



MEETING AGENDA

Technical Advisory Committee

Time: 10:00 a.m.

Date: March 18, 2024

Locations: Riverside County Transportation Commission
March Field Conference Room
4080 Lemon Street, 3rd Floor, Riverside, CA 92501

Council Chamber Conference Room
City of Palm Desert
73510 Fred Waring Drive, Palm Desert, CA 92260

COMMITTEE MEMBERS

Savat Khamphou, **Chair** / Kenny Nguyen, City of Corona

John A. Corella, **Vice Chair** / Armando Baldizzone, Cathedral City
Art Vela / Nate Smith, City of Banning

Robert Vestal / Dustin Christensen, City of Beaumont
VACANT, City of Blythe

Michael Thornton / Travis Bradshaw, City of Calimesa

Albert Vergel De Dios / Sean Young, Caltrans District 8

Stuart McKibbin / Mike Borja, City of Canyon Lake

Andrew Simmons / Maritza Martinez, City of Coachella

Jonathan Hoy / Randy Bowman, CVAG

Daniel Porras / Nick Haecker, City of Desert Hot Springs

Jimmy Chung / Yurhi Choi, City of Eastvale

Noah Rau / Nancy Beltran, City of Hemet

Ken Seumalo / Dina Purvis, City of Indian Wells

Timothy T. Wassil / Donn Uyeno, City of Indio

Paul Toor / Octavio Duran, City of Jurupa Valley

Bryan McKinney / Julie Mignogna, City of La Quinta

Remon Habib / Yu Tagai, City of Lake Elsinore

Nick Fidler / Daniel Padilla, City of Menifee

Melissa Walker / Harold Zamora, City of Moreno Valley

Bob Moehling / Jeff Hitch, City of Murrieta

Chad Blais / Sam Nelson, City of Norco

Martin Alvarez / VACANT, City of Palm Desert

Joel Montalvo / VACANT, City of Palm Springs

K. George Colangeli / Dale Reynolds, PVVTA

John Pourkazemi / VACANT, City of Perris

Ryan Stendell / VACANT, City of Rancho Mirage

Farshid Mohammadi / Gilbert Hernandez, City of Riverside

Patricia Romo / Dennis Acuna, County of Riverside

Kristin Warsinski / Jennifer Nguyen, RTA

Travis Randel / Stuart McKibbin, City of San Jacinto

Luis Garcia / Harman Singh, SunLine

Patrick Thomas / Ron Moreno, City of Temecula

Christopher Tzeng / Cameron Brown, WRCOG

Jason Farag / Cameron Luna, City of Wildomar

STAFF

Jillian Guizado, Planning and Programming Director

Jenny Chan, Planning and Programming Manager

Martha Masters, Planning and Programming Senior Management Analyst

Edward Emery, Planning and Programming Senior Management Analyst

AREAS OF RESPONSIBILITY

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION TECHNICAL ADVISORY COMMITTEE MEETING AGENDA*

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

TIME: 10:00 a.m.

DATE: March 18, 2024

LOCATION: Riverside County Transportation Commission
March Field Conference Room
4080 Lemon Street, 3rd Floor, Riverside, CA 92502

TELECONFERENCE SITE: Council Chamber Conference Room
City of Palm Desert
73510 Fred Waring Drive, Palm Desert, CA 92260

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- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. APPROVAL OF MINUTES – NOVEMBER 20, 2023**
- 4. PUBLIC COMMENTS** – This is for comments on items not listed on agenda. Comments relating to an item on the agenda will be taken when the item is before the Committee. *Page 1*
- 5. SCAG SCP AND QUICK-BUILD PROJECTS PRESENTATION**

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Overview

This item is to receive a presentation from the Southern California Association of Governments (SCAG) on SCAG's Sustainable Communities Program Active Transportation & Safety component (SCP AT&S).

6. ACTIVE TRANSPORTATION PROGRAM – METROPOLITAN PLANNING ORGANIZATIONS’ REGIONAL PROGRAM GUIDELINES –20 POINTS DISTRIBUTION FOR RIVERSIDE COUNTY PROJECT APPLICATIONS

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Overview

This item is for the Technical Advisory Committee to recommend the Commission take the following actions:

- 1) Approve the 20-points distribution methodology for the Metropolitan Planning Organizations’ (MPO) Regional Program Guidelines for Active Transportation Program (ATP) Cycle 7; and
- 2) Authorize staff to award projects based on the approved selection criteria for the MPO funding.

7. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

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Overview

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

8. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: DECEMBER 2023 AND JANUARY 2024

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Overview

This item is to receive and file the December 2023 and January 2024 California Transportation Commission (CTC) meeting highlights.

9. RCTC COMMISSION MEETING AND WORKSHOP HIGHLIGHTS: DECEMBER 2023 AND JANUARY, FEBRUARY, AND MARCH 2024

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Overview

This item is to receive and file the December 2023 and January, February, and March 2024 Commission meeting and workshop highlights.

10. COMMITTEE MEMBER / STAFF REPORT

Overview

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

11. ADJOURNMENT

The next meeting of the TAC is scheduled to be held May 20, 2024, at 10:00 a.m.

MINUTES

TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Monday, November 20, 2023

1. CALL TO ORDER

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

2. ROLL CALL

Nate Smith, City of Banning
Robert Vestal, City of Beaumont
Michael Thornton, City of Calimesa
Sean Yeung, Caltrans
Stuart McKibbin, City of Canyon Lake
John Corella, City of Cathedral City*
Andrew Simmons, City of Coachella*
Randy Bowman, Coachella Valley Association of Governments*
Savat Khamphou, City of Corona
Noah Rau, City of Hemet
Ken Seumalo, City of Indian Wells*
Donn Uyeno, City of Indio*
Bryan McKinney, City of La Quinta*
Nick Fidler, City of Menifee
Melissa Walker, City of Moreno Valley
Bob Moehling, City of Murrieta
Mojahed Salama, Riverside County
Jennifer Nguyen, Riverside Transit Agency
Travis Randel, City of San Jacinto
Luis Garcia, Sunline Transit Agency*
Patrick Thomas, City of Temecula
Jason Farag, City of Wildomar

*Joined the meeting at Palm Desert.

3. APPROVAL OF SEPTEMBER 18, 2023, MINUTES

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

4. PUBLIC COMMENTS

There were no public comments.

5. DRAFT UPDATE TO THE TRAFFIC RELIEF PLAN

David Knudsen, RCTC, provided a presentation on the Traffic Relief Plan. All of the information presented is also available on the Traffic Relief Plan website: www.trafficreliefplan.org.

RCTC is the implementor and administrator of Measure A, the county-wide transportation improvement agency, supporter of Metrolink, RTA, Sunline, and other transit operators, as well as a toll operator. In 2020, just prior to the pandemic shut down, the Commission approved the 2020 Traffic Relief Plan. This was a transportation strategy intended to present a list of projects and services possibly for the consideration of a future ballot measure. The plan did not move forward in the form of a ballot measure, but the Commission did adopt the plan. The Commission is now updating the 2020 Traffic Relief Plan, titled the Draft 2024 Traffic Relief Plan (TRP). The plan includes transportation projects and services strategy for Riverside County for today and tomorrow. The Draft 2024 TRP updates the TRP approved by the Commission that was formed by public outreach beginning in 2017, through 2020, and now through 2023. The 2024 TRP represents \$25 billion in transportation investments for Riverside County, but what the plan is not, is funded. This is a strategy document that details projects but is not funded.

The TRP is broken into 8 investment categories that identify where funds would be spent and where projects might be funded from. Safe streets and roads would repair potholes, provide road maintenance, sidewalk and pedestrian safety infrastructure, traffic signals, and ADA improvements. Highways would include State Route 60, 91, and 111, and Interstates 10, 15, and 215, and highway interchange improvements. Public transportation includes Metrolink operations, services, and expansion, Coachella Valley Rail, investments in zero-emission trains and buses, and expansion of rapid commuter bus services and micro-transit. Regional connections is a new category that includes constructing multi-modal transportation corridors that connect Riverside County and relieve congestion on existing highways and local roads.

Commuter assistance would expand Freeway Service Patrol, carpool and vanpool services, park and ride lots, and incentivize employers and employees to use alternative commute methods. Active transportation would improve safety and expand access to pedestrian and bicycle facilities and improve and expand trails and access to open spaces and natural areas. Flood and blow-sand control includes reinforcing roadways and infrastructure against natural hazards in the Coachella Valley and projects to address persistent flooding. Finally, environmental mitigation includes safeguarding infrastructure from natural hazards, supporting transit-oriented development and housing, and promoting public health and safety by improving air quality.

These eight investment categories are spread out across the county in three geographical locations. The Coachella Valley currently receives Measure A funds which are administered by the Coachella Valley Association of Governments (CVAG). The TRP for 2024 maintains this status quo where CVAG administers the funding. The administration of funds is done through the prioritization of the Transportation Project Prioritization Study (TPPS) and includes vehicle miles traveled (VMT) mitigation, support for transit oriented development, and the Coachella Valley Multiple Species Habitat Conservation Plan. Projects can be funded through multiple categories.

Specific examples of projects in the Coachella Valley include the Coachella Valley Rail, investments on critical roads and bridges, improvements on Interstate 10, Highway 111, and State Route 86, grade separations, connecting regions including Highway 62 and 74, complete streets, multi-modal connections, zero-emissions buses, expansion of Freeway Service Patrol, pothole repair and local road maintenance, and preservation of Coachella Valley's natural areas.

Western Riverside County, unlike the Coachella Valley, has specific allocation percentages of funds between the eight investment categories. Highways receive 25%, regional connections 12%, public transportation 25%, environmental mitigation 25%, commuter assistance 2%, active transportation 3%, and safe streets and roads 8%.

Examples of projects for Western Riverside County include highway improvements on 15, 215, 91, 60, and 10 corridors, regional connections, establishing passenger rail service to the pass area, Coachella Valley, Hemet, and San Jacinto, pothole repair, road maintenance and traffic signal improvements, sidewalks and bike lanes, expansion of rapid/commuter buses, micro-transit and vanpool services, investment in zero-emission trains and buses, expansion of Freeway Service Patrol, and safeguarding infrastructure from natural hazards.

The third sub-region is the Palo Verde Valley area. Blythe City Council and the County Board of Supervisors set priorities and use of the funds, like in the current measure. The intent is to strengthen the agricultural economy and tourism with a focus on safety and maintenance of local streets and roads, ensuring ADA compliance, establishing a new vanpool program, and providing reduced or free transit services to the most vulnerable populations.

RCTC had an independent economic analysis from Beacon Economics. They reviewed the TRP over a 30-year horizon and if funding were allocated through a one cent measure, it would help invest \$25 billion into the plan, which supports 168,000 jobs, with a labor income of over \$10 billion, and a total economic output of over \$30 billion.

Looking at the investment among regions over a 30-year planning horizon, investing \$25 billion in transportation would address transportation needs across all three subregions of Riverside County with around \$100 million for the Palo Verde Valley, \$5 billion for Coachella Valley, and \$20 billion for Western Riverside County.

