



MEETING AGENDA

Technical Advisory Committee

Time 10:00 a.m. (PLEASE NOTE TIME)

Date September 17, 2018

Location Riverside County Transportation Commission
4080 Lemon Street, Third Floor
March Field Conference Room A
Riverside, CA 92501

COMMITTEE MEMBERS

Lori Askew, City of Calimesa
Armando Baldizzone, City of Blythe
Chad Blais, City of Norco
Bo Chen, City of Palm Desert
K. George Colangeli, PVVTA
John Corella, Cathedral City
Jesse Eckenroth, City of Rancho Mirage
Brad Fagrell, City of Lake Elsinore
Christopher Gray, WRCOG
Jonathan Hoy, City of Coachella
Amer Jakher, City of Beaumont
Bryan Jones, City of Eastvale
Rohan Kuruppu, Riverside Transit Agency
David Lee, Caltrans District 8
Steve Loriso, City of Jurupa Valley
Martin Magana, CVAG
Bryan McKinney, City of La Quinta

Bob Moehling, City of Murrieta
Farshid Mohammadi, City of Riverside **Vice Chair**
Habib Motlagh, Cities of Perris and San Jacinto
Nelson Nelson, City of Corona
Aaron Palmer, City of Canyon Lake
Daniel Porras, City of Desert Hot Springs
Patricia Romo, County of Riverside
Ken Seumalo, City of Indian Wells – **Chair**
Sudi Shoja, City of Hemet
Jonathan Smith, City of Menifee
Patrick Thomas, City of Temecula
Art Vela, City of Banning
Timothy T. Wassil, City of Indio
Michael Wolfe, City of Moreno Valley
Dan York, City of Wildomar
Vacant, City of Palm Springs
Vacant, SunLine Transit Agency

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: September 17, 2018

LOCATION: Riverside County Transportation Commission
4080 Lemon Street, Third Floor
March Field Conference Room A
Riverside, CA 92501

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1. Call to Order
2. Self-Introductions
3. Approval of May 21, 2018 Minutes
4. Public Comments (This is for comments on items not listed on agenda. Comments relating to an item on the agenda will be taken when the item is before the Committee.)
5. Vanpool Presentation (Attachment)
6. Next Generation Rail Study (Attachment)
7. SB 1 Education Update (Verbal Presentation)
8. Regional Logistics Fee Study Update (Attachment)
9. Riverside County Traffic Analysis Model (RIVTAM) Update (Attachment)
10. Active Transportation Program 20-Point Recommendation (Attachment)
11. 2020 Regional Transportation Plan/Sustainable Communities Strategy Update (Verbal Presentation)
12. 2019 Federal Transportation Improvement Program (Attachment)
13. Obligation Report FFY 2017/18 (Attachment)

14. Obligation Delivery Plan – FFY 2018/19 (Attachment)
15. Caltrans Update (Verbal Presentation)
16. September Commission Meeting Highlights (Verbal Presentation)
17. Other Announcements
18. Other Business
19. Adjournment

The next meeting will be November 19, 2018 at CVAG, Board Room, Palm Desert at **10:30** a.m.

MAY 21, 2018
MINUTES

**TECHNICAL ADVISORY COMMITTEE MEETING
MINUTES**

Monday, May 21, 2018

1. CALL TO ORDER

The meeting of the Riverside County Transportation Commission (RCTC) Technical Advisory Committee (TAC) was called to order by Vice Chair Farshid Mohammadi at 10:03 a.m. at the Riverside County Transportation Commission, 4080 Lemon Street, Riverside, CA 92501.

2. SELF-INTRODUCTIONS

Members Present: Bo Chen, City of Palm Desert
John Corella, Cathedral City
Tom Garcia, City of Palm Springs
Remon Habib, City of Lake Elsinore
Jonathan Hoy, City of Coachella
Martin Magana, CVAG
Bryan McKinney, City of La Quinta
Bob Moehling, City of Murrieta
Farshid Mohammadi, City of Riverside
Nelson, City of Corona
Anita Petke, SunLine Transit Agency
Daniel Porras, City of Desert Hot Springs
Patricia Romo, Riverside County
Ken Seumalo, City of Indian Wells
Patrick Thomas, City of Temecula
Kristin Warsinski, Riverside
Eric Weck, City of Indio
Michael Wolfe, City of Moreno Valley

Others Present: Fred Alamolhoda, LAE Associates
Jerred H. Andrews, LAE Associates
Amer Attar, City of Temecula
Leslie Avila, Caltrans
Brad Brophy, Cities of Perris and San Jacinto
Marla Dye, RCTC
Shirley Gooding, RCTC
Jillian Guizado, RCTC
Aaron Hake, RCTC
Eric Lewis, City of Moreno Valley
Martha Masters, RCTC
Michele McKinney, City Works
Shirley Medina, RCTC
Lorelle Moe-Luna, RCTC
Roy Null, County of Riverside
Daniel Ramirez-Cornejo, WRCOG
Ed Ruehr, VRPA Technologies
Mojahed Salama, Riverside County

3. APPROVAL OF NOVEMBER 20, 2017 MINUTES

The November 20, 2017 and March 19, 2018 minutes were approved as submitted after Shirley Gooding announced a change in Public Comments at the March 19, 2018 TAC meeting to reflect Bo Chen, (not Joel Montalvo) stated the City of Palm Desert will have an issue with meeting its SB 1 Maintenance of Effort (MOE).

4. PUBLIC COMMENTS

There were no public comments.

5. SB 1 UPDATE

Aaron Hake, RCTC, provided a PowerPoint presentation outlining the Public Education Program: SB 1 and Proposition 69.

He then responded to various questions.

6. ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 4 UPDATES

Martha Masters, RCTC, provided an update for the current ATP Cycle 4 and stated the ATP guidelines were approved at last week's CTC meeting, which opened up the call for projects. The guidelines are on the CTC website and Caltrans' website. She reported that project applications are due to Caltrans by July 31 and suggested starting the applications and requesting assistance if needed.

She further reported there is an ATP webinar being held through the active transportation resource center. That information was emailed to the TAC on May 8. It is being recorded and will be posted on Caltrans' ATP web page. Once that information is available, staff will email the TAC.

She said there will be another workshop at SBCTA this Thursday from 1:00 to 4:00 to review ATP Cycle 4 information.

7. ACTIVE TRANSPORTATION PROGRAM 10-POINT RECOMMENDATIONS

Lorelle Moe-Luna, RCTC, provided a PowerPoint presentation. She reminded the TAC that the ATP program allows two opportunities for funding. First, applications must be submitted to the CTC. The CTC awards 50 percent of the funds at the statewide level; the MPO level receives 40 percent of the funds. Of the 40 percent that goes to the MPO, SCAG receives about half. SCAG is required by legislation to work with the CTC to develop how project nominations will occur. SCAG allows each county transportation commission to develop how their 10-point policy is devised. She pointed out how other counties utilize their 10-point policy and what Riverside County's proposed draft changes were.

She pointed out RCTC's draft recommended changes:

- Two points for projects requesting construction-only funding
- Three points for projects requesting construction funds in the first two years of programming
- Five points for projects that are within WRCOG's Subregional Active Transportation Plan; CVAG's Non-Motorized Transportation Plan; a local active transportation plan or master bike; or pedestrian plan or a Safe Routes to School Plan

If there are any ties between projects, staff will work with the local agencies to determine if the funds can be split equally between applicants without reducing the scope and benefits. If that is not viable, the tie breaker method the CTC uses will be utilized, which is to fund projects in the following priority order:

- Infrastructure projects
- Construction readiness
- Highest score on the highest point value question
- Highest score on the second highest point value question (on the plan application, this includes questions 3 and 4.)

Ms. Moe-Luna requested additional feedback from the TAC in the next two to three weeks.

She then responded to various questions.

