



# MEETING AGENDA

## Technical Advisory Committee

**Time:** 10:00 a.m.

**Date:** September 21, 2020

Pursuant to Governor Newsom’s Executive Order N-29-20, (March 18, 2020), the Governing Board meeting will only be conducted via video conferencing and by telephone.

### COMMITTEE MEMBERS

Farshid Mohammadi, **Chair** / Gilbert Hernandez, City of Riverside  
Martin Magana, **Vice Chair** / Eric Cowle, CVAG  
Art Vela / Holly Stuart, City of Banning  
Jeff Hart / Robert Vestal, City of Beaumont  
Dan Ojeda / VACANT, City of Blythe  
Michael Thornton / VACANT, City of Calimesa  
Albert Vergel De Dios / Sean Young, Caltrans District 8  
Brad Brophy / Mike Borja, City of Canyon Lake  
John A. Corella / Crystal Sandoval, Cathedral City  
Gabor Pakozdi / Maritza Martinez, City of Coachella  
Tom Koper / Rosalva Ureno, City of Corona  
Daniel Porras / Nick Haecher, City of Desert Hot Springs  
William Hemsley / Craig Bradshaw, City of Eastvale  
VACANT / Nancy Beltran, City of Hemet  
Ken Seumalo / Tanya Williams, City of Indian Wells  
Timothy T. Wassil / Eric Weck, City of Indio  
Steve Loriso / Rod Butler, City of Jurupa Valley

Bryan McKinney / Julie Mignogna, City of La Quinta  
Remon Habib / Yu Tagai, City of Lake Elsinore  
VACANT / Carlos Geronimo, City of Menifee  
Michael Wolfe / Michael Lloyd, City of Moreno Valley  
Bob Moehling / Jeff Hitch, City of Murrieta  
Chad Blais / Sam Nelson, City of Norco  
Tom Garcia / Randy Bowman, City of Palm Desert  
Joel Montalvo / Marcus Fuller, City of Palm Springs  
K. George Colangeli / Dale Reynolds, PVVTA  
VACANT / Brad Brophy, City of Perris  
Jesse Eckenroth / VACANT, City of Rancho Mirage  
Patty Romo / Mojahed Salama, County of Riverside  
Kristin Warsinski / Jennifer Nguyen, RTA  
VACANT / Brad Brophy, City of San Jacinto  
Brittney B. Sowell / Rohan Kuruppu, SunLine  
Patrick Thomas / Amer Attar, City of Temecula  
Christopher Grey / Chris Tzeng, WRCOG  
Dan York / Craig Bradshaw, City of Wildomar

### STAFF

Lorelle Moe-Luna, Multimodal Services Director  
Jillian Guizado, Planning and Programming Manager  
Jenny Chan, Planning and Programming Senior Management Analyst  
Martha Masters, Planning and Programming Senior Management Analyst

### AREAS OF RESPONSIBILITY

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

## RIVERSIDE COUNTY TRANSPORTATION COMMISSION TECHNICAL ADVISORY COMMITTEE MEETING AGENDA\*

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

**TIME:** 10:00 A.M.

**DATE:** September 21, 2020

**LOCATION:** Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Technical Advisory Committee meeting will only be conducted via video conferencing and by telephone. Please follow the instructions below to join the meeting remotely.

### INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

**Join Zoom Meeting - from PC, Laptop or Phone**

<https://rctc.zoom.us/j/81725052305>

Meeting ID: 817 2505 2305

One tap mobile

+16699006833,,81725052305# US (San Jose)

Dial by your location

+1 669 900 6833 US (San Jose)

Meeting ID: 817 2505 2305

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

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

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

**1. CALL TO ORDER**

**2. HOUSEKEEPING REMARKS**

**3. ROLL CALL**

**4. APPROVAL OF JULY 20, 2020 MINUTES**

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

**6. HIGH SPEED RAIL UPDATE**

*Overview*

This item is to receive and file a report on the California High-Speed Rail Authority's Los Angeles to Anaheim Project Section progress and potential impacts to the Commission.

**7. LEGISLATIVE UPDATE**

*Overview*

This item is to receive and file an update on state and federal legislation.

**8. ATP CYCLE 5-20 POINTS**

*Overview*

This item is for the Committee to:

1. Approve the 20-points distribution methodology for the Metropolitan Planning Organizations' (MPO) Regional Program Guidelines for Active Transportation Program (ATP) Cycle 5; and
2. Forward to the Commission for final action.

**9. SB 821 PROGRAM REFRESH**

*Overview*

This item is for the Committee to:

- 1) Approve the updated Transportation Development Act Article 3, or Senate Bill 821 Policy, Guidelines, and Evaluation Criteria; and
- 2) Forward to the Commission for final action.

**10. INLAND EMPIRE COMPREHENSIVE MULTIMODAL CORRIDOR PLAN ADOPTION**

***Overview***

This item is for the TAC to approve in concept the Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP) as consistent with California Transportation Commission guidelines for CMCPs and recommend adoption by the Commission.

**11. AT RISK PRELIMINARY ENGINEERING UPDATE**

***Overview***

This item is to receive and file an update on At-Risk Preliminary Engineering from Caltrans District 8 Local Assistance.

**12. CALTRANS UPDATE**

***Overview***

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

**13. CALIFORNIA TRANSPORTATION COMMISSION RECAP**

***Overview***

This item is to receive and file August 2020 California Transportation Commission (CTC) meeting highlights.

