



MEETING AGENDA

Technical Advisory Committee

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

Date September 16, 2019

Location Riverside County Transportation Commission
Conference Room A
4080 Lemon Street
Riverside, CA 92501

COMMITTEE MEMBERS

Lori Askew, City of Calimesa
Armando Baldizzone, City of Blythe
Chad Blais, City of Norco
K. George Colangeli, PVVTA
John A. Corella, Cathedral City
Victor A. Duran, SunLine Transit Agency
Jesse Eckenroth, City of Rancho Mirage
Tom Garcia, City of Palm Desert
Christopher Gray, WRCOG
Remon Habib, City of Lake Elsinore
Jeff Hart, City of Beaumont
Jonathan Hoy, City of Coachella
William Hemsley, City of Eastvale
Steve Loriso, City of Jurupa Valley
Martin Magana, CVAG
Chris Mann, City of Canyon Lake
Bryan McKinney, City of La Quinta

Bob Moehling, City of Murrieta
Farshid Mohammadi, City of Riverside
Joel Montalvo, City of Palm Springs
Habib Motlagh, Cities of Perris and San Jacinto
Nelson Nelson, City of Corona
Daniel Porras, City of Desert Hot Springs
Patricia Romo, County of Riverside
Ken Seumalo, City of Indian Wells
Jonathan Smith, City of Menifee
Patrick Thomas, City of Temecula
Art Vela, City of Banning
Alberto Vergel De Dios, Caltrans District 8
Robert Vestal, City of Hemet
Kristin Warsinski, Riverside Transit Agency
Timothy T. Wassil, City of Indio
Michael Wolfe, City of Moreno Valley
Dan York, City of Wildomar

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. (PLEASE NOTE TIME)**

DATE: September 16, 2019

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

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

1. Call to Order
2. Self-Introductions
3. Approval of July 15, 2019 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. Draft Long Range Transportation Study (Verbal Presentation)
6. 2020 State Transportation Improvement Program (STIP) Recommendation for Western Riverside County (Verbal Presentation)
7. City of Wildomar's Funding Request for Construction of Bundy Canyon Widening Project (Attachment)
8. 2021 Federal Transportation Improvement Program and Performance Measures (Attachment)
9. Legislative Update: Safer Affordable Fuel Efficient Vehicles Rule (Attachment)
10. Obligation Delivery Plan Update – FFY 2018/19 (Attachment)
11. Caltrans Update (Verbal Presentation)
12. September Commission Meeting Highlights (Verbal Presentation)

13. Other Announcements
14. Other Business
15. Adjournment

The next meeting will be November 18 at CVAG, Board Room, Palm Desert at **10:30** a.m.

MINUTES

**TECHNICAL ADVISORY COMMITTEE MEETING
MINUTES**

Monday, July 15, 2019

1. CALL TO ORDER

The meeting of the Riverside County Transportation Commission (RCTC) Technical Advisory Committee (TAC) was called to order by Chair Farshid Mohammadi at 10:30 a.m. at the Coachella Valley Association of Governments, 73710 Fred Waring Drive, Conference Room 115, Palm Desert, CA 92260.

2. Members Present:

Lori Askew, City of Calimesa
Brad Brophy, Cities of Perris and San Jacinto
John Corella, Cathedral City
Victor Duran, SunLine Transit Agency
William Hemsley, City of Eastvale
Jonathan Hoy, City of Coachella
Farshid Mohammadi, City of Riverside
Joel Montalvo, City of Palm Springs
Daniel Porras, City of Desert Hot Springs
Mojahed Salama, Riverside County
Ken Seumalo, City of Indian Wells
Patrick Thomas, City of Temecula
Albert Vergel De Dios, Caltrans District 08
Robert Vestal, City of Hemet
Tim Wassil, City of Indio
Michael Wolfe, City of Moreno Valley

Others Present:

Emily Abrahams, Caltrans Headquarters, via telephone
Leslie Avila, Caltrans District 8
Shawna Bennetts, City of Indian Wells
Jenny Chan, RCTC
Aaron Duque, Caltrans District 8
Shirley Gooding, RCTC
Gary Gutierrez, Caltrans Headquarters, via telephone
Eric Lewis, City of Moreno Valley
Martha Masters, RCTC
Shirley Medina, RCTC
John Standiford, RCTC

3. APPROVAL OF MAY 20, 2019 MINUTES

May 20, 2019 minutes were approved as submitted.