8. 2017 AND 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Martha Masters stated that the 2017 FTIP will be replaced by the 2019 FTIP. The 2017 FTIP has one more formal amendment available to make changes to agency project sheets. The amendment is due to SCAG June 26. She asked that the TAC contact her or Lorelle by June 12 to be sure the projects in the amendment 17-21 are included.

She indicated that the amendment should only be an emergency type revision in which case the project sheet would have to be revised in order for an obligation to take place from now until the end

of the year. If a project needs to be revised but it is not an emergency type revision, you can still provide it to RCTC and it can be timed to be included in the 2019 administrative modification due in October. There are several restrictions for including changes to an administrative amendment; therefore, she indicated to let her know so they can review and determine the best way to include the changes.

She asked that the cities keep track of when the projects need to be obligated and keep staff informed.

9. FEDERAL OBLIGATION PLAN UPDATE

Ms. Masters brought attention to the list of the remaining projects planned for CMAQ or STBG obligation for this federal fiscal year. She stated staff did not include projects that are pending obligation. She asked to be notified if there are any projects not on the list but that can be obligated this federal fiscal year. If projects on this list will not make it to obligation this federal fiscal year, let staff know that as well so the list may be updated. She stressed that RCTC would like to ensure 100 percent of RCTC's OA is obligated and cities should begin the federal-aid process as soon as possible for obligation. Staff is available to assist.

10. CALTRANS UPDATE

Leslie Avila, Caltrans Local Assistance reported the following:

- ATP Progress Reporting:
 - ATP Progress Reports were due May 15th via online submit button.
 - ATP Project Reporting Status will be posted on the ATP Reporting Webpage and updated weekly.
 - If your agency did not submit a report for the May 15, 2018 deadline, it will be reflected on the ATP Project Reporting Status.
 - Next Progress Reporting deadline is Nov. 15, 2018 and it should cover activity and progress from May 16, 2018 to October 15, 2018.
 - Reminder: all questions regarding reporting instruction should be directed to Mary Hartegan (mary.hartegan@dot.ca.gov).
- HSIP Cycle 9 Call for Projects Webinar was May 16th. If you missed it, please make sure to visit the HSIP Cycle 9 Webpage—they will be posting the webinar recording, presentation slides and Q&A.
- Progress Invoice Pilot Program is now open to all agencies.
 - The Pilot program is intended to streamline the processing of federal and state-funded progress invoices from project sponsors.
 - Participation is open and encouraged to all agencies, seeing that come October 1, 2018 it will be mandatory.
 - If interested on getting a head start, please contact Evita Premdas (Evita.premdas@dot.ca.gov).
 - The interested agency will first need to complete the Progress Invoice Pilot Program Agency Participation Agreement Form before using the new form to invoice.
- Exhibit 9-B: Local Agency DBE Annual Submittal Form and Exhibit 9-C: Local Agency ADA Annual Certification Forms are due June 30, 2018.
 - These annual forms must be received prior to submitting a Request for Authorization to proceed with a federal-aid project.
 - For more information, please refer to LAPM Chapter 9.

- **New Funding Allocation Request Form (Fillable)**
 - As an effort to consolidate the CTC allocation request forms for local agencies, Caltrans Division of Local Assistance developed the “Funding Allocation Request Data Form.”
 - The form is for CTC allocation request for: STIP, ATP, LPP, SCCP, TCEP.
 - This form replaced Exhibits 23-N & 23-O for the STIP program, and replaces Exhibit 22-N & 22- O for the ATP program.
 - For August and October 2018 CTC meeting, local agencies have an option to use this new dynamic form or the previous allocation request forms. For December 2018 CTC meeting and on, local agencies are required to use the new dynamic form.
- **Caltrans Labor Compliance Training for Local Agencies**
 - Two-day course designed to teach local agency staff the basic requirements of prevailing wage requirements and how to apply those requirements, including reviewing and confirming certified payroll records and on-site documentation.
 - Option 1: May 20-21, Sacramento State, 9 a.m. – 4 p.m.
 - Option 2: Oct. 2-3, Caltrans District 11, San Diego, 9 a.m. – 4 p.m.
 - Visit the Local Assistance Blog website to register.
- **Recording of Accelerated Bridge Construction Webinar**
 - Webinar explores innovative design and construction methods in a safe and cost effective manner to reduce the number of on-site construction days and construction related impacts that occur when building, replacing, or rehabilitating bridges.
 - Webinar posted on the Local Assistance Blog.
- **Last words:** Local Assistance highly encourages local agencies to subscribe to the Local Assistance blog. They provide a wide range of information, from updates to webinars to available trainings and more.

ATP Project Reporting Webpage: http://www.dot.ca.gov/hq/LocalPrograms/atp/proj_report.html

HSIP Cycle 9 Webpage: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_nowHSIP.htm

Local Assistance Blog: <http://www.localassistanceblog.com/>

11. MAY COMMISSION MEETING HIGHLIGHTS

- Shirley Medina, RCTC, reported RCTC’s budget was presented to the Commission at which there was a public hearing that will close next month.
- California Transportation Commission Staff Recommendations for SB 1 Funding Programs. The I-15/Railroad Canyon project was approved for Local Partnership Program competitive funding. The 71/91 project was not approved for Solutions for Congested Corridors funding.
- Metrolink’s budget was presented by Metrolink staff.
- State Route 91 Corridor Operations Project and Traffic and Revenue Study Update and Request for Various Authorizations was presented for which some approvals to move forward with different approaches were received.

12. OTHER ANNOUNCEMENTS

Ms. Moe-Luna reported that the Active Transportation Network requested staff pass along a survey asking about what type of assistance is needed in terms of the upcoming Active Transportation Program, which staff will email to the TAC.

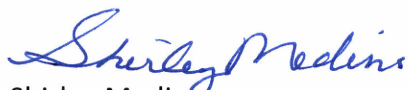
13. OTHER BUSINESS

Ms. Medina stated that for the 2020 RTP SCS and LRTP, staff will send a project list to all the cities this week. She asked that the list be reviewed and updated, as necessary.

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 July 16, 10:30 a.m., at the Coachella Valley Association of Governments, Board Room, 73710 Fred Waring Drive, Palm Desert, CA 92260.

Respectfully submitted,



Shirley Medina
Planning and Programming Director

AGENDA / TEM 5

Save Money: Save up to 70% in commute costs when switching from driving alone.

Save Time: Zip past traffic in the carpool lane or in the express lanes for free or reduced tolls.

Breathe Easier: Relax on the way to work while reducing fuel consumption and air pollution.

VanClub participants experience reduced stress from vanpooling, save money on gas, maintenance, insurance, reduce wear and tear on their own vehicles, and make new friends!



Apply Online Today!



VanClub.net
844-VANCLUB

Special thanks to the
Mobile Source Air Pollution
Reduction Review Committee
for sponsoring this project



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Riverside County Transportation Commission



**START A
STRESS FREE
COMMUTE
TODAY**

Join VanClub –
a vanpool subsidy program by the
Riverside County Transportation Commission



Eligible vanpools get **up to \$400 per month** towards the cost of their vanpool lease.

Vanpooling has made my 100-mile daily commute manageable. Sharing the commute with others provides camaraderie. It also reduces my carbon emissions and saves money. Driving alone no longer makes sense.
- Jamie E., VanClub Rider



Subsidy Qualification Requirements

- Lease the vanpool through Enterprise Rideshare or CalVans
- Your destination (employer location) is in Southern or Western Riverside County
- All passengers and the driver must be commuters and volunteers in the vanpool; only the vanpool's leaseholder may apply for a VanClub subsidy
- Commute must be at least 30 miles round trip each day
- Vanpools must start with a 70% or greater occupancy and maintain a 50% or greater occupancy (ratio of passengers to your vanpool's seating occupancy, including the driver)
- Operate at least 12 days during each calendar month
- Vanpool leaseholder understands that VanClub will publicize the vanpool and any empty seats
- Vanpool leaseholder must comply with all VanClub Program Guideline requirements and sign a Participation Agreement

Subsidy Details and Leasing Options

Through a VanClub approved leasing vendor (Enterprise Rideshare or CalVans), VanClub subsidizes qualified vanpools on an ongoing basis, up to \$400 a month/not to exceed 50% of the lease cost.



