of time needed to complete the project or phase of the project. This is readily done and documented as part of an agency's authorization request when the project progresses from one phase of work to the next, as the project's delivery schedule will be more refined. While working within a particular phase of work, however, **to request a revision to the PED, the local agency must submit an updated LAPM 3-A and adequate justification to the District Local Assistance Engineer (DLAE).**

Examples of situations which may justify a revision to the PED include, but are not limited to: litigation, major changes in design, environmental or permit issues, construction claims, differing site conditions, significant additional work, area-wide material shortages, labor strikes, unusually severe weather, or other events which are outside the control of the local agency. This documentation must be submitted as a separate request to the DLAE. **Revisions to the PED without Caltrans concurrence and FHWA approval may result in costs not being eligible for reimbursement.**

PROJECT ACCOUNTABILITY: ACTION REQUIRED

PRELIMINARY ENGINEERING PHASE OVER 10 YEARS

In the event that right-of-way acquisition for, or actual construction of, the road for which this preliminary engineering is undertaken is not started by the close of the tenth fiscal year following the fiscal year in which the project is authorized, the STD will repay to the FHWA the sum or sums of Federal funds paid to the transportation department under the terms of the agreement. The State may request a time extension for any preliminary engineering project beyond the 10-year limit with no repayment of Federal funds, and the FHWA may approve this request if it is considered reasonable.

NOTE: All approved Preliminary Engineering Time Extension Requests may be de-obligated for any unexpended balances that are not invoiced within the time frames designated in [23 CFR 630.106 \(PDF\)](#)

PE>10 PROJECTS

AGENCY	NO. OF PROJECTS
Chino	1
Rancho Mirage	1
Riverside County	1
Grand Total	3

PE>9 PROJECTS

AGENCY	NO. OF PROJECTS
Colton	1
Ontario	1
San Bernardino Associated Governments	1
Grand Total	3

PE>8 PROJECTS

AGENCY	NO. OF PROJECTS
Caltrans D8	1
La Quinta	1
Rialto	1
Riverside County	1
Grand Total	4

COOPERATIVE WORK AGREEMENT

Verify your cooperative work agreement deadline in your latest project finance letter issued by Division of Local Assistance (labelled as revision date).

Projects Received CWAs with Lapsing Funds on June 30, 2022 represents projects that have already received a Cooperative Work Agreement (CWA) and are one year away from their CWA expiration date and therefore need to be finalized or risk having the funds potentially revert back to the fund of origin as designated within [GC 16304.3](#).

Projects with Lapsing Funds on June 30, 2022 represents projects coming up on their regular reversion date and consideration should be given to participate in the upcoming CWA process that begins in December and will allow the projects a two-year funding extension. Please note that ATP and STIP projects must follow the CTC Guidelines for Timey Use of Funds.

PROJECTS WITH APPROVED CWAs WITH LAPSING FUNDS ON JUNE 30,2022

(Year of Appropriation: 2014-2015)

AGENCY	NO. OF PROJECTS
Calimesa	2
Caltrans	3
Coachella	1
Highland	1
Rancho Mirage	1
San Bernardino Associated Governments	1
Twentynine Palms	1
Yucaipa	2
Grand Total	12

PROJECTS WITH LAPSING FUNDS ON JUNE 30,2022

(Year of Appropriation: 2016-2017)

AGENCY	NO. OF PROJECTS
Apple Valley	1
Barstow	1
Caltrans	7
Colton	2
Corona	1
Indio	2
La Quinta	1
Moreno Valley	1
Murrieta	2
Palm Springs	3
Rancho Mirage	1
Redlands	2
Rialto	2
Riverside	3
Riverside County	4
Riverside County Transportation Commission	1
San Bernardino Associated Governments	5
San Bernardino County	11
San Bernardino County Transportation Authority	3
Temecula	2
Grand Total	55

FUNDING INFORMATION & UPDATES

CLEAN CA LOCAL GRANT PROGRAM & APPLICATION WORKSHOPS

The California Department of Transportation (Caltrans) is developing the Clean California Local Grant Program as part of the nearly \$1.1 billion Clean California Program, which makes a serious investment in beautifying our local communities to create spaces of pride for all Californians. The two-year Clean California Local Grant Program includes approximately \$296 million for communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to restore pride in public spaces. For more information visit the [Clean California Local Grant Program](#).