4. PUBLIC COMMENTS

There were no public comments.

5. CALTRANS INTERIM ACTIVE TRANSPORTATION PROGRAM (ATP) COUNT METHODOLOGY GUIDANCE

Jenny Chan, RCTC, stated that Caltrans is accepting comments to its ATP count methodology guidelines, which will affect all ATP projects that are receiving their construction allocation after the October 2019 CTC meeting and potentially all future calls for projects. Ms. Chan introduced Emily Abrahams, Caltrans Headquarters, ATP Program Manager, who joined via telephone along with Gary Gutierrez, also of Caltrans Headquarters. They provided a presentation outlining the methodology and Jenny provided a copy of the presentation to the TAC to follow along. Once the guidance is rolled out, training will be provided.

Following the presentation, Ms. Abrahams requested feedback from the TAC and responded to various questions.

6. LONG RANGE TRANSIT PLAN (LRTP) UPDATE

Shirley Medina, RCTC, reported that RCTC is still working on its Long Range Transportation Plan. A draft will be circulating to local agencies for review in the next couple of weeks, which will include a chapter on the CMP and how that program is administered to align with Federal statutes and requirements.

7. 2020 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) UPDATE

Shirley Medina referenced the agenda item, included in the TAC agenda, that went to the Budget and Implementation Committee July 10, 2019. It highlights that the draft 2020 STIP fund estimate was released and the amount for Riverside County's share is \$21M. It should be adopted by the CTC in August, but it could change.

8. INLAND EMPIRE CORRIDOR PLAN UPDATE

Ms. Medina reported that this effort has been kicked off with the purpose to meet the SB 1 Solutions for Congested Corridors Program (SCCP) requirement to nominate projects that come from corridor plans. The CTC issued guidance and we worked with SBCTA to get Caltrans funding to develop an Inland Empire Comprehensive Multimodal Corridor Plan (IECMCP). It's a joint effort with SBCTA, it involves SCAG and Caltrans District 8 and we are looking at a wide range of corridors. Combining counties allows us to look at north/south, and east/west corridors. The project study area consists of Western Riverside County along with San Bernardino. We have about five months to accomplish the study for the purpose of meeting CTC's SCCP Cycle 2 competitive call for Projects. We will reach out to local agencies and provide information to you on focus meetings, which is what the consultant has in mind. We're looking at what we can do to have the CMCP developed in December to a point that meets CTC requirements so projects can be submitted for the next cycle. Applications will be due to the CTC in March.

9. FEDERAL OBLIGATION UPDATE

Jenny Chan, RCTC, provided the Draft Obligation Delivery Plan FFY 2018/19 staff report in the TAC agenda packet for Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) projects. She reported that currently we are at 70 percent Federal Obligation Authority (OA) delivery and we're hoping with August redistribution this number will increase. She asked that agencies continue submitting RFA packages to Caltrans Local Assistance and let Martha or Jenny know if there are any changes to the projects. She also requested that she and Martha be copied in your RFA submittals to Caltrans as well.

10. CALTRANS UPDATE

Albert Vergel De Dios, Caltrans District 08, reported there are changes in Local Assistance, which are included in the Assignment Sheet provided to the TAC earlier.

He introduced Leslie Avila who reviewed the Local Assistance Updates dated July 2019 included in the TAC Agenda.

- Caltrans' new website is ADA compliant but is still working out issues
- New Disaster Declaration for July 4th & 5th Ridgecrest Earthquakes
- 2019 Earmark Repurposing
- Design Guidance
- Grant Opportunity: Advanced Transportation and Congestion Management Technologies Deployment Initiative

She also pointed out the following reminders:

- End of FFY E-76 Deadline
- 2016 Earmark Repurposing Deadline
- Inactive Projects
- Policy Update: Office Bulletin 19-01 (DLA-OB 19-01), HBP Project Delivery Policy (Issued April 25, 2019)
- Trainings - A&E Oversight Training
- SCLAMM

11. JULY COMMISSION MEETING HIGHLIGHTS

John Standiford, RCTC, reported that the three items attached to the TAC agenda are recommendations from an Ad Hoc committee, which was formed in order to establish recommendations looking into the future funding of projects in Riverside County. He gave a brief description of each of the three items.