Enterprise Rideshare provides customized newer vehicles for an economical and comfortable commute to work. Leases include the vehicle, lease, insurance, maintenance and roadside assistance.


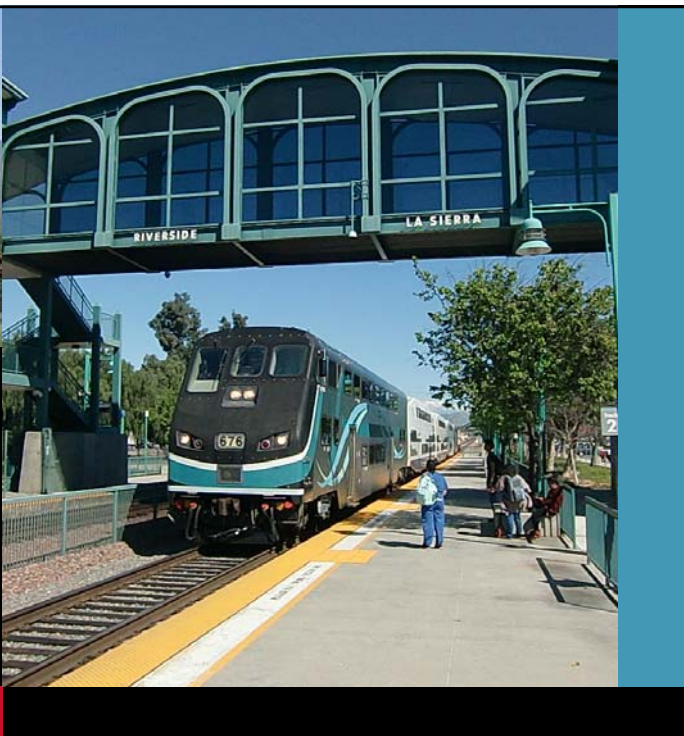


The California Vanpool Authority (CalVans) is a great choice for agricultural workers, college/vocational students or cost-conscious commuters. Leases include maintenance, insurance, towing and a fuel card.

Visit VanClub.net



For more info or to apply, visit **VanClub.net**, email **info@VanClub.net** or call **844-VANCLUB** (844.826.2582)

AGENDA ITEM 6

NEXT GENERATION RAIL STUDY

Presented to RCTC TAC
September 17, 2018

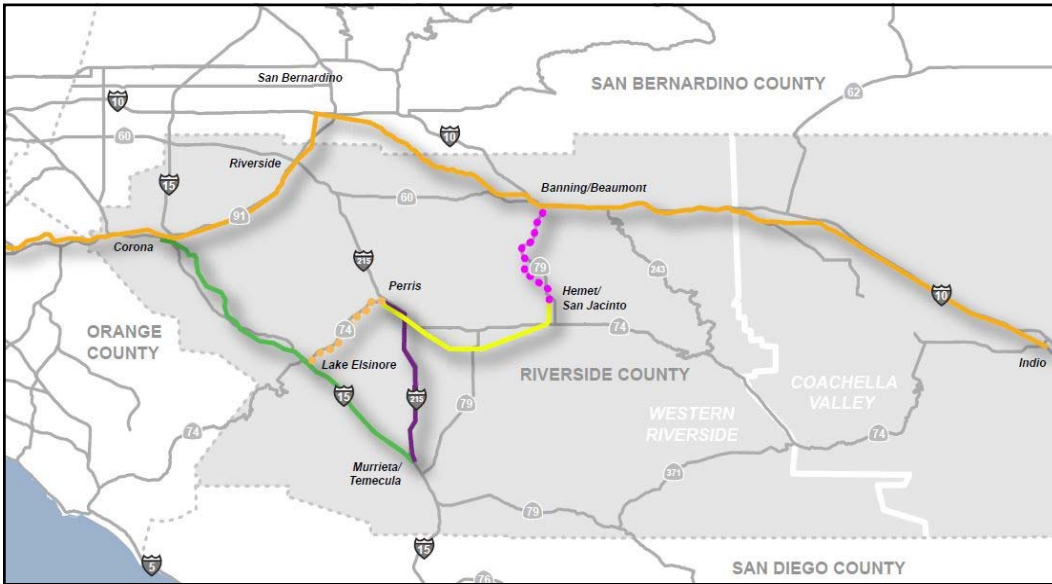
NEXT GENERATION RAIL STUDY ORIGIN

- Perris Valley Line opened in June 2016
- Action item in RCTC Strategic Assessment

PURPOSE

- Identify corridors with potential for rail extension or new rail service
- Evaluate and prioritize corridors for near-term project development activity
- Perform initial planning activities for high-priority corridor



POTENTIAL CORRIDORS FOR EVALUATION

POTENTIAL TECHNOLOGIES FOR REGIONAL TRANSIT



Express Bus



Bus Rapid Transit



Light Rail



Diesel Multiple Unit



Commuter Rail



Intercity Rail

RESULTS OF INITIAL SCREENING

INTER-COUNTY CORRIDORS – FOR CONSIDERATION OUTSIDE THIS STUDY

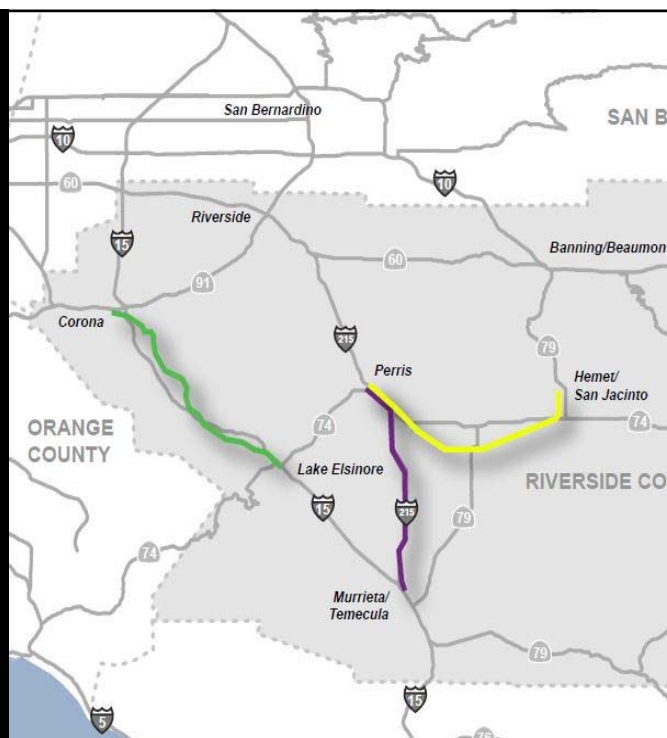
- Los Angeles – Riverside – Indio (Coachella Valley Rail)

CORRIDORS NOT SUITED TO RAIL TECHNOLOGY

- Lake Elsinore to Perris
- Hemet to Banning

INTRA-COUNTY CORRIDORS FOR DETAILED SCREENING

- Corona to Lake Elsinore —
- Perris to San Jacinto —
- Perris to Temecula —



DETAILED SCREENING: CORRIDOR ADVANTAGES & DISADVANTAGES

	Corona to Lake Elsinore	Perris to San Jacinto	Perris to Temecula
Advantages	<ul style="list-style-type: none"> • Higher travel demand corridor (I-15) • Connectivity to multiple Metrolink lines (91/PVL and IEOC) 	<ul style="list-style-type: none"> • Extension to an existing transit system • Availability of rail ROW • Included in an adopted plan 	<ul style="list-style-type: none"> • Extension to an existing transit system • Higher travel demand corridor (I-215) • Higher densities (population and employment) along the corridor • Transit-supportive land uses/employment centers adjacent to corridor • Included in an adopted plan
Disadvantages	<ul style="list-style-type: none"> • Lower densities (population and employment) along the corridor • Lack of transit-supportive land uses/employment centers adjacent to corridor • ROW needs to be acquired 	<ul style="list-style-type: none"> • Lower travel demand corridor (SR-74) • Lower densities (population and employment) along the corridor • Lack of transit-supportive land uses/employment centers adjacent to corridor • Less connectivity to other Metrolink lines (91/PVL only) 	<ul style="list-style-type: none"> • Less connectivity to other Metrolink lines (91/PVL only) • ROW needs to be acquired

NEXT STEPS

- Currently evaluating the three corridors for:
 - Ridership potential
 - Capital and operating cost
 - Cost-effectiveness
 - Right-of-way requirements
 - Funding potential
 - Environmental fatal flaws
- Outreach to corridor stakeholders
- Evaluate corridor advantages/disadvantages
- Identify priority corridor for additional analysis



QUESTIONS?