Built into the TRP are extensive efforts to maintain accountability to taxpayers; there are independent audits and mandatory reviews. Since these would be local funds, they would have

a local voice and local control with no funds being diverted to Sacramento or Washington, D.C., and no more than 1% can be used for administrative salaries.

At the last Commission meeting, Commissioners approved releasing the Draft 2024 TRP for public review, with the TAC being the first to receive this presentation. RCTC wants to hear from TAC members, residents, and city councils. Feedback can be submitted at www.trafficreliefplan.org or emailed to trafficreliefplan@rctc.org. A digital and grass-roots outreach and education effort will be forthcoming in January 2024.

Melissa Walker, Moreno Valley, asked what the deadline for receiving comments would be. David Knudsen stated that RCTC would be taking comments until March. RCTC staff is also available to speak at city council meetings.

Patrick Thomas, Temecula, wanted to confirm the use of the funds for Coachella Valley included VMT mitigation, but it was not included for the Western Riverside County region. David Knudsen noted that VMT mitigation is included in the Western Riverside County region under the environmental mitigation category.

Nate Smith, Banning, noted that there were quite a few projects listed in the TRP and wanted to know if the \$25 billion was on top of what was already there or if the funds were also to help current projects get to a point that they were constructable. David Knudsen used the State Route 79 realignment project as an example: the project is currently under Measure A and there is not enough money currently to complete the project. The project is also included in the TRP for 2024 to complete the project. In most cases, the projects listed were not in Measure A but are projects that most are familiar with. While the TRP is looking at a 30-year horizon, it is not just a 30-year document, it is a living document that will be updated as the Commission deems appropriate.

Nate Smith wanted to know where the additional 1% tax increase would put Riverside County in comparison to neighboring counties. David Knudsen shared that Los Angeles County has over 2% for a transportation tax, if this were implemented in 2024, Riverside County would have 1.5% in transportation taxes.

Jillian Guizado, RCTC, stated that 7.75% is the base state tax including the ½ cent transportation tax. Everyone in the county pays a minimum of 7.75%. With this new tax that would increase to 8.75%, but some cities like Riverside and Corona have an additional 1 cent sales tax.

Jason Farag, Wildomar, asked when the TRP would be adopted. David Knudsen noted that the timeline for adopting is fluid now, mainly because RCTC wants to hear back from cities and residents. There will be discussions in January and February on the TRP, and after March the Commission will need to decide on the funding strategy if they so choose. Otherwise, mid-spring would see the final adjustments to the TRP before adoption.

6. PROPOSED 2024 TECHNICAL ADVISORY COMMITTEE MEETING SCHEDULE

Jillian Guizado shared that the proposed 2024 TAC meeting schedule continues the traditional schedule of meeting every other month on the third Monday. The January TAC meeting falls on the Martin Luther King holiday, so the proposal is not to have a January meeting and start the 2024 meetings in March. It is proposed to continue holding the meetings in two different locations, the RCTC Office in the March Field Conference Room and Palm Desert Council Chambers Conference Room.

B/C/A (Randel/Moehling) to adopt the 2024 TAC Meeting Schedule. There were no objections to this motion.

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

Jillian Guizado provided an update on the Southern California Association of Governments (SCAG) 2024 Call for Project Nominations. For approximately 30 years, RCTC has been responsible for programming and managing federal formula funding. This was based on state law that has been in place for decades that delegates these funds to the local level. Two years ago, the Federal Highway Administration (FHWA) decided that California was not distributing funds correctly. The state was given a corrective action to adjust the error in its procedures.

SCAG, as the Metropolitan Planning Organization (MPO), received a similar corrective action when going through its federal certification review. Federal guidance indicates funding decisions should not be delegated beyond the MPO level, which in the case of Riverside County is SCAG. RCTC and other SCAG region counties were given until June 30, 2023, to program the balance of federal formula funds through Fiscal Year 2025/26. RCTC staff completed this following the Board policy to prioritize the Measure A 10-Year Highway Delivery Plan projects for federal formula funding and accounting for a fair share distribution of the funding to the Coachella Valley.

Since June, Caltrans has released updated four-year federal formula funding estimates for the SCAG region. Between the three federal formula programs: Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Carbon Reduction Program (CRP), the SCAG region is due to receive an additional \$275 million over the current and next two federal fiscal years. The SCAG region includes all six counties which would be sharing the \$275 million. SCAG has adopted guidelines for administering these funds and intends to release a call for project nominations in early January 2024. This will be a region-wide competition with San Bernardino, Imperial, Orange, Los Angeles, Ventura, and Riverside County.

While fair shares no longer exist as funding decisions ultimately rest with SCAG, if a formula share were to be applied, Riverside County would generally receive 12%, which comes out to \$33 million of the \$275 million anticipated to be available through Fiscal Year 2026. At a minimum, staff is hopeful that the county will receive at least that much in the upcoming call.

In addition to providing the above information to the TAC, this item is also to inform the TAC of the nomination procedures RCTC has developed for the Board's consideration at the December 13 Commission meeting. Only the county transportation commissions are eligible to submit nominations under the SCAG call for project nominations, however, all local agencies, transit operators that are federally eligible, and tribal governments are eligible to receive the federal formula funding.

As such, staff has developed nomination procedures that are attached to this agenda item to establish a methodology for how projects will be nominated to SCAG. The SCAG guidelines specify that nominations may receive up to 50 points based on the level of recommendation from the county transportation commissions. The levels of recommendation in the SCAG guidelines are highly recommended, recommended, and contingency list. The proposed RCTC nomination procedures would move nominations forward as follows: projects in the Measure A 10-Year Highway Delivery Plan groups 1 and 2 will be highly recommended, based on prior Commission policy to prioritize these projects for federal formula funding; projects in group 3 of the Measure A 10-Year Highway Delivery Plan, the CVAG Transportation Project Prioritization Study, the WRCOG Transportation Uniform Mitigation Fee (TUMF) Nexus Study backbone network, or a zero emission transition plan will be recommended; and projects that are not in any of the aforementioned plans will be on the contingency list.

RCTC's proposed approach for receiving project nominations for all eligible entities in Riverside County is to conduct a two-step process whereby there will be an initial screening, in which project sponsors will submit an intake form. They will then be advised as to what their RCTC level of recommendation to SCAG will be and then invited to prepare a full nomination application if they choose to move forward.

The full schedule is included in the agenda item. Highlights include: December 13, staff will present the staff nomination procedures to the Commission; if approved, the call for nominations would open; January 12 RCTC would close nominations; February 7 RCTC would notify nominators of their recommendation category; March 13 nominators will submit the full project nominations to RCTC for review with any feedback being provided a week later; March 27 the final project nominations are due to RCTC; and March 28 final nominations would be submitted to SCAG by RCTC.

RCTC staff will be holding office hours and will be available to schedule one-on-one consultations with interested eligible agencies. SCAG intends to request board approval of the project list on June 6. While any opportunity to secure additional funding for projects in Riverside County is a good one, agencies should meter their expectations as to what Riverside County may be able to get out of it.

Chair Khamphou wanted to clarify that the projects nominated had to be NEPA cleared, so it would be federally funded through SCAG. Jillian Guizado confirmed that yes, this funding is all federal formula funding.

Travis Randel, San Jacinto, wanted to know where he could review the 10-Year Highway Delivery Plan that was mentioned. Jillian Guizado noted that it should be on the RCTC website, but staff can send out a PDF of the plan to the TAC members.

Patrick Thomas wanted to know if all three programs were going under one call for projects. Jillian Guizado confirmed that they are, and that SCAG has adopted guidelines for the STBG and CMAQ, which are the older fund types. SCAG will be adopting separate guidelines for the CRP funds later this month.

CRP is a new program under the Infrastructure Investment and Jobs Acts (IIJA) and Caltrans has put additional constraints on these funds. In federal language, CRP is similar to CMAQ and is intended to reduce greenhouse gas emissions, but at the state level, three pillars have been implemented that further dictate how CRP funds will be spent. The three pillars are active transportation, transit and rail, and zero-emissions. There is also a carve out for general purpose lanes that get converted to managed lanes.

Nate Smith wanted to know if a local agency would need to take the lead on the call for projects on a project RCTC was managing. Jillian Guizado thought this would be something to discuss with the RCTC project manager.

Travis Randel wanted to know if the funds were only for construction or if they could also be used for ROW acquisition. Jillian Guizado stated that ideally NEPA would need to be completed or have evidence that the process was underway, but the funding could be used for any phase.

John Corella, Cathedral City, asked if the date for upcoming workshops had already been determined. Jillian Guizado stated that the meeting date had not been confirmed yet. On December 13, if the Commission approves the nomination procedures, then RCTC will release the call for nominations that will list the dates for workshops.

8. ACTIVE TRANSPORTATION PROGRAM CYCLE 7 UPDATE

Edward Emery, RCTC, provided an update on the Active Transportation Program (ATP) Cycle 7. ATP is a highly competitive statewide program administered by the California Transportation Commission (CTC) that funds bicycle and pedestrian facilities. Cycle 7 was kicked off in August 2023, with Virtual Guideline Workshops. Since then, staff has participated in several workshops. A schedule of upcoming Cycle 7 milestones is available in the agenda packet.

Overall, CTC staff is not recommending any major changes to the Cycle 7 guidelines. For those planning to refresh and resubmit an application from a previous cycle, the process should be straight forward. Staff has confirmed they will not adjust the project size thresholds for the five project types. Additionally, they will not change the maximum score available for matching funds. The ATP application requires agencies to consult with the California Conservation Corps (CCC) per SB 99. CTC staff reminded applicants that this process must be followed for each application and must be repeated when an application is resubmitted from a prior cycle. Non-complying applications will receive a reduction of 5 points.

CTC staff is providing two new tools to allow applicants to demonstrate project benefits to disadvantaged communities. These tools, which have been used by the Justice40 initiative, may allow more census tracts to qualify. The process for cancelling an awarded project has been memorialized; agencies will submit a signed letter to Caltrans and CTC staff detailing the reasons for project cancellation, steps taken to avoid cancellation, and lessons learned. A follow-up call will be conducted with the agency.

CTC staff will post ATP funding information for projects selected by CTC on the ATP website indicating whether the awarded project receives state or federal funds. Currently, CTC staff is unable to provide such level of information for MPO selected projects. CTC is requiring awardees to provide additional project data points to better highlight the ATP program's impact on VMT reduction, mode shift, and emissions reduction. These results will be used to advance efforts to increase ATP funding.

Agencies planning to submit a new project or resubmit a refreshed application from a prior cycle, should strongly consider a virtual site visit with the CTC to discuss the project and help maximize the scoring potential. The visits will occur through March, but availability is limited. The link to the scheduling portal is on page 70 of the agenda packet. Lastly, CTC staff propose to hold an in-person branch workshop this January in Riverside County. The workshop was created to provide program education and direct technical assistance to the region. CTC staff will host the two-hour branch workshop and would like to tour potential projects the following day.

John Corella wanted to know when consulting with the CCC, how other jurisdictions utilized them on their projects because when a contractor engages them there is liability insurance requirements and many local CCC offices do not have that or the skillset.