Call for Projects: December 2021
Project Application Deadline: February 2022
Project Award Notification: March 2022

California Volunteers,
Office of the Governor Orientation

11/10/2021 @3:00pm—4:00pm

Application Workshop

11/18/2021 @10:00am—12:00pm

To schedule a virtual Branch Workshop or site visit, please contact Erika Changizi.

For more information, please contact: Laurie.Waters@catc.ca.gov; Beverley.Newman-Burckhard@catc.ca.gov; Erika.Changizi@catc.ca.gov

CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT OF 2021 (CRRSAA)

The Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 apportioned \$911.8 million to California (COVID Relief Funds). Under the Act, the COVID Relief Funds may be used for a broad range of surface transportation purposes meant to prevent, prepare for, and respond to coronavirus. Specifically, the Act allows states to cover revenue losses and allows COVID Relief Funds to be used on new or existing projects, and for preventive and routine maintenance; operations; personnel; salaries; contracts; debt service payments; and availability payments; as well as transfers to public tolling agencies. The local funds were apportioned to the local agencies in the STIP-COVID (Mid-Cycle STIP) and the new CRRSAA Program.

- [Approved Project List as of October 2021](#)
- [FHWA HIP-CRRSAA Implementation Guidance](#)
- [Process for CRRSAA Projects](#)

2022 SCCP & TCEP Competitive Programs Internal Call for Project Nominations

In anticipation of CTC's SB1 SCCP and TCEP Cycle 3 (2022), Caltrans has announced an Internal Call for Project Nominations. This internal evaluation process is intended to allow Caltrans to begin conversations, identify projects for the Department's submittal as early as possible, and communicate with partners about the Department's priority investments.

If your agency has a project that strongly aligns with Statewide Priorities & Goals, and would like to request consideration of a joint partnership SCCP/ TCEP project with Caltrans (must also meet respective SB1 program criteria), please complete the attached Intake Form Worksheet and submit to Ronnie Escobar (Ronnie.Escobar@dot.ca.gov) by **no later than COB, Friday, January 7th, 2022.**

If you have any questions, you may contact Rena.Vergara@dot.ca.gov (909) 806-3927 or Ronnie.Escobar@dot.ca.gov (909) 963-6874.

2022 SB1 COMPETITIVE PROGRAMS GUIDELINE DEVELOPMENT WORKSHOPS

The California Transportation Commission plans to host guideline development workshops for the Local Partnership Program (LPP), the Solutions for Congested Corridors Program (SCCP), and the Trade Corridor Enhancement Program (TCEP). Registration information and workshop materials will be posted in advance of each workshop. Until further notice, all workshops will be hosted on a virtual meeting platform. Additional workshops will be scheduled in 2022.

Guidelines Adoptions and Calls for Projects anticipated Summer 2022
Program Adoptions anticipated Summer 2023

NOVEMBER 2021	LPP	11/08/2021 1:00pm—4:00pm
	TCEP	11/10/2021 1:00pm—4:00pm
	SCCP	11/18/2021 1:00pm—4:00pm
DECEMBER 2021	TCEP	12/13/2021 1:00pm—4:00pm
	LPP	12/14/2021 1:00pm—4:00pm
	SCCP	12/16/2021 1:00pm—4:00pm

CTC STAFF CONTACTS

LPP: Christine.Gordon@catc.ca.gov
TCEP: Hannah.Walter@catc.ca.gov
SCCP: Naveen.Habib@catc.ca.gov
All SB 1 Competitive Programs: Matthew.Yosgott@catc.ca.gov

2023 ACTIVE TRANSPORTATION PROGRAM

Please mark your calendars for the upcoming California Transportation Commission [guideline development workshops for the Active Transportation Program \(ATP\)](#). Registration information and workshop agenda/ details will be posted in advance of each workshop on the ATP website. Until further notice, all workshops will be held via virtual meeting format. All workshop dates are subject to change. Additional workshops may be scheduled in 2022.