AGENDA ITEM 7

A presentation will be made but
there is no attachment to the
agenda for item 7.

AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 12, 2018
TO:	Riverside County Transportation Commission
FROM:	Lorelle Moe-Luna, Acting Multimodal Services Director John Standiford, Deputy Executive Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Update on the Regional Truck and Logistics Mitigation Fee Study and Review of the Draft Nexus Study

STAFF RECOMMENDATION:

This item is for the Commission to receive and file an update on the Regional Logistics Fee Study.

BACKGROUND INFORMATION:

Purpose of the Study

In 2015, the Commission and the County of Riverside (County) filed a lawsuit against the City of Moreno Valley and Highland Fairview, the developer of the World Logistics Center (WLC) project. The lawsuit challenged the environmental impact report to ensure adequate mitigation to impacts created by the WLC project. The WLC is proposed to be located in the eastern portion of the city, southerly of State Route 60, between Redlands Boulevard and Gilman Springs Road. The project would encompass over 2,610 acres with 40 million square feet for a large-scale logistics operation and is estimated to attract over 14,000 truck trips and 68,721 trips daily.

In July 2016, a settlement agreement was reached between the Commission, the County, the City of Moreno Valley, and Highland Fairview. A key provision of the settlement required that the four parties each contribute \$250,000, for a total of \$1 million, for the Commission to conduct a regional transportation study to evaluate a logistics-related regional fee, including the fee structure and implementing mechanism.

A result of the study could be a new fee program that would, for example, set a fee on new distribution center warehouses, based on facility size, to help pay for highway improvements. This fee would differ from existing Transportation Uniform Mitigation Fee (TUMF) Programs in that it would only focus on highway projects, as compared to the regional TUMF Programs, which collect funds for regional arterials and local streets.

Per the settlement agreement, if the County or at least 75 percent of the Commission's member cities adopt a regional warehouse fee within two years after a final court judgment is issued, Highland Fairview will pay 65 cents per square foot for each operating warehouse within the

WLC. If no regional fee is adopted, the fee would be 50 cents per square foot. Proceeds would be used for projects identified as part of the regional truck study.

Scope of Work

The scope of work includes five tasks as summarized in the table below:

Task/Scope
<u>Task 1: Existing and Future Conditions Analysis</u> <ul style="list-style-type: none">• Inventory existing and forecasted (2040) logistics facilities in the County, analyze the various types of logistics facilities, the functions that they serve, and the types of businesses that utilize them.• Quantify truck traffic and impacts on the highway system related to existing and forecasted (2040) logistics facilities in the County; describe the nature of the truck trips such as origin/destination, type of cargo, time-of-day, and equipment.
<u>Task 2: Funding and Cost Analysis</u> <ul style="list-style-type: none">• Identify and quantify currently available funding sources and mechanisms to offset impacts of logistics facilities in the County.• Identify and quantify costs of addressing existing deficiencies in highway infrastructure in the County.
<u>Task 3: Nexus Study</u> <ul style="list-style-type: none">• Establish the relationship between growth of logistics-related facilities within the County, truck traffic growth, and the needed improvements to mitigate such growth.
<u>Task 4: Fee Allocation Structure and Implementing Mechanism</u> <ul style="list-style-type: none">• Design a fee program based on the research and review of existing and similar fees throughout the County and other states with consideration to the legal, political, and practical implications; conduct an economic elasticity analysis that measures the impact of a logistics-related facilities mitigation fee, particularly focused on local employment and economic development.• The proposed fee program will, at minimum, include: legal requirements; actions required by the Commission and other local jurisdictions; implementation mechanism; fee schedule; anticipated revenues; parameters of expenditures from fee revenues; and timeframe of the fee program.

Task 5: Study Recommendations

- A compilation of all information gathered from all tasks to make findings and recommendations to the Commission on actions it can take to establish a new regional logistics-related facilities mitigation fee in the County.

Project Status

In January 2017, the Commission approved the award for a regional truck study and development and implementation of a regional logistics mitigation fee to WSP USA, formerly Parsons Brinckerhoff, Inc. The study was kicked off in spring 2017 and a study advisory team was created to review and discuss the data and deliverables provided by the consultant team. Since then, staff also provided updates on the study to the Commission's Technical Advisory Committee (TAC), comprised of Public Works Directors and City Engineers as appointed by the City Managers.

At its June 2018 Commission meeting, staff and the project consultant provided an update on this effort. At that time, Tasks 1 and 2 were completed, and Task 3 was underway. A summary of the completed tasks, concluded the following:

- Sufficient data sources are available to justify the completion of a Nexus Study;
- Logistics warehousing is estimated to grow in Riverside County by about 37 million square feet by 2040;
- Future deficiencies in the highway network caused by logistics growth were identified in western county;
- Proposed projects to mitigate the logistics growth could range from the addition of an auxiliary lane at on-and-off ramps, or, the widening of a mainline;
- Existing capacity deficiencies, pass-through trips in Riverside County, and infrastructure improvements that are already planned or have been completed (i.e. SR-91 Capital Improvement Program or French Valley Parkway) would be excluded;
- Total cost of infrastructure improvements is estimated at \$383.3 million, of which the attributable share to logistics growth is \$47.8 million; and
- A potential fee could be up to \$1.28 per square foot of gross floor area.

A Nexus Study is under development to establish the relationship between growth related to logistics facilities and truck traffic and the improvements needed to mitigate such growth. The Mitigation Fee Act requires an agency to make five findings with respect to a proposed fee, as follows:

1. Purpose of the Fee
2. Use of Fee Revenues
3. Use/Type-of-Development Relationship
4. Need/Type-of-Development Relationship
5. Proportionality Relationship

As the Nexus Study is further developed, the report will be presented to the Commission for review and discussion after additional stakeholder outreach is conducted.

Stakeholder Outreach

At the July 2018 Commission meeting, public comments were made regarding the Fee Study. Since then, additional letters were also submitted to the Clerk of the Board. See the attachment for copies of the letters.

A stakeholder workshop will be held on Friday, September 28, 2018 at 9:30 am at the County Administrative Center, Board Chambers, at 4080 Lemon Street, Riverside, CA 92501. An additional workshop is also tentatively scheduled for Wednesday, October 24, 2018. The workshop will target public and private stakeholders, including local and regional agencies and the development community, and will be advertised via the website, social media, the study advisory team, the Commission and partnering-agency distribution lists. In addition, a webpage for the study, located at www.rctc.org/feestudy, will also be accessible for stakeholders to submit comments and review study materials.

Comments received will be compiled and provided to the Commission at a future meeting for consideration.

Next Steps

The scope also calls for an analysis of the Fee Allocation Structure and Implementing Mechanism (Task 4). This task is also underway and will include the review of other similar types of fees, the administration and structure of a logistics-related fee program, and an economic market analysis to see how a fee might impact development growth in the county.