12. OTHER ANNOUNCEMENTS

There were no other announcements

13. OTHER BUSINESS

There was no other business.

14. ADJOURNMENT

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at approximately 11:35 a.m. The next meeting will be September 16, 10:00 a.m., at the Riverside County Transportation Commission, 4080 Lemon Street, Riverside, CA 92501.

Respectfully submitted,

A handwritten signature in dark ink, reading "Shirley Medina". The signature is written in a cursive, flowing style.

Shirley Medina
Planning and Programming Director

AGENDA ITEM 5

A presentation will be made but
there is no attachment to the
agenda for item 5.

AGENDA ITEM 6

A presentation will be made but
there is no attachment to the
agenda for item 6.

AGENDA ITEM 7

| <i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i> | |
|--|--|
| DATE: | September 23, 2019 |
| TO: | Technical Advisory Committee |
| FROM: | Shirley Medina, Planning and Programming Director |
| SUBJECT: | City of Wildomar Funding Request for Construction of Bundy Canyon Widening Project |

STAFF RECOMMENDATION:

Staff is seeking concurrence from the Technical Advisory Committee on the city of Wildomar's request of \$3,516,000 to widen Bundy Canyon Road.

BACKGROUND INFORMATION:

The city of Wildomar is requesting \$3,516,000 to construct the widening of Bundy Canyon Road – Segment 1 in Fiscal years 2019/20 & 2020/21. Bundy Canyon Road is an east-west regional arterial in Southwest Riverside County. The city of Menifee and the County of Riverside are currently constructing the I-215/Scott Road Interchange, which is the eastern limit of Bundy Canyon Road.

The city of Wildomar has been working on project development activities to widen Bundy Canyon Road from two to four lanes between I-215 and I-15. The city has split the project into three segments. Segment 1 of 3 is from Cherry Street to the RCFC Flood Control channel just easterly of Oak Canyon Drive. The environmental document for all three segments is complete. Design work is 98% complete and Right-of-way is 90% complete. Construction for Segment 1 is scheduled to start in Fiscal Year 2019/20.

Transportation Uniform Mitigation Fee (TUMF) Zone program funds have been programmed for project development work for all three segments in addition to city funds. The total cost for Segments 1 through 3 is estimated at \$40 million. Segment 1 construction costs are estimated at \$7.9 million and the amount of funding needed to complete Segment 1 construction costs is approximately \$3.5 million.

Widening Bundy Canyon Road will improve congestion and compliment the I-215/Scott Road Interchange project. The city's strategy to segment the project is a great example of how to deliver and fund projects. In addition, the city has committed local funds and maximized TUMF Zone funds to get the project ready for construction. Since the project is not federalized, staff recommends approval of programming Measure A Regional Arterial (MARA) funds to complete the construction funding gap for Segment 1. This request will be included in the

September 23, 2019 Western Riverside County Plans and Programs Committee meeting agenda
and on the October 9, 2019 Commission meeting agenda for approval.

AGENDA ITEM 8

| | |
|--|--|
| <i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i> | |
| DATE: | September 16, 2019 |
| TO: | Technical Advisory Committee |
| FROM: | Martha Masters, Senior Management Analyst |
| SUBJECT: | 2021 Federal Transportation Improvement Program and Performance Measures |

STAFF RECOMMENDATION:

Receive and file.

BACKGROUND INFORMATION:

The Federal Transportation Improvement Program (FTIP) is a federally required document that lists transportation projects funded with federal, state, and local funds for the next six-year period. The Southern California Association of Governments (SCAG) is responsible for preparing the FTIP every two years for the six counties within the SCAG region.

The 2021 FTIP covers federal fiscal years (FFYs) 2020/21 – 2025/26 and reflects projects listed in the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which is anticipated to be approved in spring 2020. The 2021 FTIP is anticipated to be approved in December 2020. All federal- and state- funded projects must be included in the FTIP prior to obligating these funds. For reference, during the 2019 FTIP Update, the Commission submitted a list of 323 active projects totaling \$7 billion in funds.