Chair Khamphou noted that there were a lot of people shaking their heads at the Riverside location.

Elaine Rogers, Caltrans, shared that the City of San Bernardino did use CCC. While the details were not known, it was offered to connect the two cities together. John Corella thought that would be helpful as this was probably the test case for Riverside County. Any details or insights will be reported back to the TAC.

Chair Khamphou added that the experience with the CCC has been that the projects were too complex and they issued denial letters.

Randy Bowman, CVAG, noted that their ATP application for the Art and Music Line expects collaboration with CCC, so any insight or experiences would be helpful.

Andrew Simmons, Coachella, stated that the CCC should be contracted through the state not the contractor. John Corella noted that one is put on the contractor's obligation and the other is on the city, and the city is trying to figure out the smoothest way to accomplish this.

Edward Emery stated that if anyone was interested in having CTC visit a potential project site, let RCTC staff know.

Jenny Chan, RCTC, added that having been in contact with CTC staff, they are interested in coming out to Riverside and it has morphed into a joint branch workshop where San Bernardino County will also be included. The first day would be the branch workshop, the next day would be site visits in Riverside County, and the third day would be site visits in San Bernardino County. Due to the size of Riverside County, staff would like to get an idea on who would be interested in hosting CTC for a site visit.

John Corella thought it would have been helpful for the CTC to give a presentation at this TAC meeting. Perhaps that is something that could be coordinated in the future.

Jenny Chan stated that as part of the branch workshop it would be requested that CTC speak about the CCC and what would be involved as part of the application.

Patrick Thomas was under the understanding that the site visits were going to be virtual. Edward Emery clarified that the site visits were different. The branch workshop is a regional meeting, but the site visits would be individual.

9. 2024 STATE TRANSPORTATION IMPROVEMENT PLAN UPDATE

Edward Emery provided an update on the 2024 State Transportation Improvement Plan (STIP). The first action taken in the new STIP cycle is Caltrans presents the STIP fund estimate, which lays out the estimated funding in the next cycle and in which years the funds are anticipated to be available. At the same time, the CTC begins updating the program guidelines. The STIP is comprised of the public transportation account and highway account funds that are available for state highway improvements, inner city rail, and regional highway and transit improvements. The 2024 STIP consists of Fiscal Years 2024/25-2028/29, and new STIP distributed in Riverside County is based on sales tax revenue in each geographic area of the county.

Based on sales tax revenue in Riverside County, Western County's 2024 distribution is 79.91%, Coachella Valley is 19.7%, and Palo Verde Valley is 0.39%. At the September 2023, meeting, the Commission approved the 2024 STIP funding distribution for the three geographic areas of the county. The item also presented an outline for developing the 2024 STIP and reported that the Riverside County target share for programming is \$59,788,000. After taking \$1.7 million off the top for Planning, Programming, and Monitoring (PPM), Western County will have approximately \$51 million, and Coachella Valley will have \$6 million of STIP funds for programming. The \$294,000 for Palo Verde Valley will be swapped for Measure A funds. The Commission approved programming the 2024 STIP funding at its October 2023 meeting.

In order to identify projects for the 2024 STIP, a thorough review of Commission sponsored programs and projects was performed. Due the relatively small amount of STIP funding and the funding not being available for programming until at least FY 27/28, it was challenging to

identify projects or programs for STIP. Ultimately, the Commission approved programming 2024 STIP funds on four projects.

The Interstate 15 Express Lanes Project Southern Extension is well suited for STIP funding, as environmental clearance is not anticipated until FY 25/26. Staff recommended programming \$37,415,722 of STIP funds on that project.

Staff also recommended funding for two regionally significant projects. The French Valley Parkway Phase II is currently under construction, led by the City of Temecula. Staff recommended programming \$5 million on the next phase of the project. The funds will be used to advance the design of the project.

As has been mentioned by Commissioners at Commission meetings over the past couple years, the Interstate 10 is seeing increased congestion, significant development, and it has become routine that the entire interstate is shut down in any number of emergency situations. The I-10 Bypass is critically important to the Cabazon and Pass areas. STIP funding was recommended for the right of way phase of this project.

CVAG is responsible for nominating STIP projects in the Coachella Valley. CVAG's Executive Committee approved programming the Coachella Valley STIP share of \$6.7 million on the I-10/Monroe Street Interchange as it did in the 2022 STIP. This is CVAG's highest priority project based on its transportation project prioritization study.

The Riverside County 2024 STIP project recommendations were forwarded to SCAG to conduct regional performance measures analysis as required by the CTC STIP guidelines and will be forwarded to the CTC for adoption by the statutory deadline of December 15, 2023. Additionally, Riverside County still has STIP projects programmed in the 2022 STIP cycle that were approved by the Commission in 2021. These important ongoing projects will be allocated by the CTC beginning in FY 25/26. Carryover projects include the I-10/Highland Springs Interchange, Temescal Canyon Road, and Coachella Valley Rail.

10. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Elaine Rogers, Caltrans, provided a presentation on the Caltrans District 8 Local Assistance updates. Immediate action was required for inactive projects greater than 24 months. Justification was to be provided for these projects by November 2, 2023, to the Division of Local Assistance (DLA).

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

Caltrans Office of Strategic Investment Planning (OSIP) Division of Transportation Planning leads Caltrans Letter of Support (LOS) requests from local and regional agencies for inclusion in their project application packages for competitive grant programs. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) for 2024 request for a Caltrans LOS is due November 30, 2023.

The Caltrans Office of Environmental Compliance & Outreach (ECO) in the DLA is requesting local public agency, Tribal, and consultants' help to improve ECO's processes and provide better support. The purpose of this survey is to identify where the Local Assistance Environmental process may be improved which will ultimately enhance services to the public and create a more expeditious path for project delivery.

The experts at ECO will assist with any questions concerning how to fill out the Preliminary Environmental Study (PES) for your project, or any other PES questions attendees may have. Assistance is available the first Thursday of every month from 1:00 pm – 2:00 pm starting on November 2, 2023; registration is available online.

The DLA has had exhibit updates. In response to recent changes in federal regulations, Exhibit 12-G: Required Federal-aid Contract Language of the Local Assistance Procedures Manual (LAPM) has been updated to incorporate two significant revisions related to Buy America and the Davis-Bacon regulations. A new Exhibit 13-E: Preliminary Engineering Right of Way Checklist has been implemented for all federally funded local projects. Any proposed projects and existing projects currently working on their PES document must complete and submit Exhibit 13-E.

The Clean California Local Grant Program (CCLGP) has announced the award of 42 Clean California grants totaling nearly \$100 million for local projects throughout the state. The Caltrans CCLGP team received 230 applications for local grant projects by the application deadline of May 31, 2023, which sought approximately \$560 million in grant funds. Awards will be given to 42 projects, or approximately 18% of the received applications, totaling \$99,998,175 in requested grant funds.

Federal Highway Administration (FHWA) has upcoming webinars in November and January. On November 27, 2023, 12:30 – 1:30 pm PT, there will be a Digital As-Builts Forum. It will cover Digital Construction Management (DCM) builds upon existing 3D Modeling, e-Construction, Digital As-Builts, e-ticketing, Unmanned Aerials Systems, Smart Work Zone Project Coordination, and Strategic Workforce Development Innovations. On January 29, 2024, 12:30 - 1:30 pm PT, will be the Innovation in Project Delivery, From Hard Hats to Safety Helmets. The National Institute for Occupational Safety & Health (NIOSH) and its partners are working to prevent work related (WR) traumatic brain injury (TBI). Consistent with the hierarchy of controls, prevention of WR TBIs should begin with efforts to eliminate hazards and use engineering and administrative controls at construction worksites and among construction workers with the use of personal protective equipment such as helmets remains essential in many construction settings to prevent injury.

The DOT is now accepting applications for its FY 2023 Thriving Communities Program (TCP). The TCP will provide up to \$22 million in funding for Capacity Builders to provide technical assistance, planning, and capacity building support to disadvantaged and under-resourced communities across the U.S. to help them advance the transformative transportation projects needed to thrive. The Notice of Funding Opportunity (NOFO) applications are through [grants.gov](https://www.grants.gov) and will be due by 1:59 pm on November 28, 2023. Webinar materials for the three webinars, including presentation slides and recordings, are available on the TCP Webinars webpage.

The USDOT Discretionary Grants Dashboard provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. The Dashboard also includes federal grant programs outside of DOT that may be of particular interest to rural communities. Visit the Grants Dashboard to find out more or check the calendar of open and upcoming grant opportunities.

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

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

Jillian Guizado stated since the last TAC, the CTC has met twice. One of the meetings was a statutorily required bi-annual joint meeting with California Air Resources Board (CARB) and California Housing and Community Development (HCD). Notable items to highlight include staff confirming all cities and Riverside County submitted the required documentation to remain eligible for SB 1 Local Streets and Roads funding; this item was approved by the CTC in October.

At the joint meeting with CARB and HCD, the California State Transportation Agency provided an update on the progress made in implementing the Climate Action Plan for Transportation Infrastructure (CAPTI). CAPTI was born out of Governor Newsom's Executive Order N-19-19 in 2019, directing state departments to invest \$5 billion in annual transportation funding toward projects that advance California's clean air goals. The report indicated that by the end of this calendar year, all 34 of the goals in CAPTI will have been met. In the spring, the agency will begin an update to CAPTI. It is important that all agencies engage in CAPTI matters as they have effects to projects that are being delivered.

The joint meeting included many advocates who made public comments almost exclusively calling for a full-stop on all spending on the highway system, even SHOPP funding which pays to fill potholes, install and repair guard rails, and maintain bridge safety. It was stated that the CTC and Caltrans are not doing enough to stop highway widenings and reduce VMT.

The CTC will meet again in December, here in Riverside. The January meeting will be in Modesto.

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

Jillian Guizado highlighted some notable items from the recent Commission meetings. RCTC agreed to be the lead agency on the design phase of the Lake Elsinore I-15 Franklin Street Interchange. RCTC will utilize Transportation Uniform Mitigation Fees (TUMF) from WRCOG for the design phase so it is fully funded by external sources.

RCTC entered into a cooperative agreement with the City of Coachella to help lead the Coachella Rail Station Feasibility Study and Integrated Land Use Transit Network Study, which received funding through SCAG.

The next Commission meeting will be held on December 13.

13. COMMITTEE MEMBER / STAFF REPORT

Mojahed Salama, Riverside County, introduced Dennis Acuna, the new Deputy Director of Transportation, and announced that he would be retiring at the end of the year.

14. ADJOURNMENT

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at approximately 11:11 a.m. The next meeting will be on March 18, 2024, at 10:00 a.m.

Respectfully submitted,



Jillian Guizado
Planning and Programming Director

AGENDA ITEM 5

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	March 18, 2024
TO:	Technical Advisory Committee
FROM:	Edward Emery, Senior Management Analyst
SUBJECT:	SCAG SCP and Quick-Build Projects Presentation

STAFF RECOMMENDATION:

This item is to receive a presentation from the Southern California Association of Governments (SCAG) on SCAG’s Sustainable Communities Program Active Transportation & Safety component (SCP AT&S).