Staff proposes returning to the Commission by the end of the year with an update on the status of the study, including outcomes from the workshops.

Fiscal Impact

There is no financial impact for this item.

Attachment: Letters Submitted Regarding the Logistics Fee Study



ATTACHMENT 1 Letters submitted regarding the Logistics Fee Study

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Trevor Halverson, TH Real Estate

Scott Hildebrandt, Albert A. Webb Associates

Mike Lee, City of Moreno Valley

Milo Lipson, Cushman & Wakefield of California

Ward Mace, Goodman

Tom Myers, Ware Malcomb

Brian Parno, Stirling Development LLC

Tony Perez, Oltmans Construction Co.

Matt Pillitter, First American Title Insurance

Eric Ruehle, West Harbor Capital

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July 9, 2018

VIA E-MAIL

Lisa Mobley, Clerk of the Board
Anne Mayer, Executive Director
Riverside County Transportation Commission
4080 Lemon Street
Riverside, CA 92501

LMobley@RCTC.org
AMayer@RCTC.org

Re: RCTC Regional Logistics Mitigation Fee

Dear Ms. Mobley:

Please accept this letter as preliminary comments from NAIOP Inland Empire (NAIOP) in connection with the proposed “Regional Logistics Mitigation Fee” (“Fee”). At this time, NAIOP has not been provided with the background data in order to provide formal comments on the technical issues. With the limited data provided to date, NAIOP has serious reservations about the proposed Fee from a legal, technical, and policy perspective. NAIOP also believes it is a mischaracterization to label NAIOP as a “stakeholder” in the process to date and believes the notion that NAIOP has been a contributing member to the process is a misrepresentation. In fact, after raising policy and legal concerns with the proposed Fee, NAIOP was informed that the time to comment on these types of issues was in the future and we were advised to cease such communication until a later date (“[NAIOP] and other affected parties will also have the opportunity to argue the merits of such a program if and when a specific proposal is brought to our Commission, but that has yet to be scheduled and will not take place until the completion of the technical work. [February 7, 2018 Letter from Executive Director Anne Mayer]”). Accordingly, NAIOP has ceased raising these categories of issues until now and seek a public forum to do so. We request the Commission properly agendize this matter for public hearing before RCTC so that NAIOP and other stakeholders can be heard.

The below encompasses our preliminary comments on the proposed Fee:

- **The Fee is Not Needed to Fund Improvements.** In a March 2018 Technical Memorandum prepared for RCTC, it was determined that a “relatively small proportion of ...cost [for deficient roadway segments] can be attributed to new warehousing and logistics developments.” It was further determined that “the estimates of alternative funding sources (absent the Fee) clearly indicate that the remaining costs to complete [the identified] improvement projects could reasonably be expected to be obtained from existing and proposed funding sources.”
- **The Fee is Based on Faulty Assumptions.** The Fee is based on the false and/or unsubstantiated assumptions that: (i) there will be future deficiencies in the County’s freeway network and supporting infrastructure during peak traffic hours (which dictate design issues for solutions); and, (ii) distribution center land uses are major contributors to the truck traffic and congestion on the freeways. There is no evidence showing that trucks from logistics and distribution facilities located within the County are a direct and major contributor to peak hour traffic congestion and impacts either now or in the future. In fact, for most of the improvements, RCTC’s own consultants have determined for the majority of improvements, the percentage of deficiency attributable to new trucking uses is 2% or less.
- **The Fee Fails to Consider Project-Specific Circumstances and Impacts.** The Fee fails to adequately account for the specific locations and relative transportation impacts of individual logistics centers that would be subject to the Fee in the future. For example, a distribution facility situated on the fringes of the County and requiring minimal use of County freeways and roads by trucks servicing the facility would pay the same fee amount as a different, more centrally-located logistics center that requires a much greater number of truck trips over County freeways and, consequently, is theoretically responsible for a much larger number of transportation-related impacts.
- **The Fee Would Not Actually Reduce Peak Traffic Impacts.** The Fee would not result in any significant or measurable reduction to freeway congestion during peak traffic hours; rather, the improvements to be funded by the Fee would only benefit and improve congestion conditions *before* and *after* peak traffic hours. Moreover, as a matter of industry practice, Southern California logistics facilities delay their traffic loads to off-peak hours in order to avoid contributing to congestion and/or other transportation-related impacts and enhance the efficiency of their own operations. The technical documents prepared in support of the Fee, do not properly account for the fact that the vast majority of truck trips are during off-peak times. It is highly inappropriate to utilize employment at logistic centers and blindly convert that data point into daily and peak-hour trips. Instead, RCTC should use actual traffic counts for High Cube and E-Commerce from the Inland Empire to generate truck trip rates for the peak hour. NAIOP already

has this data and RCTC's consultants are in the initial phases of conducting studies to determine actual traffic counts.

- **The Fee Is Based on Limited and Incomplete Data.** RCTC's own consultants readily admit the data and assumptions to calculate the Fee are limited and incomplete and that future studies are in the process which would provide adequate data. NAIOP's offer to share data with RCTC has been rebuffed. Actual data is available regarding trip generation of these facilities in the Inland Empire, and importantly how many truck trips are generated in the peak hours.

Data exists about the truck mix that serves logistic locations based on actual counts. It does not match the SCAG truck mix which is analyzed for the entire region and for all land uses. This data is not accurate.

The models should be run omitting the World Logistics Center which proposes to build over 40 million square feet of warehouses in order to demonstrate the impact of that single development and whether any identified deficiencies would disappear in order to determine whether the deficiencies are caused by this specific project.

In the Technical Report (March 2018), RCTC's consultants noted that their analysis contains one zone that contains a very significant amount of the future amount of logistics employment growth. The report states that, "Figure 2-10 shows the TAZs with the highest warehousing growth in the SCAG model SED. The large majority of growth is associated with the World Logistics Center—this TAZ contains 91% of the growth for the county. After the five TAZ with the largest growth, there are six TAZs each with less than 1% of the warehousing employment in the county." The deficiency analysis appears to be driven by one particular area. Why should all logistics centers throughout the County pay for a problem generated by a specific project?

No analysis is provided for whether such a Fee program would discourage logistics development in Riverside County and cause a large majority of these uses to move to San Bernardino County. A model should be completed to analyze this scenario. Such an analysis would test the Fee elasticity. It would also test the impact on the Riverside freeway network if all new warehousing would be in San Bernardino County. If the vast majority of new logistic facilities are in San Bernardino County, there will likely be the same truck traffic in Riverside County in order to get goods into the San Bernardino facilities and deliver the goods to Riverside County addresses.

- **The Fee Assumes Trucks are the Only Contributors to Deficiencies.** The Fee analyzes new logistics growth and future non-logistics growth but determines its logistics traffic alone that adds the last bit of traffic and pushing the totals over the available capacity. Why isn't it the other future growth that pushes the traffic over the limit? In virtually all cases, the non-logistic growth

far out paces the logistic growth traffic. The Fee is based on the faulty conjecture that new logistics growth is solely responsible for the identified deficiencies by ignoring other contributors.

- **The Fee Would Suppress Vital Economic Development.** There is no dispute that warehousing and distribution center jobs have surpassed retail and commercial as the highest paying employment opportunities in the County. County residents depend upon these jobs for survival. Cities depend upon these projects as revenue sources. If approved, the Fee may dissuade industrial developers from building new distribution and logistics center projects within the County and thereby deny County residents of vital employment opportunities and deprive local cities of essential sources of revenue. The natural result is that industrial developers will choose to site industrial buildings in neighboring Counties close to the respective County lines.
- **The Majority of the Fee Would be Utilized to Fund Improvements in a Centralized Location Resulting in Cities Whose Projects Do Not Have Land Uses Which Contribute Trips to Subsidize Improvements Caused Far Outside Their Borders.** As an example, Desert communities' projects would be subject to the same Fee, but no improvements are identified in the locale.
- **The Fee is Unprecedented.** No other city or county in Southern California has adopted a similar, uniformly-applied, land-use specific transportation mitigation fee. As such, the Fee not only has the potential to disincentive logistics and distribution center development in the County and surrounding region, but may also expose the County to significant liability.
- **The Fee Singles Out a Specific Industry.** No fee is proposed for other new land uses which generate automobile and truck trips, such as residential, retail, or office.