Commission staff has begun reaching out to agencies regarding the 2021 FTIP process. Over the next few months, staff will continue to communicate with agencies to update existing projects, add new projects (from the 2020 RTP/SCS), remove projects, modify modeling details (limited), and carryover projects into the 2021 FTIP. Staff is available to meet with agencies as requested.

New to the 2021 FTIP process are performance measures for highway safety, infrastructure (pavement and bridge) conditions, congestion, delay, air quality, freight movement, and transit asset management (infrastructure, rolling stock, maintenance facilities, and stations). The California Department of Transportation (Caltrans) and SCAG are required to adopt targets for these performance measures and those targets are required to be included in the FTIP. SCAG staff has yet to provide additional direction on how these will be included in the FTIP. Agency staff should anticipate performance measures inquiries from Commission staff as more information becomes available.

AGENDA ITEM 9

| | |
|--|---|
| <i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i> | |
| DATE: | September 16, 2019 |
| TO: | Technical Advisory Committee |
| FROM: | Jillian Guizado, Planning and Programming Manager |
| SUBJECT: | Legislative Update: Safer Affordable Fuel Efficient Vehicles Rule |

STAFF RECOMMENDATION:

Receive and file.

BACKGROUND INFORMATION:

The Safer Affordable Fuel Efficient Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks

On August 24, 2018, the National Highway Traffic Safety Administration (NHTSA) and the Environmental Protection Agency (EPA) issued a joint proposed rule, "The Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks." The SAFE Vehicles Rule, as it is referred to, would amend federal fuel efficiency standards for passenger vehicles for model years 2021 to 2026. In 2012, NHTSA and EPA issued proposed tailpipe emissions standards that would increase each year through model year 2025. The Trump Administration conducted a review and found the 2012 standards are not feasible, thus initiating the rulemaking process. The SAFE Vehicles Rule would freeze fuel economy standards for new cars at 2020 levels through model year 2026 rather than continuing the proposed annual increases. NHTSA and EPA contend higher fuel economy standards have diminishing returns, unnecessarily increasing the cost of vehicles.

As applicable to local agencies, the Commission, the Southern California Association of Governments (SCAG) region, and the entire state of California, the SAFE Vehicles Rule would rescind California's ability to set its own more stringent fuel standards. The Clean Air Act generally preempts the state regulation of motor vehicles, but given California's unique air quality challenges, the state has been granted a preemption waiver since 1967. The SAFE Vehicles Rule argues the waiver should not be allowed because the higher fuel economy standards push the rest of the country to adopt standards above and beyond what is required by federal law. If California's waiver is rescinded, the state will be unable to enforce its more stringent vehicle emissions standards, which would result in challenges achieving federal air quality standards, state greenhouse gas emission reduction requirements, and zero-emission vehicle targets.

Rescinding California's waiver threatens over 2,000 transportation projects, totaling more than \$130 billion in investment, including project delivery delays or loss of funding. This is primarily due to the fact that the air quality emissions model which is developed by the California Air Resources Board (CARB) would be invalidated. CARB estimates it will take at least two years to update the model using the new, lower emissions standards. Until the model can be updated and then validated by EPA, the Commission will not be able to amend the Federal Transportation Improvement Program (FTIP) to make project changes or process federal grants. Without the ability to amend the FTIP, which is necessary to do frequently as projects evolve, local agencies and the Commission will be challenged to deliver many of their projects. It is believed the rulemaking may be finalized in September 2019.

The California Association of Councils of Governments (CALCOG), of which the Commission is a member, is heavily engaged with state and federal agencies and stakeholders regarding the SAFE Vehicles Rule. In addition, SCAG and its member agencies submitted a letter to the Southern California Congressional Delegation noting our opposition to the finalization of the SAFE Vehicles Rule. The latest update from CALCOG and a copy of the letter sent by SCAG is attached. Staff continues to be engaged with CALCOG and other Regional Transportation Planning Agencies throughout the state.

Attachments:

- 1) CALCOG Proposed Safe Vehicles Rule Update – July 2019
- 2) SCAG SAFE Vehicles Rule Letter – July 2019



PROPOSED SAFE VEHICLES RULE UPDATE

JULY 2019

Trump Administration Slows, But Doesn't Stop.