BACKGROUND INFORMATION:

SCAG’s SCP is a technical assistance program that strengthens partnerships with local agencies and strategic partners who are responsible for land use and transportation decisions. Goals of the SCP include providing needed resources to local jurisdictions for active and multimodal transportation, sustainability, land use, and the development of local plans that support the implementation of key strategies and goals outlined in Connect SoCal. The Active Transportation & Safety component of the SCP provides funding for Non-Infrastructure (NI) projects, plans, and Quick-Build projects.

DISCUSSION:

Per the state guidelines of the 2025 (Cycle 7) Active Transportation Program (ATP), Metropolitan Planning Organizations, such as SCAG, are permitted to facilitate a supplemental call for projects; SCAG facilitates the supplemental call for projects through the SCP AT&S component. The SCP AT&S will award \$10.418M, funded by five percent of ATP regional funds (\$5.903M) and a federal Safe Streets and Roads for All grant (\$4.515M), for planning, NI, and Quick-Build projects. The SCP AT&S has \$7.515M allocated for Quick-Build projects and up to two percent of ATP regional funds (\$2.361M) allocated for planning projects in disadvantaged communities. To increase the reach and impact of the program, SCAG will cap funding requests to \$900,000 for all Quick-Build and NI applications and \$500,000 for planning applications. A call for projects will be released in June 2024.

Notably, additional funding for Quick-Build projects is also available through the ATP Cycle 7 statewide component, up to \$7 million. Commission staff encourages cities to apply to SCP, especially for Quick-Build projects. Quick-Build projects are defined as interim capital improvement projects constructed with durable, low- to medium-cost materials to evaluate the effectiveness of a project, quickly address a safety concern, and gather community feedback. Based on feedback received, the improvement can be modified or adjusted over the intended one-to-five-year lifespan of the project. At the end of the project lifespan, the feedback and data are used to determine if permanent infrastructure is warranted.

Attachment 1: SCAG’s SCP PowerPoint Presentation



Quick Build Projects and Funding Opportunities

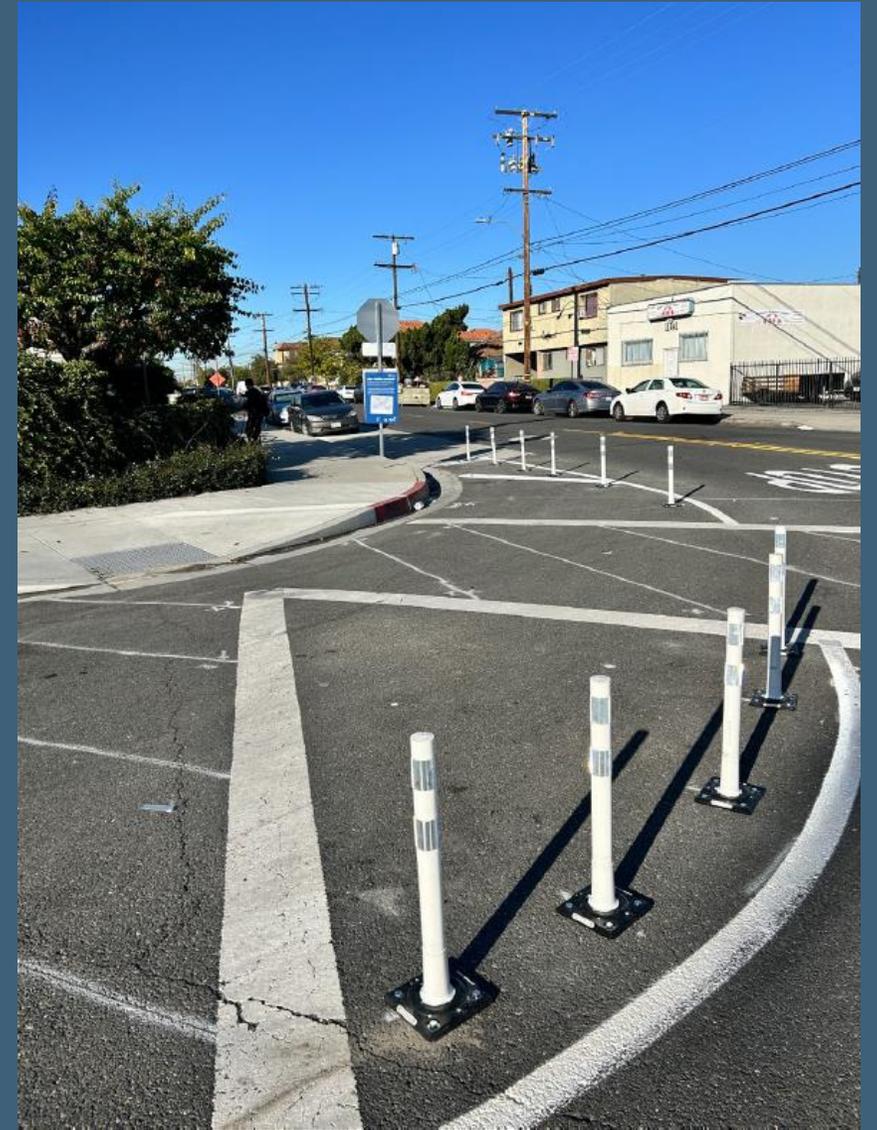
RCTC TAC

March 18, 2024

WWW.SCAG.CA.GOV

Agenda

- Quick Build Overview
- Quick Build Example Scope
- Quick Builds in the Region
- Funding Opportunities
- ATP and SCP Quick Build Applications
- Quick Build Resources



El Monte Quick Build
curb extension

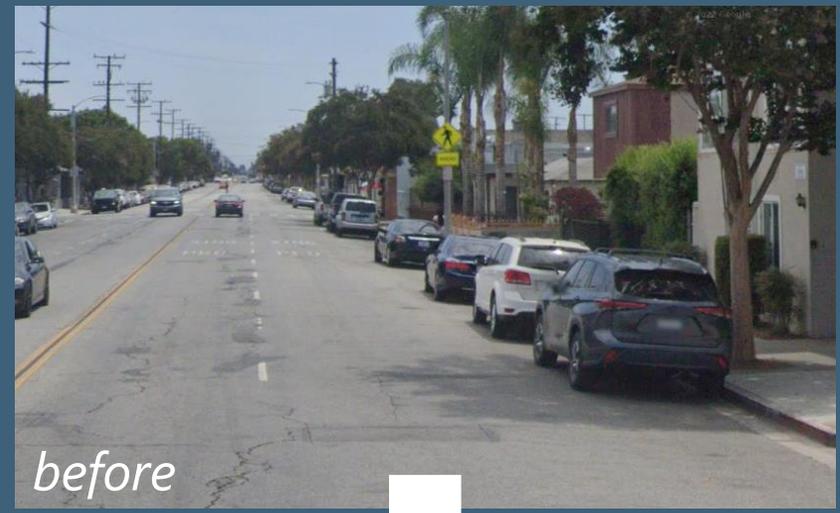
What is a Quick Build?

- CA Transportation Commission: “interim capital improvement project”
- Near-term **pilot** project using durable, low to medium cost materials



Quick Build Elements

- Potential project elements:
 - Planter, parking, or plastic post **protected bike lanes**
 - **Traffic circles:**
 - Rubber curbs and plastic posts
 - Signage
 - **Enhanced Pedestrian Infrastructure:**
 - Paint & posts curb extensions
 - RRFBs (flashing beacons)
 - Leading Pedestrian Interval
 - Temporary **transit platforms** and **shade elements**
 - Interim **shared space** using barricades



Long Beach South Street Quick Build

*parking-protected bike lanes
curb extensions
upgraded high-visibility crosswalks*

Quick Build Process

Outreach/Design

•1-1.5 Years



Implementation

•Several days – couple months



Evaluation

•1 – 3 Years



Modification/Permanent Project/Removal

•1 – 5 Years



El Monte Quick Build
roundabout
curb extensions
upgraded high-visibility crosswalks



before



after

Quick Build Considerations/Opportunities

- Opportunity to gather community input and feedback via pilot project before finalizing permanent project
 - Controversial projects may need time for ongoing engagement and iterate through designs
 - Locations with operational constraints, such as school loading zones, may need to iterate through several designs
- Opportunity to pair quick build project with repaving project to maximize funds and reduce construction impacts on community



Calexico Quick Build
pedestrian plaza with street art

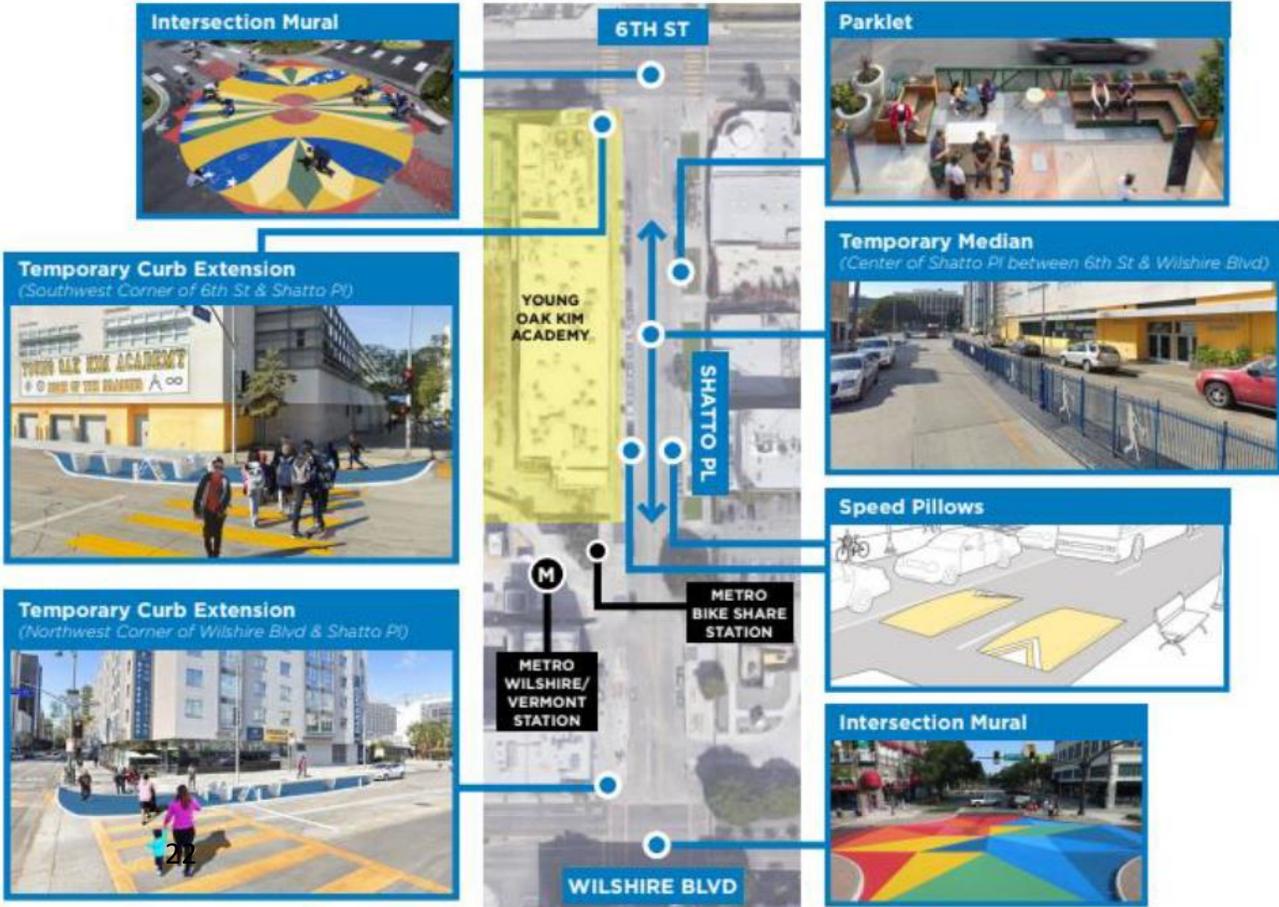
Quick Build Example Scope

- **Project Management**
- **Existing Conditions Analysis**
 - Mode share, transit ridership, counts, speeds, collisions
- **Community Engagement**
 - Community workshops, meetings, demonstration activity (Kit of Parts)
 - Community Advisory Committee & Technical Advisory Committee
- **Quick Build Design**
 - Conceptual designs, signing & striping plans, and cost estimates
- **Evaluation**
 - Mode share, transit ridership, counts, speeds, collisions, surveys
- **Final Report**
 - Project summary, lessons learned, recommendations for next steps