Very truly yours,



Robert Evans, Executive Director
NAIOP Inland Empire Chapter

cc: All RCTC Commissioners (*via email only*)



CARSON
COMPANIES

ATTACHMENT 1: Letters submitted regarding the Logistics Fee Study

CARSON ESTATE TRUST
CARSON DOMINGUEZ PROPERTIES, L.P.
CARSON ENERGY LLC
www.carsoncompanies.com

July 17, 2018

VIA E-MAIL

Lisa Mobley, Clerk of the Board
Anne Mayer, Executive Director
Riverside County Transportation Commission
4080 Lemon Street
Riverside, CA 92501

LMobley@RCTC.org
AMayer@RCTC.org

Re: RCTC Regional Logistics Mitigation Fee

Dear Ms. Mobley:

The Carson Companies is one of the leading developers and long-term owners of buildings ideally suited for manufacturing, logistics, distribution and supply chain management businesses in southern California. Our company has been in business for over 100 years. We have a vested interest in, and longstanding commitment to, furthering the economic development of this region for both residents and commercial interests.

It has come to our attention that the Riverside County Transportation Commission (RCTC) is considering the adoption of a Regional Logistics Mitigation Fee (Logistics Fee) intended to mitigate and offset the traffic-related impacts of future logistic and goods distribution centers in Riverside County. Based upon the limited information made available for our review, there appears to be several issues and potential areas of concern regarding the Logistics Fee. Most notably is the potential for the Logistics Fee to deter industrial development within Riverside County and thereby deprive the County of vital sources of income, revenue and employment opportunities.

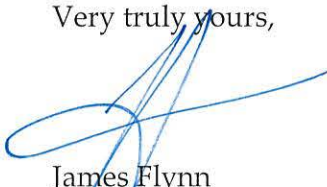
Fees and taxes such as the proposed RCTC Logistics Fee ultimately affect all of us – the population and citizens of California who are the ultimate consumer of the goods being transported to homes, stores and businesses. In the end, the Logistics Fee you are proposing hurts the citizens of California. The recent, second statewide increase in the gas & diesel excise rates and increase in sales taxes applied to diesel purchases (SB1) was supposed to go towards improved transportation infrastructure – the same infrastructure the Logistics Fee is targeting. Existing excises, taxes and fees are already crippling California business. When will enough be enough?

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission
July 17, 2018
Page 2

As an active industrial developer and owner within the County, Carson Companies will undoubtedly be impacted by the proposed RCTC Logistics Fee. Our goal therefore is to ensure that the interests of Carson Companies and other stakeholders are given due consideration by the RCTC and County. To that end, we urge the RCTC to publicly release all available studies, data and other information related to or justifying the Logistics Fee and provide an avenue for stakeholders, such as Carson Companies, to participate in the current and future public hearing process related to the Logistics Fee.

We appreciate the RCTC's consideration of this letter and, on behalf of Carson Companies, we look forward to working collaboratively with the RCTC and County on evaluating and addressing the potential significant impacts attributable to the Logistics Fee.

Very truly yours,



James Flynn
President
Carson Companies

July 20, 2018

VIA E-MAIL

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission
4080 Lemon Street
Riverside, CA 92501

LMobley@RCTC.org

Re: RCTC Regional Logistics Mitigation Fee

Dear Ms. Mobley:

We have recently been made aware that the Riverside County Transportation Commission (RCTC) is considering the adoption of a Regional Logistics Mitigation Fee (*Logistics Fee*) intended to mitigate and offset the traffic-related impacts of future logistic and goods distribution centers in Riverside County. We have not yet evaluated the potential impacts associated with this *Logistics Fee*, however, based upon the limited information made available for review, there appears to be several issues and potential areas of concern regarding this *Logistics Fee*. Of great concern, there is the potential for the *Logistics Fee* to deter industrial development within Riverside County, thus depriving the County of crucial sources of income, revenue and employment opportunities.

Hillwood is ranked today as one of the top industrial, commercial and residential real estate developers in the country. Our signature projects have become premier environments for residents and customers to live and work. We actively develop and buy industrial land and buildings across the U.S. and have projects in the Inland Empire, including the County of Riverside. Hillwood strives to make an impact on the communities we serve by incorporating insightful master-planning development, innovation and creativity and focusing on long-term sustainability.

As an active industrial and logistics/distribution facility developer within the County, Hillwood will unquestionably be impacted by the proposed RCTC Logistics Mitigation Fee. Therefore, our purpose is to ensure that the interests of Hillwood and other stakeholders are given due consideration by the RCTC as well as the County.

We strongly request the RCTC to publicly release all available studies, data and other information related to or justifying the *Logistics Fee* and provide an opportunity for

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission
July 20, 2018
Page 2 of 2

ATTACHMENT 1: Letters submitted regarding the Logistics Fee Study

stakeholders, such as Hillwood, to participate in the current and future public hearing process related to the *Logistics Fee*.

We appreciate the Riverside County Transportation Commission's consideration of this letter. We at Hillwood, look forward to working in association with the RCTC and the County of Riverside on evaluating and addressing the potential substantial impacts attributed to the *Logistics Fee*.

Sincerely,

A handwritten signature in black ink, appearing to read "John Magness", with a stylized flourish at the end.

John Magness
Senior Vice President

AGENDA ITEM 9

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 17, 2018
TO:	Technical Advisory Committee
FROM:	Martha Masters, Senior Management Analyst
SUBJECT:	Riverside County Traffic Analysis Model (RIVTAM) Update

STAFF RECOMMENDATION:

Receive and file.

BACKGROUND INFORMATION:

In 2009, the county of Riverside, in partnership with the Western Riverside Council of Governments (WRCOG), Coachella Valley Association of Governments (CVAG), Southern California Association of Governments (SCAG), and the Commission, funded the development of a countywide travel demand model referred to as RIVTAM. RIVTAM was based on the SCAG regional model with greater network detail in Riverside County yet remaining consistent with the SCAG regional model. RIVTAM has been used by the Commission and local agencies as a tool to evaluate plans, programs, and projects to forecast and analyze traffic impacts and land use outcomes. RIVTAM is in need of an update to incorporate changes to the network and modeling assumptions to be a reliable tool for transportation modeling and forecasting. WRCOG is the lead in updating the 2009 RIVTAM and will present on the status of the current update.

Attachment: WRCOG Staff Report



Western Riverside Council of Governments

Staff Report

Subject: Riverside County Traffic Analysis Model (RIVTAM) Update

Contact: Christopher Gray, Director of Transportation, cgray@wrcog.us, (951) 405-6710

Date: September 17, 2018

The purpose of this item is to provide a report on the status of the RIVTAM update. WRCOG has kicked-off the project and is requesting jurisdictions provide count data to assist with the accuracy of the RIVTAM update.

Requested Action:

1. Receive and file.

As one of the agencies which regularly uses the RIVTAM, WRCOG expressed an interest in participating in an update of RIVTAM, as the last major update occurred in 2009. The procurement process commenced in Fall 2017 with the original agencies participating in the consultant selection. The project team has been selected and the project has kicked off. The project team selected to lead the RIVTAM Update will be led by WSP. WRCOG would like to request jurisdictions provide their latest-and-greatest count data for this project.