Call for Projects: March 16-17 2022 (tentative)
Project application deadline: June 15, 2022 (tentative)

Kick-Off Workshop	11/09/2021 @9:30am—12:30pm
Guidelines	11/17/2021 @1:00pm—4:00pm
PSR Equivalent	12/01/2021 @1:00pm—4:00pm
Guidelines	12/15/2021 @9:30pm—12:30pm
Guidelines	01/11/2022 @1:00pm—4:00pm
Applications	01/19/2022 @9:30am—12:30pm
Scoring Rubrics	02/08/2022 @1:00pm—4:00pm
Optional Workshop	02/23/2022 @9:30am—12:30pm

To schedule a virtual Branch Workshop or site visit, please contact Erika Changizi.

For more information, please contact: Laurie.Waters@catc.ca.gov; Beverley.Newman-Burckhard@catc.ca.gov; Erika.Changizi@catc.ca.gov

ADDITIONAL FUNDING SOURCES WITH ACTIVE TRANSPORTATION ELEMENTS

While the Active Transportation Program has successfully funded projects across the State, the Program is incredibly oversubscribed and cannot meet all of the State's needs. Therefore, the California Transportation Commission (CTC) and Caltrans have developed a list of additional programs that fund active transportation projects and elements to serve as a resource for cities, counties, and agencies looking to fund valuable active transportation projects in their communities. [Click her for downloadable Link](#)

49

TRAINING/CONFERENCE/WORKSHOP OPPORTUNITIES AND PRESENTATIONS

LOCAL TECHNICAL ASSISTANCE PROGRAM (LTAP)	
TITLE	DATES
FAS: Getting Your Federal Aid Started	12/01—12/02/2021 @8:30am—12:30pm
FAS: Procedures for Right-of-Way Acquisition	12/14—12/15/2021 @8:30am—12:30pm
FAS: Federal Rules for Contract Administration & Project Completion	12/08 - 12/09/2021 @8:30am-12:30pm
Excavation and Trenching Safety	11/30/2021 @8:00am—12:00pm 12/09/2021 @8:00am—12:00pm
Labor Compliance	12/14—12/16/2021 @8:30am—1:30pm
Resident Engineer Academy (Registration Coming Soon)	01/24-01/27/2022 @8:30am—4:30pm 02/28—03/03/2022 @8:30am—4:30pm 04/25—04/28/2022 @8:30am—4:30pm

BERKELEY TECH TRANSFER: ONLINE TRAINING		
CODE	TITLE	DATES
CCB-01	Pavement Life Cycle Cost Analysis: The Basics	11/30-12/02/2021
IDM-30	Seismic Design of Concrete Bridges in California	12/01-12/02/2021
TE-13	Synchro and SimTraffic V11	12/07-12/09/2021
CCC-01	Asphalt Concrete Materials & Mix Design	01/24-01/27/2022
CCC-03	Pavement Construction Specifications and Quality Assurance	02/08-02/16/2022

FHWA PROVEN SAFETY COUNTERMEASURES

The Federal Highway Administration (FHWA) invites you to register for and attend a free webinar on FHWA’s Proven Safety Countermeasures 2021 Update which is scheduled for **Monday, November 22nd, 2021**. This webinar will introduce the nine new countermeasures, walk you through the updated website with new features, and highlight resources that can assist with implementation in your jurisdiction.