Quick Build Example Design Process

Start with conceptual designs

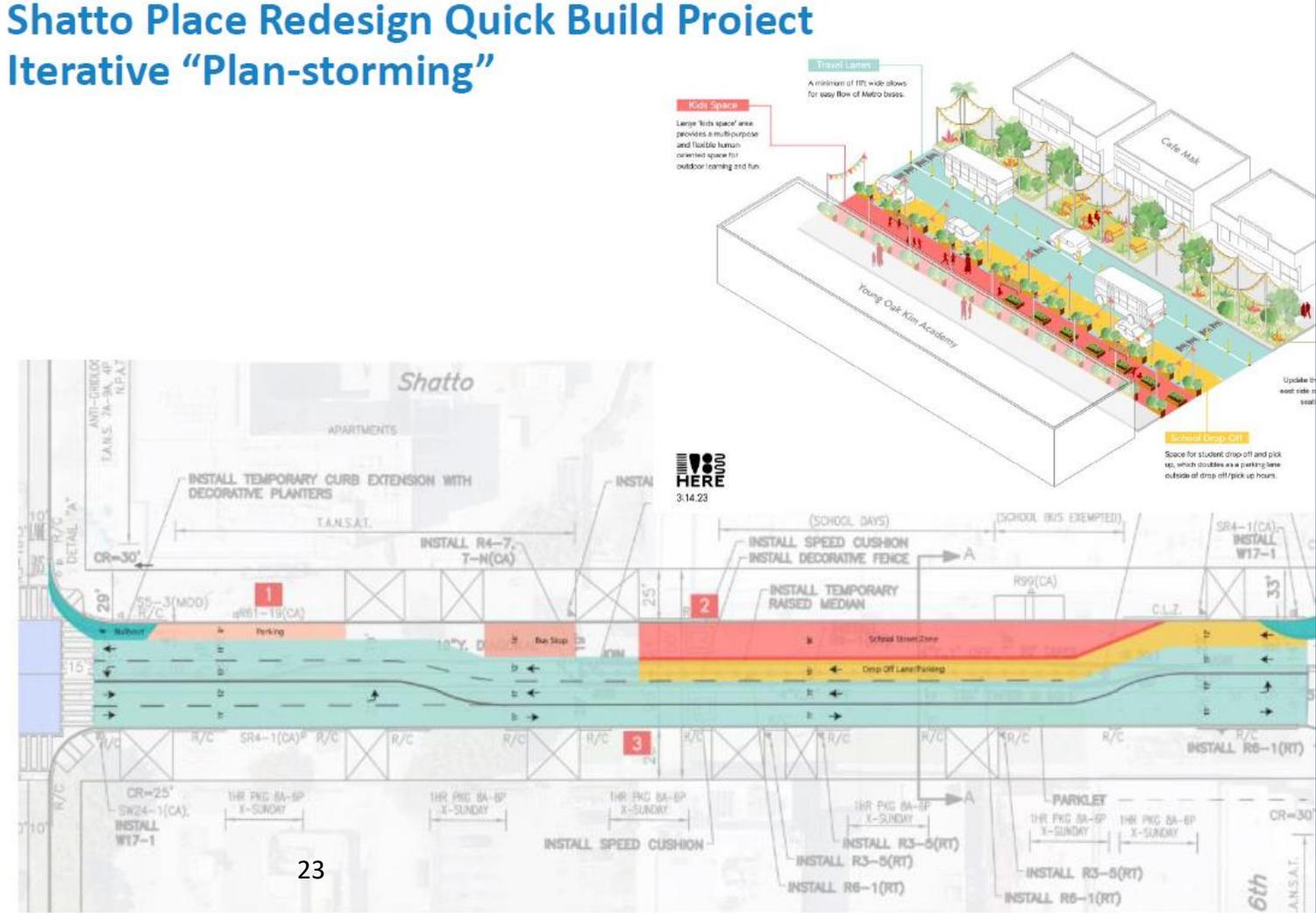
Shatto Place Redesign Quick Build Project Iterative “Plan-storming”



Quick Build Example Design Process

Iterate on the design based on community and technical staff feedback

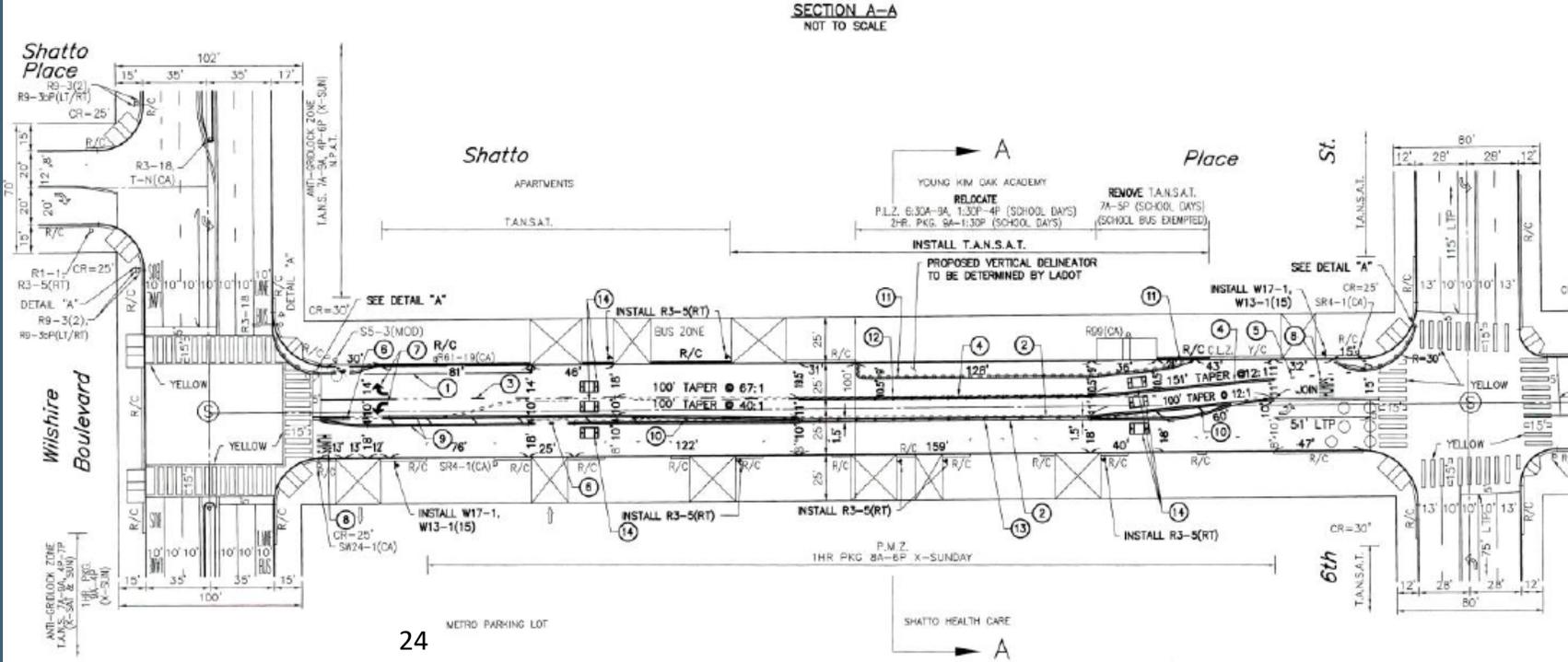
Shatto Place Redesign Quick Build Project Iterative "Plan-storming"



Quick Build Example Design Process

Finish with engineer-stamped design ready for implementation

Shatto Place Redesign Quick Build Project Iterative "Plan-storming"



Quick Build Project Budgets

- LADOT [Shatto Place Redesign](#): \$250K
 - 1 block (600')
 - Road diet and student valet zone
- Santa Monica [East Pico Safety Project](#): \$800K
 - 0.6 mile
 - Curb extensions, high visibility crosswalks, and harden centerline/restrict turning movements
- Los Angeles County Lennox Vision Zero Traffic Safety Enhancements: \$1.14 M
 - 16 intersections
 - Curb extensions, Leading Pedestrian Intervals, and high visibility crosswalks



*Shatto Place
hardened center line, student valet*

Quick Build Projects in the SCAG Region

- Completed
 - Beverly Hills, Calexico, El Monte, Hermosa Beach, Long Beach, Los Angeles, Ojai, Pasadena
- In Progress
 - Glendale
- Upcoming
 - Pomona, Los Angeles, Santa Monica



Pasadena Quick Build buffered bike lane



Ojai Quick Build planter-protected bike lane

Quick Build Funding Opportunities: ATP Cycle 7

- Active Transportation Program Cycle 7
 - **Statewide** Call for Projects: March – June 2024
 - Up to \$7M available for quick build projects
 - Must participate in call with CTC staff prior to submission ([schedule by](#) May 17th)
 - **Regional** Component: January – February 2025
 - Quick build projects not funded through Statewide Call for Projects will be considered
 - **Sustainable Communities Program** Call for Projects: June – September 2024
 - \$7.515M for quick build projects throughout the region

Key Components to Develop a Quick Build Application

- Identify Project
 - Pull from existing plan and/or
 - Gather input from community
- Form Project Team
 - Project Manager/Project Champion
 - Key stakeholders (engineer to review designs, public works to implement, etc.)
- Establish partners
 - Letters of support/commitment

Sustainable Communities Program Administration

- SCAG handles consultant project administration
 - SCAG leads design consultant procurement (3-6 months)
 - Agency staff participates in finalizing scope and procurement
 - SCAG holds contract with consultant (2.5-3 years)
 - Agency project manager to lead project
- SCAG establishes MOU with agency (1-3 months)
 - Pass through funds for contractor (hired by city) or city staff to implement quick build



Additional Resources and Information

Sustainable Communities Program Application (Draft)

The SCP application is currently under development but intended to require limited staff time to prepare. The follow components were required in the 2020 SCP call for projects and generally reflect the type of information needed for the upcoming 2024 SCP call for projects:

- **Project Overview**
- **Connection to Connect SoCal Strategy**
- **Mobility Needs**
 - Existing infrastructure, plans, policies, and gaps
- **Safety Needs**
 - OTS Ranking
 - Factors that affect safety along project corridor
- **Disadvantaged Communities and Public Health**
 - Healthy Places Index and disadvantaged community designation

Sustainable Communities Program Application (Draft, continued)

- **Project Strategies and Outcomes**

- Describe scope of work
- Intended mobility, safety, public health, & community engagement outcomes

- **Cost Effectiveness**

- Build on existing tools and methodologies
- Promote multijurisdictional collaboration

- **Commitments and Leveraging**

- Letters of Support/Commitment

Additional Questions in ATP Quick Build Application (Draft)

The state ATP quick build application requires more information (noted below), but submitting a state application is encouraged as projects not funded in the statewide component will be considered in the SCP AT&S.