Update

WRCOG worked with the original MOU signatories (Riverside County Transportation and Land Management Agency (TLMA), Coachella Valley Association of Governments (CVAG), Riverside County Transportation Commissions (RCTC), Southern California Association of Governments (SCAG), and Caltrans) on a procurement process in the fall of 2017. A Request for Qualifications (RFQ) was released in November 2017. Three consultant teams submitted responses to the RFQ and it was determined by the Proposal Review Committee (PRC), which consisted of staff from TLMA, CVAG, RCTC, SCAG, and WRCOG, that all three teams met the qualifications as stated in the RFQ. The teams were then invited to respond to the RFQ. The RFQ requested a final Work Plan that provided the teams' final recommendation on work to be completed as part of the update, additional detail on the Work Plan provided in their Statement of Qualifications, key staff that will work on each task, and how the Model Specifications set forth integrate with their Work Plan. Interviews were then held to further discuss each team's proposed Work Plan and approach to meeting the necessary Model Specifications. A team led by WSP was selected after the PRC considered their submittals on the RFQ and RFP, as well as the answers provided during the interview process.

A kick-off meeting for the RIVTAM update was held with the project team and WRCOG staff. The kick-off meeting went over the agreed upon Scope of Work, schedule, and expectations. Quarterly meetings will be held with the original MOU signatories (Riverside County Transportation and Land Management Agency (TLMA), Coachella Valley Association of Governments (CVAG), Riverside County Transportation Commission (RCTC), Southern California Association of Governments (SCAG), and Caltrans) will be held.

Project Scope and Understanding

The scope of this project will be to build a completely new analysis model. Based on input received from jurisdictions and users of the RIVTAM, it is understood there are long-standing issues with the model structure and data in the current version of the model. The project team is working on the best approach to gather input on issues to the existing version of RIVTAM and how best to address them with the new model. Some of the

issues may not be relevant with a new model but it should be built so that existing issues do not persist so they should be noted and understood. For example, issues that pertain to specific zones in the RIVTAM may not be relevant to the new model as it will have a new zonal structure, but the issue will be noted and the project team will figure out the best methodology to resolve the issues.

Outreach/Engagement with Jurisdictions

In order to maximize engagement with member agencies, the RCTC TAC will be utilized for the outreach process. WRCOG may also utilize its Public Works Committee as another group to conduct supplemental outreach. In the coming months, the project team will present to this Committee the goals of the project, the desired outcomes of the update, and outline key inputs needed from member agencies for the update process. WRCOG would like to ensure key inputs are provided, so the consultant team will be made available to conduct further outreach. The team is aware of the need to consider the limited resources WRCOG member agencies have to review data and results.

Data Request

One of the inputs of RIVTAM is count data. WRCOG would like to request jurisdictions provide their latest-and-greatest count data in order for the model to provide forecasts utilizing the most accurate data. WRCOG staff will follow up with the respective jurisdiction staff to inquire about the data.

AGENDA ITEM 10

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 17, 2018
TO:	Technical Advisory Committee
FROM:	Martha Masters, Senior Management Analyst
SUBJECT:	Active Transportation Program – Metropolitan Planning Organization’s Regional Program Guidelines and Recommended Revisions for Additional Points for Riverside County Project Applications

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Discuss and approve draft staff recommended changes to the Active Transportation Program (ATP) Metropolitan Planning Organization’s (MPO) Regional Program Guidelines for the county share; and
- 2) Forward the approved recommendation to the Budget and Implementation Committee.

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 Metropolitan Planning Organization (MPO) level. The ATP process allows applicants two opportunities for award – statewide and 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.

As part of the development of the regional program guidelines, SCAG in past cycles allowed each county transportation commission to assign up to 10 points to the CTC’s project scores for projects that are consistent with local and regional plans. For the ATP Cycle 4, SCAG revised the assignment of points to change from 10 to 20 which was approved at the August CTC meeting. Each county transportation commission in the SCAG region is responsible for defining “plans” and developing its guidance and methodology for assigning the additional 20 points. In addition, if a county transportation commission assigns points to a project for which it is the lead applicant, an explanation must be provided on how the scoring process resulted in an unbiased evaluation of projects.

At the May Technical Advisory Committee (TAC), staff set forth revised policies recommendations which the TAC discussed:

- Tiebreaker: In the event of a tie between projects, staff will work with the local agencies to determine if the funds can be split equally between applicants, without reducing the scope and benefits of the proposed project, and the local agencies commit to fully funding the difference with other local sources. If this option is not viable for the applicants, then staff will utilize the tie breaker method that CTC utilizes under the statewide component. The adopted 2019 ATP Statewide Guidelines state the following: If two or more project applicants receive the same score that is [at]

the funding cut-off score, the following criteria will be used to determine which project(s) will be funded in the following priority order:

- Infrastructure Projects
- Construction readiness
- Highest score on the highest point value question
- Highest score on the second highest point value question (on the Plan application, this includes questions 3 & 4)
- Proposed fund request exceeds amount available: In the event that any one project scores high enough to be funded through the county share but the requested funding exceeds the amount available, staff will work with the project applicant to determine if the local agency can fully fund the difference of the project without reducing the scope and benefits proposed. Staff will also work with the local agency to strategize whether re-applying in a future cycle and obtaining a higher score to be funded under the statewide component is feasible or practical.
- 20 Point Distribution:
 - Option A: (Revision to show 20 points instead of 10 as previously discussed) Up to 20 points be added to projects that meet the following criteria:
 - 4 points for projects requesting construction-only funding
 - 6 points for projects requesting construction funding in the first two years of programming
 - 10 points for projects identified within the Western Riverside Council of Government's Subregional Active Transportation Plan; Coachella Valley Association of Governments Non-Motorized Plan; or an adopted local active transportation plan, bike or pedestrian master plan, or Safe Routes to School Plan.
 - Option B: (Status Quo) All points (20) assigned to projects consistent with adopted plans.

In developing the criteria for the additional 20 points, staff considered other programs for which the Commission is also responsible for nominating projects such as the Transportation Development Act Article 3 (also known as SB 821) and the Congestion Mitigation and Air Quality funds where project readiness is emphasized in evaluating and awarding projects. Similarly, for this program, staff recommends that project readiness be a factor that should be weighted more heavily as it illustrates the local agency's commitment to leverage other funding sources and meets one of the Commission's goals to deliver active transportation facilities as a partner with local agencies. Additionally, projects that are identified or prioritized in a local active transportation plan, or bike or pedestrian master plan further justifies a local agency's commitment to implementing projects that are part of a cohesive network and advances the goals of the program further.

For comparison, staff also compiled how other county transportation commissions assigned their 10-points from previous cycles, as shown in the table below.

ATP MPO 10-Point Policy by County Transportation Commission		
County	Points	Criteria
San Bernardino	10	Consistent with local and regional plan
Imperial	10	Consistent with local and regional plan
Orange	Maximum of 10 points	
	5	A planned bikeway in the Orange County Commuter Bikeways Strategic Plan
	5	Project is included in the Orange County Non-motorized Metrolink Accessibility Strategy

	5	Project is a sidewalk on a facility within the Master Plan of Arterial Highways
	3	Project is included in a local agency bicycle or pedestrian master plan or active transportation plan
	2	Project is included in a local Safe Routes to School Plan
	2	Project is included in a specific plan or corridor plan
	1	Project is included in local agency general plan or circulation plan
Los Angeles	7	Consistent with local and regional plan
	3	Successful in the Metro Call for Projects, all projects with Metro Board commitment, and all projects which implement Metro active transportation plans and policies
Ventura	5	Consistent with local and regional plan
	5	Safe Routes to School Project

Next Steps

Staff has sought feedback and comments from TAC members and is recommending that the proposed revisions be discussed and approved by the TAC and forwarded to the October Budget and Implementation Committee/November Commission for approval for inclusion into SCAG's MPO Regional Program Guidelines.

AGENDA ITEM 11

A presentation will be made but
there is no attachment to the
agenda for item 11.