Initial sources indicated the Trump administration was rushing to finalize the proposed rule in early summer 2019. Finalization in early summer would have allowed the administration to defend the rule during President Trump's current term. Recent updates from three anonymous federal sources, indicate the proposed SAFE Vehicles Rule is anticipated to be finalized after Labor Day 2019.

California's AG's office and a host of environmental groups have already indicated their intent to sue if the rule is finalized. It is anticipated this legal battle will reach the U.S. Supreme Court. Delaying the final rule until September, increases the likelihood that the case won't be litigated until after the November 2020 elections. Under this scenario, the next president is anticipated to be largely influential in determining the SAFE Vehicles Rule's outcome. If President Trump is re-elected; it is assumed the administration will continue the legal battle through the Supreme Court. If a democrat is elected, perhaps, like the early years of the Obama Administration, the administration will withdraw the rule, or refuse to litigate the issue further.

In response, we turn our eyes to the nation, and the 2020 presidential election.

Four Automakers Strike Emissions Deal with California.

In June 2019, seventeen automakers sent a [letter](#) to President Trump expressing the auto industry's opposition to the proposed SAFE Vehicles Rule. The carmakers called on U.S. EPA and U.S. DOT to jointly promulgate a final rule that results in broad support, arguing it would provide stability and increased affordability by allowing the industry to proceed without fear of litigation. The letter urged President Trump to resume negotiations with the California Air Resources Board. A similar [letter](#) was sent to Governor Newsom as well. The Trump administration rejected the automakers pleas and to date, has not returned to the negotiating table.

July 25, 2019 - Ford, BMW, Volkswagen, and Honda struck a voluntary deal with California on a framework for annual reductions of greenhouse gas emissions for light-duty vehicles that they will incorporate throughout the entire country and that could be incorporated into a final federal rule. This framework was deemed acceptable by California as a reasonable compromise in the face of the Trump Administration's planned rollback.

While the framework would provide additional flexibilities to the carmakers to meet the current emission standards, it delivers the same GHG reductions in five years as the original Obama standards would have achieved in four years. This framework also commits the auto



companies to accelerate their transition to electric vehicles. Finally, it recognizes and preserves California's authority to regulate greenhouse gas emissions.

The Trump administration is not a party to the agreement. "Today's announcement from CARB has no impact on EPA's regulation of greenhouse gas emissions under the Clean Air Act. This voluntary framework is a PR stunt that does nothing to further the one national standard that will provide certainty and relief for American consumers. As the Administration stated earlier this year, despite our best efforts to reach a common-sense solution with CARB, they continually refused to produce reasonable and responsible proposals," Michael Abboud, an EPA spokesman, said in email.

Odds Slim for House Appropriations Language Preventing Rule Implementation.

Appropriations bill, HR 3055 section 145 prohibits funding from being used to finalize or enforce the proposed rule. In early July, labor and industry representatives met with Senate Appropriations Committee staff to discuss the prospects of the House appropriations bill language defunding enforcement of a final SAFE Vehicles Rule, surviving in the Senate. Senate staff acknowledged the SAFE Vehicles Rule was an administration priority and very political. The prospects of the House language surviving, as is, are slim.

House Energy & Commerce Subcommittees Provide Bipartisan Letter Requesting Trump Administration and California to Return to Negotiating Table.

On June 20, 2019, the House Energy and Commerce Subcommittees on Energy and Commerce and Environment and Climate Change held a joint hearing Driving in Reverse the Administrations Rollback of Fuel Economy and Clean Car Standards. On June 25, 2019, the chairs and ranking subcommittee members sent a bi-partisan letter to EPA Administrator Wheeler and DOT Secretary Chao. The letter called for all interested parties to return to the negotiating table while acknowledging there were differing views about the Constitution (mainly, state's rights and the role of the interstate commerce clause), the importance of climate change, and how best to make sure the economies of the auto sector are strong along with the traditional and vital questions of safety. At the time of this staff report, the Trump administration has not returned to the negotiating table with California and other interested parties.

SAFE Vehicles Rule Architect, EPA Air Chief Wehrum Resigns Abruptly.