- Right of Way Impacts
- Environmental Clearance
- Contracting Plan
- Maintenance Plan
- Detailed collision history
- How might proposed project be adjusted to address community feedback?
- How will effectiveness be measured?
- Long term plans?

Additional Quick Build Funding Opportunities

- [Active transportation funding](#) identified by CTC
- [Safe Streets and Roads for All: Planning & Demonstration](#) Activities
 - Temporary safety improvements that inform comprehensive safety action plans by testing proposed project and strategy approaches to determine future benefits and future scope
 - Must measure potential benefits through data collection and evaluation
 - SS4A is undersubscribed!
- FHWA [Active Transportation Infrastructure Investment Program](#)
 - NOFO anticipated March 2024, anticipated \$60M available
 - At least 30% to active transportation networks that connect people with public transit and key destinations
 - At least 30% to construction of active transportation spines (ped & bike facilities connecting communities, metropolitan regions, or states)

Quick Build Resources

- Caltrans [Quick Build Guidance](#) (from Cycle 6, Cycle 7 forthcoming)
- Active Transportation Resource Center
 - [2021 Quick Build Webinar](#)
 - [2024 Quick Build and Demonstration Projects Webinar](#)
- People for Bikes: [Elements for successful quick build project delivery](#)
- CA Bike Coalition and Alta: [Quick Build Guide](#)



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/active-transportation>

Contact: Rachel Om, om@scag.ca.gov

AGENDA ITEM 6

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	March 18, 2024
TO:	Technical Advisory Committee
FROM:	Edward Emery, Senior Management Analyst
SUBJECT:	Active Transportation Program – Metropolitan Planning Organizations’ Regional Program Guidelines –20 Points Distribution for Riverside County Project Applications

STAFF RECOMMENDATION:

This item is for the Technical Advisory Committee (TAC) to recommend the Commission take the following action(s):

- 1) Approve the 20-points distribution methodology for the Metropolitan Planning Organizations’ (MPO) Regional Program Guidelines for Active Transportation Program (ATP) Cycle 7; and
- 2) Authorize staff to award projects based on the approved selection criteria for the MPO funding.

BACKGROUND INFORMATION:

ATP is a highly competitive statewide program that funds bicycle and pedestrian facilities and programs to enhance or encourage walking and biking. The California Transportation Commission (CTC) awards 50 percent of the funds at the statewide competitive level, 10 percent to small urban and rural regions, and 40 percent at the large MPO level. The ATP process allows applicants two opportunities for award – at the statewide level and the large MPO level. As part of the sequential project selection, projects are first evaluated statewide and those that are not ranked high enough for statewide funding are automatically provided a second opportunity for funding through the large MPO share. As the MPO, the Southern California Association of Governments (SCAG) is required to work with county transportation commissions, the CTC, and Caltrans to develop its regional program recommendations.

Governor’s Proposed Cut to ATP:

In January 2024, amid ATP Cycle 7 guidelines development this year, the Governor’s proposed budget was released indicating a \$200 million cut to ATP. The CTC is looking into potential alternative sources of funding in the event the proposed cut is enacted in summer 2024. Staff will be monitoring this situation closely.

ATP Cycle 7 Schedule

For this cycle, ATP Cycle 7 was kicked off in August 2023, with Virtual Guideline Workshops. The CTC has held several workshops since then, the last of which was held on February 6. Table 1 is the ATP Cycle 7 schedule:

Table 1 – ATP Schedule	
CTC holds Branch Workshops (in person)	September 2023 – March 2024
CTC holds Site Visits (virtual)	September 2023 – March 2024
CTC staff presents Draft Guidelines and Fund Estimate to CTC	January 25-26, 2024
CTC adopts ATP Guidelines and Fund Estimate	March 21-22, 2024
CTC releases Call for Projects	March 21-22, 2024
Scoring rubrics posted on CTC website	March 29, 2024
Large MPOs submit Regional Guidelines to CTC	May 10, 2024
Statewide project application deadline	June 17, 2024
CTC considers MPO Regional Guidelines	June 27-28, 2024
Commission approves 20-points methodology	By October 2024
CTC shares Statewide Component Project Funding Recommendations	November 1, 2024
County Transportation Commissions’ 20-points Methodology submitted to SCAG	December 2024
CTC adopts Statewide Component Project Funding Recommendations	December 5-6, 2024
Environmental Documents due to RCTC for MPO Component	January 8, 2025
County Transportation Commissions submit Recommended Project Lists to SCAG	February 5, 2025
MPO Component Draft Project Funding Recommendations due to CTC	February 21, 2025
Commission considers MPO Funding Recommendations	April 2025
MPO Component Final Project Funding Recommendations due to CTC	April 22, 2025
MPO Component Project Funding Recommendations adopted by CTC	June 2025

DISCUSSION:

As mentioned, SCAG is required to work with county transportation commissions to develop its ATP MPO Guidelines. As such, SCAG allows each county transportation commission to assign up to 20 points to the CTC’s project scores to award projects at the MPO level. Each county transportation commission in the SCAG region is responsible for developing its guidance and methodology for assigning the 20 points. For ATP Cycle 7, it is estimated that the Commission will have approximately \$15.744 million available for award. Like past cycles, the SCAG share is split 95 percent for implementation projects and 5 percent for Non-Infrastructure (NI) projects and plans. For Cycle 7, the 5 percent share will supplement SCAG’s Sustainable Communities Program (SCP) and fund non-State awarded NI, planning, or Quick-Build projects. A separate call for projects will be released for SCAG’s SCP in June 2024. SCAG is committed to ensuring each county receives its population-based, fair share funding targets.

On July 13, 2022, the Commission approved the 20-points distribution methodology for ATP Cycle 6.

The methodology allowed the Commission to meet its goal of funding projects that are construction ready and rewarding agencies that invested in pre-construction activities. For Cycle 7, staff recommends retaining the previous Commission-approved points distribution with no additional changes. The 20-points distribution is shown in Table 2.

Projects will be evaluated based on the submitted ATP Cycle 7 applications to the CTC. Preliminarily, Project Approval/Environmental Document (PA/ED) completion will be evaluated based on Part A5, Project Schedule of the ATP application (Figure 1). The requested California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) signature page will be used to confirm project PA/ED completion. If applicable, applicants must upload copies of the CEQA or NEPA signature pages onto the agency specific RCTC SharePoint link that will be emailed to each agency. Applicants must upload the CEQA/NEPA signature pages by January 8, 2025. The Commission will request state-only funding for projects with completed CEQA, but there is no guarantee the request will be fulfilled.

Table 2: 20-Points Distribution

	Criteria	Points
1.	Requesting construction-only funding	6
2.	Construction funding in the first three years of programming	4
3.	PA/ED completed – either CEQA, NEPA, or both	7 or
3a.	PA/ED started – either CEQA, NEPA, or both (partial funding)	3
4.	Projects identified in WRCOG Sub-regional Active Transportation Plan or CVAG Non-Motorized Plan; or an adopted local active transportation plan, bike or pedestrian master plan, or Safe Routes to School Plan	3

Figure 1: Project Schedule from ATP Application

Part A5: Project Schedule

NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
 3) The proposed CTC Allocation dates must be between July 1, 2021 and June 30, 2024 to be consistent with the available ATP funds for Cycle 5.

INFRASTRUCTURE PROJECTS:
PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "PA&ED Allocation" Date:

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PA&ED activities:

Time to complete the separate CEQA & NEPA studies/approvals: months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

** Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

Staff is recommending the TAC recommend the Commission approve the 20-points methodology and authorize staff to award projects based on the approved selection criteria.

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	March 18, 2024
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
Emergency Relief (ER)	Active Transportation Program (ATP)
Congestion Mitigation and Air Quality (CMAQ)	Local Partnership Program (LPP) <i>Off-system</i>
Highway Bridge Program (HBP)	Local Transportation Climate Adaption Program (LTCAP – PROTECT formula)
Highway Safety Improvement Program (HSIP)	Solutions for Congested Corridors Program (SCCP) <i>Off-system</i>
State Transportation Improvement Program (STIP) <i>Off-system</i>	State Transportation Improvement Program (STIP) <i>Off-system</i>
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program	Trade Corridor Enhancement Program (TCEP) <i>Off-system</i>
Surface Transportation Block Grant (STBG)	

Attachment 1: Powerpoint presentation slide deck

RCTC TAC MTG

4080 Lemon St. 3rd Fl.
Riverside, CA 92502

Caltrans Local Assistance D8

March 18, 2024

DLA Environmental Compliance & Outreach – New Open Office Hours 2024

- **Caltrans Division of Local Assistance (DLA) Environmental Compliance New Office Hours: Ask an Expert 2024**
- **1:00 pm – 2:00 pm PT**

The experts will assist with any questions concerning how to fill out the Preliminary Environmental Study (PES) for your project, or any other PES questions attendees may have.

It's on the first Thursday of every month on WebEx.

- March 7th
- April 4th
- May 2nd
- June 6th
- August 1st
- September 5th
- October 3rd
- November 7th
- December 5th

<https://cadot.webex.com/cadot/j.php?MTID=mad14e2d6befe1a67a1f38d237fd6dbf0>

Disadvantaged Business Enterprise Program: Caltrans Disparity Study 2024

Caltrans has commissioned BBC Research & Consulting (BBC) to conduct a disparity study to aid in developing its next triennial Disadvantaged Business Enterprise utilization goal for Federal Highway Administration (FHWA) funded contracts and procurements.

BBC will be contacting Caltrans District Offices and several Local Agencies to gather information about contracts and procurements awarded using FHWA funds between January 1, 2020, and December 31, 2023. It is vital that each agency and district office support BBC in its data collection efforts in order for Caltrans to set an accurate data-driven triennial goal.