AGENDA ITEM 12

**2019 FTIP
AMENDMENT/ADMINISTRATIVE MODIFICATION SCHEDULE**

Due Date (by Noon)	Amendments	Administrative Modifications
Tuesday, July 17, 2018	Amendment #19-01	Including 2018 STIP, 2018 SHOPP, HBP and changes to address comments received on Draft 2019 FTIP only. Concurrent with 2019 FTIP base
Tuesday, October 23, 2018		Administrative Modification #19-02
Thursday, January 8, 2019	Amendment #19-03	
Tuesday, February 26, 2019		Administrative Modification #19-04
Tuesday, April 9, 2019	Amendment #19-05	
Tuesday, May 21, 2019		Administrative Modification #19-06
Tuesday, July 9, 2019	Amendment #19-07	

AGENDA ITEM 13

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 17, 2018
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Management Analyst Shirley Medina, Planning and Programming Director
SUBJECT:	Obligation Authority Report – FFY 2017/18

STAFF RECOMMENDATION:

Receive and file.

BACKGROUND INFORMATION:

As the Regional Transportation Planning Agency (RTPA), RCTC is responsible for ensuring that federal Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funds apportioned for 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 has to be spent in the Federal Fiscal Year (FFY) it is provided. The Commission's goal is to ensure that 100 percent of its OA is obligated.

As we near the end of the FFY 2017/18, the Commission has obligated approximately \$22.1 million as of July 31, 2018 or 57% of its obligation authority (OA was \$38,693,273). Through our own tracking of on-going obligations for August and September, the Commission has obligated approximately \$64.1 million, or 165% of the OA, opening up the opportunity for August Redistribution.

Commission staff has worked closely with our local agencies and Caltrans to ensure projects on the Obligation Delivery Plan were obligated and delivered, and most of them were. Many of these projects were from the 2013 Multi-Funding Call for Projects, 2013 Regional Surface Transportation Program (RSTP) Call for Projects, CVAG's 2014 CMAQ Call for Projects, and various other projects that had been awarded CMAQ or STBG funds by the Commission.

As we transition to the new FFY 2018/19, it is recommended you start your federal-aid process early on in the year to ensure timely obligation of federal funds, and to ensure sufficient OA is available.

Attachment: FFY 2017/18 Obligation Report

FFY 2017/18 Obligation Report

Agency	Project Title/Description	Federal Funds 000's	2013 RSTP/ STBG Call for Projects	2013 Multi- Funding Call for Projects2	CVAG's 2014 CMAQ Call for Projects
BEAUMONT	8TH STREET FROM PENNSYLVANIA AVENUE TO XENIA AVENUE	\$ 220	X		
CORONA	MAGNOLIA AVENUE OVER TEMESCAL WASH FROM EL CAMINO AVENUE TO 1,000 FEET EAST OF ALL AMERICAN WAY	443	X		
MORENO VALLEY	NASON STREET AT STATE ROUTE 60 IN MORENO VALLEY	125	X		
CALIMESA	AVENUE L FROM APPROXIMATELY 500 FEET EAST OF CALIMESA BOULEVARD TO APPROXIMATELY 200 FEET WEST OF 4TH STREET	54	X		
INDIAN WELLS	COOK STREET FROM THE FORMER STATE ROUTE 111 TO FRED WARING DRIVE	135	X		
RIVERSIDE	SCOTT ROAD AT I-215 INTERCHANGE FROM HAUN ROAD TO ANTELOPE ROAD, BR. NO. 56 0649	8,000	X		
RIV CO TRANS CO	I-15 FROM CAJALCO ROAD IN THE CITY OF CORONA TO STATE ROUTE 60 IN THE CITIES OF EASTVALE AND JURUPA VALLEY	74	X		
RIV CO TRANS CO	I-15 FROM CAJALCO ROAD IN THE CITY OF CORONA TO STATE ROUTE 60 IN THE CITIES OF EASTVALE AND JURUPA VALLEY	3,612	X		
CALTRANS	I-15 FROM CAJALCO ROAD IN THE CITY OF CORONA TO STATE ROUTE 60 IN THE CITIES OF EASTVALE AND JURUPA VALLEY	7,709	X		
MORENO VALLEY	VARIOUS INTERSECTIONS THROUGHOUT THE CITY OF MORENO VALLEY	790		X	
MORENO VALLEY	VARIOUS INTERSECTIONS THROUGHOUT THE CITY OF MORENO VALLEY	752		X	
PALM SPRINGS	NORTHBOUND GENE AUTRY TRAIL (SR 111) AT THE INTERSECTION OF GENE AUTRY TRAIL AND VISTA CHINO	246			X
Subtotal as of July 30, 2018		\$ 22,160			
RIVERSIDE	ADAMS STREET AT 91 IC	\$ 935	X		
BANNING	RAMSEY ST. PAVEMENT REHAB	182	X		
INDIO	PAVING OF FOUR (4) RESIDNEITAL ROADS IN INDIO	1,132			X
MORENO VALLEY	CATCUS, ALESSANDRO, AND DAY (DYANMIC MESSAGE SIGNS)	341		X	
RCTC	SR60 Truck Climbing/Descending Lanes	37,396			
CVAG	CV LINK	2,000			X
Projected Aug & Sept Obligations		\$ 41,986			
Total 2017/18 Obligation		\$ 64,146			

AGENDA ITEM 14

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 17, 2018
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Management Analyst Shirley Medina, Planning and Programming Director
SUBJECT:	Obligation Delivery Plan – FFY 2018/19

STAFF RECOMMENDATION:

Receive and file.

BACKGROUND INFORMATION:

As the Regional Transportation Planning Agency (RTPA), RCTC 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 has to 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.

RCTC works closely with our local agencies and 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) Call for Projects, CVAG's 2014 CMAQ Call for Projects, and various other projects that had been awarded STBG or CMAQ funds by the Commission. The attached obligation plan is an outline of the projects that have STBG or CMAQ programmed in FFY 2018/19. If your agency has a project that can be delivered (obligated) in FFY 2018/19 but is not included in this draft obligation plan FFY 18/19, please contact staff to ensure the project is added to this year's obligation plan.

As we transition to the new FFY 2018/19, it is recommended to start the federal-aid process early on in the federal fiscal year to ensure timely obligation of federal funds.

Attachment: FFY 2018/19 Obligation Plan

FEDERAL FISCAL YEAR 18/19 OBLIGATION PLAN - SEPTEMBER TAC MEETING

Caltrans Staff	Agency	FPN	Project Location	CMAQ	STP-L	Funding Phase	Project Approvals	
							PA&ED	PA&ED Date
STATE HWY								
Evita Premdas	RCTC	HP21STPL-6054(082)	Pachappa Underpass (SR91 HOV Remnant Work)		\$9,756,000	Con		
Evita Premdas	Riverside County	TBD	I-10 at Portola Ave		1,275,000	Con		
David, Leslie, Enrique, Vu	Calimesa	CML 5460(008)	I-10/Cherry Valley IC	443,000		Con		
			Subtotal	443,000	11,031,000			
LOCAL HWY								
David, Leslie, Enrique, Vu	Riverside	STPL 5058(102)	Magnolia Ave from Buchanan to Banbury (Widening 4 -6 Ins)		2,620,000	Con	Cleared	1/25/2018
Albert Vergel de Dios	Rancho Mirage	CML 5412(016)	Ramon Rd and Dinah Shore Dr Traffic Flow Imp & Sand Fencing	31,000		R/W		
Evita Premdas	CVAG	6164(021)	CVAG Regional Synch	5,315,000		Con		
Evita Premdas	Riv. Co.	CML 5956(241)	Salt Creek Multi-Modal Trail	5,090,000		Con	Cleared	10/20/2017
			Subtotal	10,436,000	2,620,000			
			Total	10,879,000	13,651,000			

AGENDA ITEM 15

A presentation will be made but
there is no attachment to the
agenda for item 15.

AGENDA ITEM 16

A presentation will be made but
there is no attachment to the
agenda for item 16.