EPA Air Chief, Bill Wehrum, thought to be the architect of the SAFE Vehicles Rule, abruptly resigned at the end of June. In April, House Democrats launched an investigation into whether Wehrum violated ethics rules by launching the rollback of air pollution regulations that benefited his former lobbying clients in the electric utility sector. Democrats are seeking



CALCOG

communications between the companies, Wehrum and other EPA regulators. "These allegations have raised substantial questions regarding whether Mr. Wehrum and Mr. Harlow are properly carrying out the [Clean Air Act] as directed by Congress or instead changing Agency policies and programs to benefit former clients, who are also clients of your law firm," the lawmakers wrote to Hunton Andrew Kurth managing partner Wendell Taylor – Mr. Wehrum's prior employer. To date, his resignation has had no noticeable impact on the proposed finalization of the rule.

What Next?

In June, CALCOG reported the proposed SAFE Vehicles Rule had been submitted to the federal Office of Management and Budget (OMB) in May 2019. This was incorrect. To date, the rule **has not** been submitted to OMB. As a refresher, OMB review is one of the last steps in the federal rule making process. OMB is the agency responsible for regulatory policy, including coordination and review of all significant Federal regulations by executive agencies. As part of that review process, OMB will grant meetings with interested parties. We encourage agencies to schedule individual meetings with OMB (note – meetings can be held via conference call) to discuss concerns. A template outlining how to request a meeting with OMB can be found [here](#) or on the CALCOG Policy Tracker website.

CALCOG website provides continuing updates.

Please visit the CALCOG Policy Tracker (www.calcog.org/policytracker) for up to date information regarding the Proposed SAFE Vehicles Rule.



July 9, 2019

Southern California Congressional Delegation
U.S. House of Representatives
Washington, DC 20515

Re: Negative Impacts to Transportation Funding and Projects from the Proposed Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule

Dear Members:

On behalf of the undersigned transportation agencies in Southern California, we write to convey our opposition to the proposed Safer Affordable Fuel Efficient (SAFE) Vehicles Rule, which would weaken national fuel-efficiency standards and result in a wide variety of negative impacts in California and across the nation. The proposed rule would also eliminate the waiver that allows California to set its own stricter emissions standards, which gets special treatment under the Clean Air Act due to our historic smog problems.

The change in standards would have significant impacts on transportation plans and projects throughout California. Specifically, in Southern California, the proposed rule would put 443 transportation infrastructure improvement projects totaling \$53 billion at risk of project delivery delays or loss of funding and would severely impact well-paying construction jobs. This is in addition to the more obvious environmental and public health impacts. An expected increase in ozone-forming nitrogen oxides emissions from less fuel-efficient vehicles of 15 million metric tons by 2030 will make our air dirtier and reduce the quality of life for the 19 million residents we serve in Southern California.

Last August, the U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) proposed the SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks to amend existing Corporate Average Fuel Economy (CAFE) standards and establish new standards for model years 2021 through 2026. If finalized, by changing the fundamental assumptions of vehicle fuel-efficiency, the SAFE Vehicles Rule would invalidate California's air quality emissions model (EMFAC), which is used to meet the Federal Highway Administration's transportation planning requirements. Without a valid air quality conformity model, state and regional transportation planning agencies in non-attainment areas would be unable to obtain federal approval or make modifications to specified transportation projects in the pipeline (see attached map and list of projects). While the California Air Resources Board (CARB) would endeavor to update the EMFAC model, the process would take a minimum of one year and would need another one to two years to obtain EPA approval before transportation projects could resume.

Although NHTSA and EPA officials have touted the proposed rule as a savings to consumers, it would put \$130 billion in transportation funding at-risk in California alone. Furthermore, the Administration and leaders of both parties in Congress have indicated that increased funding for infrastructure is a priority. Action to finalize the proposed SAFE Vehicles Rule would be inconsistent with statements of support for investing in the nation's vital infrastructure.