[PSCI Webinar Announcement Flyer](#)

[Registration](#)

A NATIONWIDE FEASIBILITY ANALYSIS FOR ESTIMATING BENEFITS OF SAFETY INFRASTRUCTURE

FHWA recently conducted a research project in an effort to understand the actual benefits of safety infrastructure around the nation. FHWA collected crash data and safety infrastructure data from 42 States in hopes of using them to help Transportation Agencies get the greatest benefit when allocating resources for safety infrastructure. Safety infrastructure analyzed included guardrails, cable median barriers, concrete barriers, presence of paved shoulder, rumble strips, and roundabouts. Leveraging these geospatial datasets collected, FHWA was able to conduct a nationwide study of the impact that Safety Infrastructure has on reducing crashes and crash severity. During this presentation, participants will learn about the data collection process, analysis methodology, and lessons learned.

Featured speakers:

Marc Starnes, Office of Safety, Federal Highway Administration

Wednesday, November 17th, 2021 @10:00am—11:00am

[Registration](#)

A&E VIDEO SHORTS

The Architectural and Engineering (A&E) short video training series now includes the topic: ICE and Cost Analysis. Learn about what ICE and Cost Analysis are as defined in 23 CFR 172 and how to use the ICE and Cost Analysis tools.

Also included is the profit/fee determination tool. You can use the profit/fee determination tool separately or with the ICE tool.

Learn more by visiting the A&E Consultant Selection and Procurement Webpage: <https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/consultant-selection-procurement>.

LOCAL AND TRIBAL AGENCY

The Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) finalized an agreement for a project that provides local transportation practitioners access to the [AASHTO TC3](#) (Transportation Curriculum Coordination Council) library.

TC3 is AASHTO's library of 190 training modules. The courses are divided into the following categories: Materials; Construction; Maintenance; Traffic and Safety; Pavement Preservation; and Employee Development. Courses are developed through a collaboration of national best practices and a network of subject matter experts.

Full details on the [California Local technical Assistance Program website](#).

FEDERAL OFFICE OF TRIBAL TRANSPORTATION

The Office of Tribal Transportation (OTT) administers the Tribal Transportation Program (TTP) and provides stewardship and oversight for direct funding agreements with 135 federally recognized Tribes.

The OTT also provides support for all FHWA activities affecting tribal transportation. This support includes the administration of TIGER/BUILD grants awarded to Tribes, and the transfer of funds from States and other local governments to Tribes through the [202\(a\)\(9\) transfer process](#).

Access the [OTT website](#) for further information.

BUILDING A BETTER WORLD TOGETHER WITH EQUITABLE MOBILITY FOR ALL

Please join the Institute of Transportation Studies at UC Irvine for its fifth annual Graduate Colloquium on Innovation in Transportation featuring three prominent leaders in transportation: Stephanie Wiggins (Chief Executive Officer, Los Angeles Metro), Senator Lena Gonzalez (Chair of the Senate Transportation Committee), and Hasan Ikhrrata (Executive Director, San Diego Association of Governments). Following their remarks, a panel discussion will be led by UC Irvine Distinguished Professor Joseph F.C. DiMento and Renowned Civil Rights Attorney Jennifer Hernandez.

Wednesday, November 10th, 2021 @12:30—2:30pm

[Registration](#)