The information being requested for FHWA funded projects includes data found in Exhibits:

- 10-02 – Consultant Contract DBE Commitment
- 15-G – Construction Contract DBE Commitment
- 17-F – Final Report – Utilization of DBE and First Tier Subcontractors

Agencies in possession of these forms for the time period of 01/01/2020 thru 12/31/2023, and have not submitted them to their [District Local Assistance Engineer \(DLAE\)](#) or appropriate district staff, are encouraged to submit by March 5th, 2024.

Exhibit may be found on the Division of Local Assistance Procedures Manual (LAPM) [Forms webpage](#).



U.S. Department of Transportation

US DOT Technical Assistance – News & Trainings

- DOT's Climate Change Center is hosting a 2024 webinar series on climate change and transportation topics, ranging from greenhouse gas reduction strategies to climate resilience activities to research and technology advancements. The next webinar on March 25, 2024, and will focus on Transit-Oriented Development. Registration is open for all webinars

US DOT Technical Assistance – News & Trainings



Other Grant Opportunities

FHWA is accepting applications for \$9.7 billion in multi-year funding to improve the nation's bridges must be submitted by March 19, 2024 via [Grants.gov](https://www.grants.gov).



DOT is offering \$2.97 million through its new Mobility Equity Applications are due by March 5, 2024.



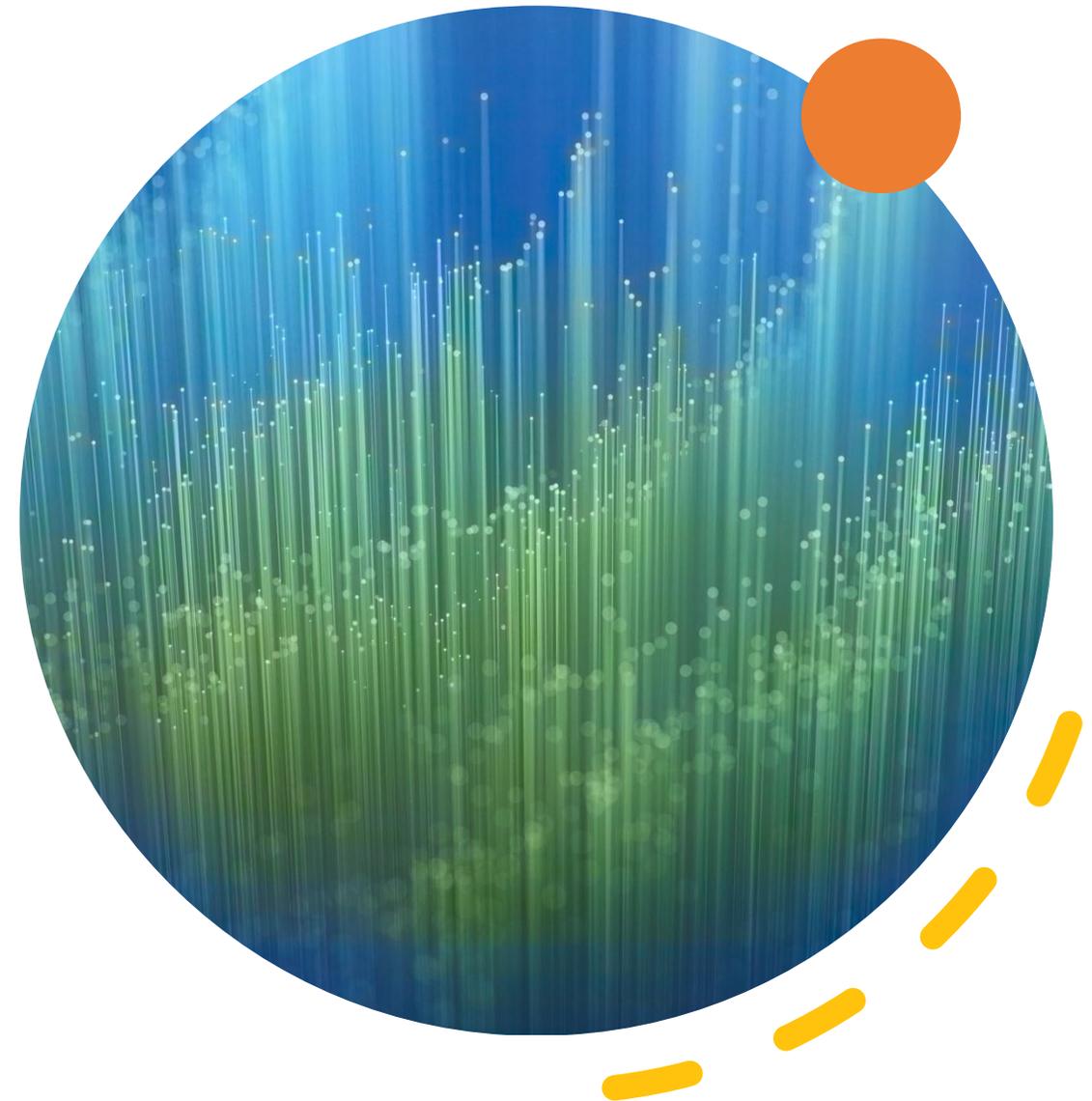
DOT is offering a \$25 million funding opportunity for its Rural Autonomous Vehicle (RAV) research Program Applications are due by March 13, 2024



FTA is offering \$1.5 billion in FY 2024 funding to support state and local efforts to modernize buses, and support workforce development through it's low or no emission program Applications are due by April 25, 2024.

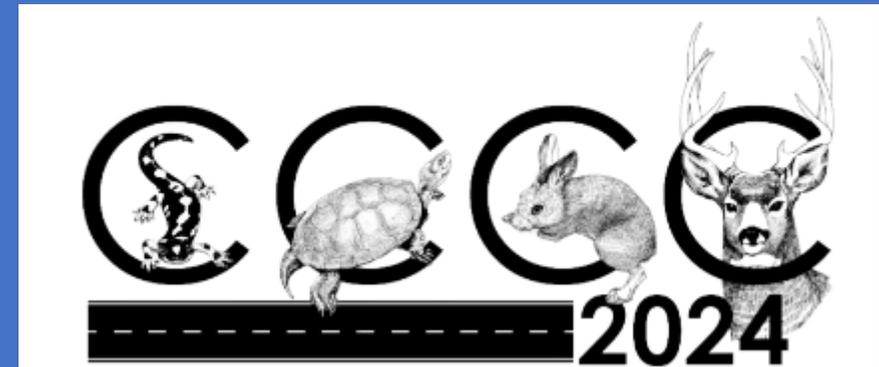


The Port Infrastructure Development Program (PIDP) is a discretionary grant program administered by the Maritime Administration. Applications are due by April 30, 2024.



California Connectivity & Crossings Conference 2024

- California has a high density of ecologists and wildlife biologists, as well as the nation's largest transportation and conservation budgets.
- New public attention and federal and state funding will provide more opportunities to connect habitat for California wildlife and reduce their mortality, by advancing wildlife fencing and crossings structures over and under roads.
- **October 1-2, 2024**
- **UC Davis Conference Center**



FHWA Notice of Funding Opportunity: Safe Streets for All

- **Safe Streets for All Notice of Funding Opportunity – Fiscal Year 2024**

The purpose of this Federal Highway Administration (FHWA) Notice of Funding Opportunity ([NOFO](#)) is to solicit applications for Safe Streets and Roads for All ([SS4A](#)) grants. Funds for the fiscal year 2024 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructural, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micro-mobility users; motorists; and commercial vehicle operators.

The [FY 2024 SS4A NOFO](#) has multiple application deadlines, depending on the grant type. Following each deadline, FHWA will review Planning and Demonstration Grant applications received to date. Each eligible applicant can receive only one award for the FY24 NOFO.

Implementation Grants

Implementation Grant applications have a single deadline for the FY24 SS4A NOFO:

May 16, 2024, by 2:00 pm PT

Planning and Demonstration Grants

Planning and Demonstration Grant applicants have three deadlines for the FY24 SS4A NOFO:

April 4, 2024, by 2:00 pm PT

May 16, 2024, by 2:00 pm PT

August 29, 2024, by 2:00 pm PT

FHWA Notice of Funding Opportunity: Congestion Relief Grant Program

- On February 21, 2024, the Federal Highway Administration (FHWA) opened the FY 2022 through FY 2024 Notice of Funding Opportunity (NOFO) for the Congestion Relief Program Grant (CRP). Congestion Relief Program Grants. The NOFO was published on Grants.gov and can be accessed through the following link: [CRP – Congestion Relief Program NOFO](#). Additional information on the program can be found on the CRP Webpage.
- The Congestion Relief Program will provide discretionary grant opportunities to States, metropolitan planning organizations, cities, and municipalities. The purpose of the program is to advance innovative, integrated, and multimodal solutions for congestion relief in the most heavily congested metropolitan areas of the United States, specifically for urbanized areas surpassing a population of 1 million people. The primary goal of the program is to reduce highway congestion and reduce the economic and environmental costs associated with that congestion. The minimum required amount for an award is \$10 million with a minimum 20 percent non-Federal match.

New Self-paced Course: Pavement Preservation Construction Inspection

The new self-paced course will provide a detailed understanding of the construction, inspection and associated material testing.

Benefits of self-paced online course

- Time
- Convenience
- Certification
- Access to Instructor

Participants will learn about the materials and application of each type of treatment, inspector roles and responsibilities both before, during, and after application, the associated material testing, and other details in four modules:

1. Pavement Preservation Construction Inspection
2. Construction Inspection of Fog Seals
3. Inspection of Slurry Seal & Micro-Surfacing
4. Inspection of Chip Seals

The course is intended for construction inspectors, material testers, engineers, maintenance workers, and other technical staff involved in the construction, inspection, or material testing of various types of seal coats.

Register for the self-paced course on the UC Berkeley TechTransfer website.





New Web-based Trainings-National Highway Institute



- Federal Highway Administration (FHWA) through the National Highway Institute (NHI), is pleased to announce the creation of free web-based training on the use of Unmanned Aerial Systems (UAS). There are 16 individual training sessions focusing on specific use cases and each session may be completed online. Feel free to take only the courses you need or enroll in all 16 and gain a well-rounded understanding of the full capabilities of UAS to support surface transportation asset management. Each course can be found by search the [FHWA – National Highway Institute Catalog](#) online
- **FHWA Webinar Recording- Global Benchmarking Study on UAS**
- If you missed or would like to review the webinar held on February 7, 2024, a recording link is now available. The webinar included an overview of key findings by study team members, as well as presentations from German and UK subject matter experts, discussing and explaining, important topics, including automated data management and Rapid Engineering Models. The webinar also featured an opportunity for participants to ask live questions. This webinar and all other FHWA UAS related webinars can be found at the FHWA UAS Webinar Library.



Questions?

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	March 18, 2024
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	California Transportation Commission Meeting Highlights: December 2023 and January 2024

STAFF RECOMMENDATION:

This item is to receive and file the December 2023 and January 2024 California Transportation Commission (CTC) meeting highlights.