We respectfully oppose the proposed SAFE Vehicles Rule and ask that the Southern California Congressional Delegation work together to ensure the Administration fully considers these impacts, specifically of rescinding California's waiver, and withholds from moving forward with the proposed rule. If you have questions, I am always available at (213) 236-1835 or via email at Ajise@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director
Southern California Association of Governments



Mark Baza
Executive Director
Imperial County Transportation Commission



Darrell E. Johnson
Chief Executive Officer
Orange County Transportation Authority



Darren M. Kettle
Executive Director
Ventura County Transportation Commission



Anne E. Mayer
Executive Director
Riverside County Transportation Commission



Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority



Ray Wolfe
Executive Director
San Bernardino County Transportation Authority

cc: Mick Mulvaney, Director of the Office of Management and Budget
Elaine L. Chao, Secretary of Transportation
Heidi King, Deputy Administrator of the National Highway Traffic Safety Administration
Andrew Wheeler, Administrator of the Environmental Protection Agency

AGENDA ITEM 10

| <i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i> | |
|--|---|
| DATE: | September 16, 2019 |
| TO: | Technical Advisory Committee |
| FROM: | Jenny Chan, Management Analyst |
| SUBJECT: | Obligation Delivery Plan Update – FFY 2018/19 |

STAFF RECOMMENDATION:

Receive and file.

BACKGROUND INFORMATION:

As the Regional Transportation Planning Agency (RTPA), the Commission is responsible for ensuring that federal Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funds apportioned to Riverside County are allocated and obligated in a timely manner to prevent funds from lapsing. Federal Obligation Authority (OA) for the region is provided on an annual basis and 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.

Commission staff work closely with our local agencies and the California Department of Transportation (Caltrans) to ensure projects on the Obligation Delivery Plan are obligated and delivered. Many of these projects are from the 2013 Multi-Funding Call for Projects, 2013 Regional Surface Transportation Program (RSTP, also known as STBG) Call for Projects, Coachella Valley Association of Governments' 2014 CMAQ Call for Projects, and various other projects that had been awarded CMAQ or STBG funds by the Commission. The attached obligation plan provides an outline of the projects that have CMAQ or STBG programmed in FFY 2018/19. The information provided in the attached obligation plan comes from milestone updates received from your agencies, discussions with project sponsors, and our monthly meetings with Caltrans Local Assistance.

It is recommended local agencies begin the federal-aid process as soon as possible, and/or devote the resources needed to secure the federal approvals for obligation, ensuring the timely obligation of federal funds. The attached FFY 2018/19 Obligation Plan indicates planned CMAQ and STBG obligations for the current year. If a local agency anticipates a delay in obligating these funds this year, Commission staff should be provided a project status update.

It is critical that local agencies awarded federal funds meet the milestones established to ensure local OA does not lapse. Commission staff will be reviewing agreement dates and contacting agencies that have made little to no progress to discuss alternatives for the federal award. Commission staff is available to assist cities with the processing of

Request for Authorization (RFA) submittals and the overall navigation through the federal-aid process.

Attachment: Draft FFY 2018/19 Obligation Plan

SEPT 2019 TAC - DRAFT 18/19 OBLIGATION PLAN

| Agency | FTIP ID | FPN | Project Location | CMAQ 18/19 | STPL 18/19 | PA&ED Completion Date | R/W Clearance Completion Date | Status |
|------------------|-----------|--------------------|---|------------------|---------------|--------------------------|-------------------------------------|---------------------------|
| RCTC | RIV151221 | HP21STPL-6054(082) | Pachappa Underpass (SR91 HOV Remnant Work) | | \$ 10,744,000 | 6/29/2016 | | AC Conversion Review (HQ) |
| RCTC | RIV170901 | CMLN 6054(094) | I-15 Southern Extension | \$ 29,828,000 | | | | Obligated |
| Riverside County | RIV071288 | 5956(221) | Ave 66 Grade Separation | - | \$ 12,110,000 | N/A | 7/3/2019 | Review (FHWA) |
| Riverside | RIV151216 | STPL 5058(102) | Magnolia Ave from Buchanan to Banbury (Widening 4 -6 Ins) | | \$ 2,620,000 | 1/25/2018 | 6/6/2018 | AC Conversion Review (HQ) |
| Riverside County | RIV151210 | CML 5956(241) | Salt Creek Multi-Modal Trail | \$ 5,090,000 | | 10/20/2017 | | Review (FHWA) |
| Sunline | RIV190606 | | FTA Transfer | \$ 1,000,000 | | | | Obligated |
| Sunline | RIV190607 | | FTA Transfer | \$ 1,700,000 | | | | Obligated |
| | | | | DRAFT Obligation | \$ 37,618,000 | \$ 25,474,000 | | |

AGENDA ITEM 11

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

AGENDA ITEM 12

A presentation will be made but
there is no attachment to the
agenda for item 12.