2022 PREPARATION SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION (CTC) MEETINGS
AGENDA ITEM(S) DUE DATES

Prepared by:
OFFICE OF CTC LIAISON
DIVISION OF FINANCIAL PROGRAMMING
CALIFORNIA DEPARTMENT OF TRANSPORTATION

As of:
August 2021

2022 California Transportation Commission (CTC) Meeting Schedule	Local Agency Submits Off System Funds Requests, Program Amendments, and Time Extensions to Caltrans Districts	District Submits Off System and On System Requests to HQ Divisions	HQ Divisions Submit Final Off System and On System Requests to Budgets	Final Agenda Language Due From HQ Divisions to Office of CTC Liaison	Final Book Items Due from HQ Divisions to Office of CTC Liaison
Date and Location:	10:00 AM District & CTC	10:00 AM HQ Divisions	5:00 PM Email to HQ Budgets	10:00AM Email to CTC Liaison	10:00 AM Email to CTC Liaison OCTCL Email: CTCLiaison@dot.ca.gov
Jan 26-27 - Sacramento	Mon, Nov 29, 21	Mon, Dec 6, 21	Fri, Dec 10, '21	Fri, Dec 17, '21	Fri, Dec 17, '21
Mar 16-17 - San Diego	Tue, Jan 18, 22	Mon, Jan 24, 22	Mon, Jan 31, '22	Wed, Feb 9, '22	Thu, Feb 10, '22
May 18-19 -Central Valley	Mon, Mar 21, 22	Mon, Mar 28, 22	Mon, Apr 4, '22	Wed, Apr 13, '22	Thu, Apr 14, '22
June 29-30 - Sacramento	Mon, May 2, 22	Mon, May 9, 22	Mon, May 16, '22	Wed, May 25, '22	Thu, May 26, '22
Aug 17-18 - Bay Area	Mon, Jun 20, 22	Mon, Jun 27, 22	Tue, Jul 5, '22	Wed, Jul 13, '22	Thu, Jul 14, '22
Oct 12-13 - Santa Barbara	Mon, Aug 15, 22	Mon, Aug 22, 22	Mon, Aug 29, '22	Wed, Sep 7, '22	Thu, Sep 8, '22
Dec 7-8 - Riverside	Mon, Oct 10, 22	Mon, Oct 17, 22	Mon, Oct 24, '22	Wed, Nov 2, '22	Thu, Nov 3, '22

* No Scheduled Meeting in: February, April, July, September and November

Moved - Christmas
Moved - July 4

Moved - Christmas

Moved - Christmas



CALTRANS DISTRICT 8 LOCAL ASSISTANCE
Helping our partners deliver local transportation projects to enrich our communities
ALBERTO VERGEL DE DIOS, P.E.
DISTRICT LOCAL ASSISTANCE ENGINEER (DLAE)
Albert.Vergel.De.Dios@dot.ca.gov
(951) 236-0135