BACKGROUND INFORMATION:

December 6 – 7, 2023 CTC Meeting ([Agenda](#))

- TAB 18 Adoption of the 2023 Local Transportation Climate Adaptation Program
- TAB 19 Draft Senate Bill 1121 State and Local Transportation Needs Assessment Interim Report
- TAB 99 Request of \$202,567,000 for TCEP/LPP-F and STIP for I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes – Construction project, on the State Highway System, in Riverside and San Bernardino counties

January 25 – 26, 2024 CTC Meeting ([Agenda](#))

- TAB 19 Request of \$202,567,000 for TCEP/LPP-F and STIP for I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes – Construction project, on the State Highway System, in Riverside and San Bernardino counties
- TAB 61 Election of Commission Chair and Vice Chair
- TAB 97 2022 Trade Corridor Enhancement Program Amendment

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	March 18, 2024
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	RCTC Commission Meeting and Workshop Highlights: December 2023 and January, February, and March 2024

STAFF RECOMMENDATION:

This item is to receive and file the December 2023 and January, February, and March 2024 Commission meeting and workshop highlights.

BACKGROUND INFORMATION:

December 2023 Commission Meeting ([Agenda](#))

ITEM 7 City of Desert Hot Springs Request for a Loan for Storm Damaged Road Repairs Project

This item is for the Commission to:

- 1) Approve Agreement No. 24-31-052-00 to loan the city of Desert Hot Springs (City) 2009 Measure A funds in the amount of \$7,500,000 for Storm Damaged Road Repairs Project (Project) with the City’s repayment of the loan anticipated from federal Emergency Relief (ER) Program funds; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to develop, finalize and execute the agreement, on behalf of the Commission.

ITEM 8 Agreement for Project and Construction Management Services for the Interstate 15 Express Lanes Project Southern Extension

This item is for the Commission to:

- 1) Award Agreement No. 24-31-004-00 with Parsons Transportation Group Inc. to provide project and construction management (PCM) Services for the Interstate 15 Express Lanes Project Southern Extension (ELPSE) for an eight-year term in the amount of \$78,702,500, plus a contingency amount of \$7,870,250, for a total amount not to exceed \$86,572,750;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement, on behalf of the Commission;
- 3) Authorize the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for these services; and

- 4) Approve an increase in the Fiscal Year 2023/24 Budget from \$2,000,000 to \$5,364,161.

ITEM 10 Senate Bill 125 Formula-Based Funding for the Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program

This item is for the Commission to:

- 1) Approve the funding recommendations in Attachment 1 for the Senate Bill 125 (SB 125) Formula-Based Funding for the Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) for Fiscal Year 2023/24;
- 2) Direct staff to prepare and execute funding agreements with the project sponsors to outline the project schedule and local funding commitments;
- 3) Authorize the Executive Director to execute the funding agreements with the project sponsors, pursuant to legal counsel review;
- 4) Approve an amendment to the FY 2023/24 budget to receive the first-year allocations of TIRCP and ZETCP formula funds in the amounts of \$123,382,700 and \$14,828,290, respectively; and
- 5) Approve a FY 2023/24 budget adjustment of \$791,214 for expenses related to the TIRCP and ZETCP formula funds.

ITEM 11 Southern California Association of Governments Corrective Action for Federal Formula Funds

This item is for the Commission to:

- 1) Approve the RCTC Procedures for the Southern California Association of Governments (SCAG) 2024 Call for Project Nominations (nomination procedures);
- 2) Authorize the Executive Director to submit to SCAG the project nomination list based on the nomination procedures;
- 3) Approve Agreement No. 24-66-041-00, a Memorandum of Understanding (MOU) with SCAG; and
- 4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

January 2024 Commission Meeting ([Agenda](#))

ITEM 6F Riverside County 2025 Federal Transportation Improvement Program Financial Resolution

This item is for the Commission to:

- 1) Adopt Resolution No. 24-001, *“Resolution of the Riverside County Transportation Commission Certifying Riverside County has Resources to Fund Projects in the Federal Fiscal Years 2024/25 Through 2029/30 Transportation*

Improvement Program and Affirming Commitment to Implement All Projects and Phases as Applicable in the Program”.

ITEM 8 Draft Cooperative Agreement with the City of Wildomar and Western Riverside Council of Governments for the Preparation of the Bundy Canyon Road and Wildomar Trail Interstate 15 Interchanges Project Study Reports

This item is for the Commission to:

- 1) Approve Cooperative Agreement No. 24-31-055-00 with the city of Wildomar and Western Riverside Council of Governments (WRCOG) for the preparation of two separate Project Study Reports (PSR's) for the Bundy Canyon Road and Wildomar Trail Interstate 15 Interchange projects (project); and
- 2) Authorize the Executive Director, pursuant to legal counsel review, to execute the agreement and future non-funding agreements and/or amendments on behalf of the Commission.

January 2024 Commission Workshop [\(Agenda\)](#)

Coachella Valley Rail Project Affirmation

This item is for the Commission to affirm the following:

- 1) That the Commission is the lead agency for delivering the Coachella Valley Rail Project (Project) and will be the venue for policy and funding decisions regarding the Project;
- 2) Continuation of the 10 percent set aside of Coachella Valley State Transit Assistance (STA) funds for the Project;
- 3) The Commission will set aside dedicated funding for the Project and future station maintenance and operations costs in the 2024 Traffic Relief Plan in both the Western County and Coachella Valley subregions of the plan and any funding measure submitted to the voters;
- 4) Coachella Valley and Western County subregions will pay for their proportional shares of the total project costs;
- 5) Staff is authorized to negotiate with host railroads, candidate operating entities, and state and federal agencies to advance the Project; and
- 6) Staff is directed to evaluate existing and future funding sources to fund future phases of the Project.

Traffic Relief Plan Follow Up and Next Steps

This item is for the Commission to:

- 1) Provide additional input and direction on Traffic Relief Plan from previous day discussion.

State Route 79 Realignment Project Update and Corridor Analysis

This item is for the Commission to:

- 1) Direct staff to develop the necessary agreement(s) with the California Department of Transportation (Caltrans) to modify the State Route 79 (SR-79) Realignment Project (Project) from a State Route to a future County expressway;
- 2) Direct staff to develop the necessary agreements or documentation to designate the Commission the California Environmental Quality Act (CEQA) lead agency;
- 3) Adopt the proposed segments of the Project identified by the Corridor Analysis Study; and
- 4) Direct staff to proceed with one of the following Options:

Alternative A

- a) Direct staff to draft a Request for Proposals (RFP) for the Project's Plans, Specifications, and Estimates (PS&E) phase and continue the acquisition of right of way for the SR-79 Segment 3 Modified Limits, 0.35 miles south of Newport Road to Simpson Road, or SR-79 Segment 3, 0.35 miles south of Newport Road to Domenigoni Parkway.
- b) Amend the 2019-2029 Measure A Western County Highway Delivery Plan to add SR-79 Segment 3 Modified or Segment 3 to "Group 2: Partially Funding Likely Available" of the Commission-adopted Delivery Plan;
- c) Direct staff to identify and recommend funding sources and any other prioritization changes necessary to the 2019-2029 Measure A Western County Highway Delivery Plan to complete PS&E and Right of Way (ROW) phases for the segment selected.

Alternative B

- a) Direct staff to proceed with limited, willing seller, core parcel SR-79 corridor ROW acquisition utilizing available Regional and Zone Transportation Uniform Mitigation Fee (TUMF) funding;
- b) Amend the 2019-2029 Measure A Western County Highway Delivery Plan to add limited SR-79 ROW acquisition to "Group 2: Partially Funding Likely Available" of the Commission-adopted Delivery Plan.
- c) Reconsider advancing at least one segment upon identification of funding sufficient for construction for that segment.

Alternative C

Maintain current 2019-2029 Measure A Western County Highway Delivery Plan projects and suspend further work on SR-79. Reconsider suspension upon identification of funding sufficient for construction of at least one segment.

February 2024 Commission Meeting ([Agenda](#))

ITEM 7 Fiscal Year 2023/24 Mid-Year Revenue and Expenditure Projections

This item is for the Commission to:

- 1) Receive and file the Fiscal Year 2023/24 Mid-Year Revenue Projection Report, which includes Measure A, Local Transportation Funds (LTF) and Transportation Uniform Mitigation Fees (TUMF); and
- 2) Approve the FY 2023/24 mid-year budget expenditure adjustments for a net increase of \$1,434,900.

ITEM 8 Fiscal Year 2024/25 Revenue Projections

This item is for the Commission to:

- 1) Approve the projection for Measure A revenues of \$282 million for Fiscal Year 2024/25;
- 2) Approve the projection for Local Transportation Fund (LTF) apportionment of \$155 million for the Western Riverside County, Coachella Valley, and Palo Verde Valley areas for FY 2024/25; and
- 3) Approve the projection for Transportation Uniform Mitigation Fee (TUMF) revenues of \$30 million for FY 2024/25.

ITEM 10 Agreement for Plans, Specifications, & Estimates for the Interstate 15 Franklin Street Interchange Project

This item is for the Commission to:

- 1) Award Agreement No. 24-72-028-00 to HDR Engineering Inc. for plans, specifications, & estimates (PS&E) for the Interstate 15 Franklin Street Interchange Project in the amount of \$8,759,405, plus a contingency amount of \$875,941, for a total amount not to exceed \$9,635,346;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director or designee, to approve contingency work up to the total not to exceed amount as required for these services.

March 2024 Commission Meeting ([Agenda](#))

ITEM 6G State Route 60 Potrero Boulevard Interchange Project Cooperative Agreement with the City of Beaumont

This item is for the Commission to:

- 1) Approve Cooperative Agreement No. 24-72-064-00, with the city of Beaumont for the State Route 60 Potrero Boulevard Interchange Project in an amount not to exceed \$5,706,000;
- 2) Authorize Commission staff to be the lead agency on behalf of the city of Beaumont, as stated in the terms of Cooperative Agreement No. 24-72-064-00;
- 3) Authorize the Executive Director, pursuant to legal counsel review, to execute the agreement and future non-funding agreements and/or amendments on behalf of the Commission; and
- 4) Authorize the Executive Director, pursuant to legal counsel review, to acquire required parcels for the State Route 60 Potrero Boulevard Interchange Project in accordance with the Commission's Right of Way Policies and Procedures Manual.

ITEM 9 County of Riverside Funding Request #2 for Construction of Jurupa Road Grade Separation Project

This item is for the Commission to:

- 1) Approve programming up to an additional \$35 million of 2009 Measure A Western County Regional Arterial (MARA) funds for the city of Jurupa Valley's Jurupa Road Grade Separation project;
- 2) Direct staff to explore all potential funding alternatives for the Jurupa Road Grade Separation project to minimize the impact to MARA;
- 3) Approve Amendment No. 1 to Agreement No. 21-72-121-00 between the Commission and the County of Riverside (County) as the lead agency for the programming of up to an additional \$35 million of MARA for the construction phase of the Jurupa Road Grade Separation project; and
- 4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the amendment.