Seniors			Team Leads		
Aaron Burton Environmental Support Aaron.Burton@dot.ca.gov (909) 501-5971	Chad Yang, P.E. Construction Oversight Engineer Chad.Yang@dot.ca.gov (916) 205-8639	Sean Yeung, P.E. Env. Eng. & DLAE Support Sean.Yeung@dot.ca.gov (909) 383-4030	Evita Premdas Complex/SHS Projects Team Lead Evita.Premdas@dot.ca.gov (909) 963-8824	Matthew Sapp RIV Projects Team Lead Matthew.Sapp@dot.ca.gov (909) 963-9029	Karen Nguyen, P.E. SBD Projects Team Lead Karen.Nguyen@dot.ca.gov (909) 963-8650
Associate Governmental Program Analyst	Environmental Planner (Archaeology)	Area Coordinators			
Leslie Avila Resource Manager and Training Coordinator Leslie.Avila@dot.ca.gov (909) 501-5732	Marko B. Germono Environmental Cultural Support Marko.Germono@dot.ca.gov (909) 963-8657	Eduardo Momeno-Castaneda Eduardo.Castaneda@dot.ca.gov (909) 963-9282	Evita Premdas Evita.Premdas@dot.ca.gov (909) 963-8824	Karen Nguyen, P.E. Karen.Nguyen@dot.ca.gov (909) 963-8650	Leslie Avila Leslie.Avila@dot.ca.gov (909) 501-5732
			Matthew Sapp Matthew.Sapp@dot.ca.gov (909) 963-9029	Pamela Wells Pamela.Wells@dot.ca.gov (909) 963-8732	Solomon Frisco Solomon.Frisco@dot.ca.gov (909) 963-9365
Local Agencies			Program Coordination		Project Monitoring & Guidance
Adelanto (P. Wells)	Hemet (M. Sapp)	Perris (M. Sapp)	ATP (L.Avila)		A&E (K. Nguyen)
Apple Valley (P. Wells)	Hesperia (P. Wells)	Rancho Cucamonga (E. Castaneda)	Clean CA (E. Castaneda)		CAP (L. Avila)
Banning (S. Frisco)	Highland (E. Castaneda)	Rancho Mirage (S. Frisco)	CRRSAA (L.Avila)		CWA (E. Castaneda)
Barstow (P. Wells)	Indian Wells (S. Frisco)	Redlands (E. Castaneda)	Earmark (K. Nguyen)		D&E (K. Nguyen)
Beaumont S. Frisco	Indio (S. Frisco)	Rialto (E. Castaneda)	ER Sbd Co. (K. Nguyen)		FTA (L. Avila)
Big Bear Lake (E. Castaneda)	Jurupa Valley (M. Sapp)	Riverside City (M. Sapp)	Riv Co. (M. Sapp)		IA&I (S. Yeung)
Calimesa (E. Castaneda)	La Quinta (S. Frisco)	Riverside County (E. Premdas)	Sbd Co. (K. Nguyen)		Inactive (E. Castaneda)
Cathedral City (S. Frisco)	Lake Elsinore (S. Frisco)	San Bernardino City (K. Nguyen)	Riv Co. (M. Sapp)		PED (L. Avila)
Chino (L. Avila)	Menifee (S. Frisco)	San Bernardino Co (K. Nguyen)	HSIP (E. Castaneda)		PE>10 (L. Avila)
Chino Hills (P. Wells)	Montclair (P. Wells)	San Jacinto (M. Sapp)	LPP (K. Nguyen)		QAP (M. Sapp)
Coachella (S. Frisco)	Moreno Valley (M. Sapp)	Temecula (M. Sapp)	STIP (L.Avila)		
Colton (P. Wells)	Murietta (S. Frisco)	Twentynine Palms (P. Wells)			
Corona (M. Sapp)	Needles (P. Wells)	Victorville (E. Castaneda)			
Desert Hot Springs (S. Frisco)	Norco (M. Sapp)	Wildomar (M. Sapp)			
Eastvale (M. Sapp)	Ontario (E. Castaneda)	Yucaipa (P. Wells)			
Fontana (E. Castaneda)	Palm Desert (S. Frisco)	Yucca Valley (P. Wells)			
Grand Terrace (P. Wells)	Palm Springs (S. Frisco)				
State and Regional Agencies			Informational Links		Training Links
Caltrans (E. Premdas)	RCTC (E. Premdas)				Active Transportation Resource Center
CVAG (L. Avila)	SBCTA (E. Premdas)				Local Technical Assistance Program
					Berkeley Tech Transfer
					Transp. Curr. Coordination Council
					Transportation Research Board
					Tribal Technical Assistance Program
					National Highway Institute
Local Assistance General Contact Information					
Mail Box:	464 W. 4th Street, 6th Floor MS 760, San Bernardino, CA 92401				
All Electronic Submittals	DL8.Local.Assistance@dot.ca.gov				

AGENDA ITEM 15

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 15, 2021
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	California Transportation Commission Meeting Highlights: August, October, and November 2021

STAFF RECOMMENDATION:

This item is to receive and file the August, October, and November 2021 California Transportation Commission (CTC) meeting highlights.

BACKGROUND INFORMATION:

August 18 – 19, 2021 CTC Meeting ([Agenda](#))

- TAB 17 Climate Action Plan for Transportation Infrastructure; Resolution G-21-60
- TAB 37 Programs that Fund Zero-Emission Vehicles and Infrastructure in Freight
- TAB 39 STIP Amendment for Action – Request to add 8 new projects to the 2021 Mid-Cycle STIP
- TAB 77 2020 Local Partnership Formulaic Program Funding Distribution Amendment

October 13 – 14, 2021 CTC Meeting ([Agenda](#))

- TAB 16 Update on SB 1 Program Guidelines Development
- TAB 20 Approval of the 2021 Interregional Transportation Strategic Plan
- TAB 80 Add Mid County Parkway Construction Contract #2 to LPP Formula Program
- TAB 82 Request of \$112,280,000 for 114 2020 SHOPP preconstruction project phases for design and right of way support – includes:
 - Coachella – weigh-in motion system
 - Temecula/Murrieta – from Route 79 to Kalmia Street and from Baxter Road, install trash removal devices
 - Lake Elsinore/Corona/Norco/Jurupa Valley/Eastvale – upgrade facilities to ADA standards
- TAB 84 Allocation of Project List for CRRSAA Program Funds

November 4, 2021, CTC, Department of Housing and Community Development, and California Air Resources Board Joint Meeting ([Agenda](#))

- ITEM 1 Interagency Coordination on Housing, VMT Reduction, and Equity
- ITEM 2 California Transportation Assessment on Transportation Planning, Funding, and Sustainable Communities Strategies

AGENDA ITEM 16

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 15, 2021
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	RCTC Commission Meeting Highlights: September, October, and November 2021

STAFF RECOMMENDATION:

This item is to receive and file the September, October, and November 2021 Commission meeting highlights.

BACKGROUND INFORMATION:

September 2021 Commission Meeting [\(Agenda\)](#)

Item 6L – Fiscal Year 2021/22 Caltrans Sustainable Transportation Planning Grant Acceptance

The Commission:

1. Approved Resolution No. 21-014, *“Resolution of the Riverside County Transportation Commission Accepting Funds from the California Department of Transportation Sustainable Transportation Planning Grant Program”*; and
2. Authorized the Executive Director, or designee, pursuant to legal counsel review, to execute any required documents or amendments to the Fiscal Year (FY) 2021-2022 Sustainable Transportation Planning Grant.

Item 7 – Refinancing of 91 Express Lanes Toll Debt

The Commission took 16 actions related to this item, most notably:

2. Approve the revised refinancing plan to issue the 2021 Refunding Toll Bonds to refund or purchase, including in connection with a tender offer or bond exchange, all or a portion of the 2013A Bonds, currently outstanding in the amount of approximately \$123.8 million, and repay all or a portion of the 2013 TIFIA Loan, currently outstanding in the amount of approximately \$508 million.

Item 8 – Interstate 15 Interim Corridor Operations Project

The Commission:

1. Authorized staff to implement all project development activities needed to complete construction of the I-15 Interim Corridor Operations Project (15 ICOP),

including immediately commencing the environmental studies and final design work;

2. Authorized the Executive Director, or designee, to negotiate and execute a contract amendment to Agreement No. 15-31-001-00 with Parson Transportation Group (Parsons), as the I-15 Express Lanes Project (15 ELP) project and construction manager (PCM), to provide environmental studies, final design, and construction management services for the 15 ICOP for an amount as necessary to complete the work,, currently estimated at \$1 million, as it is in the public interest and best interest of the Commission to conduct a non-competitive procurement;
3. Approved an adjustment to the Fiscal Year 2021/22 budget in the amount of \$4.5 million for project development and construction expenditures with total project funding of \$5 million in 2009 Measure A sales tax revenue bond proceeds projected to be available; and
4. Authorized the Chair or Executive Director, pursuant to legal counsel review, to execute all necessary agency agreements or amendments to existing agency agreements for all phases of project development of the 15 ICOP including cooperative and funding agreements with Caltrans, California Highway Patrol, and other agencies, as deemed necessary.

October 2021 Commission Meeting [\(Agenda\)](#)

Item 6E – City of Lake Elsinore Request for Additional Funds for Construction of Interstate 15/Main Street Interchange Improvement Project

The Commission:

1. Approved additional programming of \$2,463,000 of 2009 Measure A Western County Regional Arterial (MARA) funds for the city of Lake Elsinore's (Lake Elsinore) Interstate 15 (I-15)/Main Street Interchange Improvement Project (Main Street IC);
2. Approved Agreement No. 20-72-089-01, Amendment No. 1 to Agreement No. 20-72-089-00, between the Commission and Lake Elsinore for the additional programming of \$2,463,000 of MARA for the construction phase of Main Street IC and a total amount not to exceed \$7,946,000;
3. Approved an adjustment to the Fiscal Year (FY) 2021/22 budget to increase construction expenditures in the amount of \$2,463,000; and
4. Authorized the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement.

Item 7 – 2022 State Transportation Improvement Program Adopted Fund Estimate and Project Recommendations

The Commission:

1. Approved programming \$27,698,381 of 2022 State Transportation Improvement Program (STIP) Western Riverside County and Palo Verde Valley target share

- funding capacity on the Interstate 10 (I-10)/Highland Springs Interchange and Temescal Canyon Road Widening projects, and forward to the California Transportation Commission (CTC);
2. Included programming \$7,550,259 of 2022 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. Included programming Planning, Programming, and Monitoring (PPM) funds (2 percent of STIP target share programming capacity) in the amount of \$719,360 in Fiscal Years (FY) 2024/25 through 2026/27;
 4. Included programming \$15,657,460 of 2022 STIP maximum share funding capacity on the Coachella Valley-San Geronimo Pass Rail Corridor Service project and forward to the CTC;
 5. Included programming PPM funds (2 percent of STIP maximum share programming capacity) in the amount of \$319,540 in FY 2027/28;
 6. Submitted the 2022 STIP submittal to the CTC by the statutory deadline of December 15, 2021;
 7. Forwarded the Riverside County 2022 STIP project recommendations to the Southern California Association of Governments (SCAG) to conduct regional performance measures analysis as required by the CTC STIP guidelines;
 8. Approved a revision to Agreement No. 07-71-028-04, Amendment No. 4 to Agreement No. 07-71-028-00, with the city of Blythe (Blythe) to trade \$155,094 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 \$198,391; and
 9. Authorized the Executive Director, pursuant to legal counsel review, to execute the revised Agreement No. 07-71-028-04 on behalf of the Commission upon CTC adoption of the 2022 STIP in March 2022.

November 2021 Commission Meeting [\(Agenda\)](#)

Item 6C – Adoption of Resolution No. 21-019 to Adopt Chapter 10 of the Caltrans Local Assistance Procedures Manual Applicable to Federally Funded Architectural and Engineering Services Procurement

As of the writing of this agenda item, the Commission was anticipated to:

1. Adopt Resolution No. 21-019, *“Resolution of the Riverside County Transportation Commission Adopting Chapter 10 of the Caltrans Local Assistance Procedures Manual Applicable to Federally Funded Architectural and Engineering Services Procurements”*.

Item 8 – City of Corona Funding Request for Construction of McKinley Street Grade Separation Project

As of the writing of this agenda item, the Commission was anticipated to:

1. Approve programming up to \$12.94 million of 2009 Measure A Western County Regional Arterial (MARA) funds for the city of Corona's McKinley Street Grade Separation project; and
2. Approve Agreement No. 22-72-025-00 between the Commission and the city of Corona, as the lead agency for the project, for the programming of up to \$12.94 million of MARA for the construction phase of the McKinley Street Grade Separation project; and
3. Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement.

Item 9 – AB 361 Determination

As of the writing of this agenda item, the Commission was anticipated to:

1. Adopt Resolution No. 21-020, *"A Resolution of the Board of Commissioners of the Riverside County Transportation Commission Authorizing Virtual Board and Committee Meetings Pursuant to AB 361"*; and
2. Discuss and provide direction on whether to continue holding virtual meetings with the flexibility to revisit the matter on a monthly basis.