**14. RCTC COMMISSION RECAP**

***Overview***

This item is to receive and file August and September 2020 Commission meeting highlights.

**15. COMMITTEE MEMBER / STAFF REPORT**

***Overview***

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

**16. ADJOURNMENT**

The next meeting of the TAC is scheduled to be held November 16, 2020, 10:30 a.m., at the Coachella Valley Association of Governments, Board Room, 73710 Fred Waring Drive, Palm Desert, CA 92260.

# ***MINUTES***

**TECHNICAL ADVISORY COMMITTEE MEETING  
MINUTES**

**Monday, July 20, 2020**

**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 10:32 a.m. Pursuant to Governor Newsom's Executive Order N-29-20 (March 18, 2020) the TAC meeting was conducted via video conferencing and by telephone.

**2. ROLL CALL**

**Members Present**

**By Teleconference:** Art Vela, City of Banning  
Jeff Hart, City of Beaumont  
Daniel Ojeda, City of Blythe  
Albert Vergel De Dios, Caltrans District 08  
Brad Brophy, Cities of Canyon Lake, Perris, San Jacinto  
John Corella, Cathedral City  
Crystal Sandoval, Cathedral City  
Martin Magana, CVAG  
Nick Haecker, City of Desert Hot Springs  
Daniel Porras, City of Desert Hot Springs  
William Hemsley, City of Eastvale  
Ken Seumalo, City of Indian Wells  
Timothy T. Wassil, City of Indio  
Steve Loriso, City of Jurupa Valley  
Bryan McKinney, City of La Quinta  
Remon Habib, City of Lake Elsinore  
Carlos Geronimo, City of Menifee  
Jonathan Smith, City of Menifee  
Michael Wolfe, City of Moreno Valley  
Bob Moehling, City of Murrieta  
Tom Garcia, City of Palm Desert  
Joel Montalvo, City of Palm Springs  
Jesse Eckenroth, City of Rancho Mirage  
Farshid Mohammadi, City of Riverside, Chair  
Patty Romo, Riverside County  
Kristin Warsinski, Riverside Transit Agency  
Brittney Sowell, SunLine  
Amer Attar, City of Temecula  
Chris Tzeng, WRCOG

**Others Present:** Marc Caswell, Alta Planning + Design  
Todd Parton, City of Beaumont  
Kwasi Agyakwa, Caltrans District 8  
Leslie Avila, Caltrans District 8  
Grace Alvarez, Consultant  
Fred Alamolhoda, LAE Associates  
Eric Brand, RCTC  
Jenny Chan, RCTC  
Cheryl Donahue, RCTC  
Shirley Gooding, RCTC  
Jillian Guizado, RCTC  
David Knudsen, RCTC  
David Lewis, RCTC  
Martha Masters, RCTC  
Lisa Mobley, RCTC  
Lorelle Moe-Luna, RCTC  
Anthony Parada, RCTC  
John Standiford, RCTC  
Theresia Trevino, RCTC  
Sharon Wu, RCTC  
Mojahed Salama, Riverside County  
Hina Chanchlani, SCAG

CHAIR FARSHID MOHAMMADI READ THE HOUSEKEEPINGNOTES.

**3. APPROVAL OF APRIL 28 AND MAY 18, 2020 MINUTES**

**B/C/A** (Corella/Hemsley) to approve the Minutes as submitted.

**4. PUBLIC COMMENTS**

There were no public comments.

**5. STATE AND FEDERAL LEGISLATIVE UPDATE**

David Knudsen, RCTC, provided the State and Federal Legislative update as outlined in his staff report attached to the agenda, which included:

State Update

- 2020/21 State Budget
- Senate Bill 743 Implementation



Federal Update

- Surface Transportation Reauthorization Legislation
- COVID-19 Federal Response
- Appropriations

Patty Romo, County of Riverside, asked if there was an update on NEPA reforms.

David Knudsen stated that he does not have an update on the NEPA changes that were outlined last week. He stated he would get that information for her.

John Corella, Cathedral City, asked where and how appropriations will trickle down to local cities.

Patty Romo stated there is no direct allocation to cities and counties; it's still flowing through the state.

John Corella asked if it directly affects any federally funded or potential continuing of federally funded projects such as bridges.

Patty Romo said from what she can tell, the bridge program is still very underfunded. The two houses of Congress may not come to terms by the end of September when the FAST Act expires.

Jillian Guizado, RCTC, invited David Knudsen to return to the next TAC meeting in September with the hopes that more will be known on that subject.

**6. UPDATE ON MEASURE A AND LOCAL TRANSPORTATION FUND SALES TAX REVENUES**

Theresia Trevino, RCTC, reported that in June the Commission approved the fiscal year 2021 budget with revenue projections revised in May for anticipated COVID-19 pandemic impacts. She referenced the background information stated in her staff report attached to the agenda and provided a PowerPoint presentation that included the Commission's two primary sales tax revenue sources: Measure A and Local Transportation Fund (LTF). The sales tax revenues are received from the California Department of Tax and Fee Administration (CDTFA).

The PowerPoint presentation included:

- FY 2020 Revised Projection: \$178 million
- FY 2021 Revised Projection: \$160 million
- COVID-10 Impacts
- Payment Extensions
- Payment Deferrals
- Staying Informed

John Corella requested Theresia Trevino's presentation be made available to the TAC.

**7. ACTIVE TRANSPORTATION PROGRAM – METROPOLITAN PLANNING ORGANIZATIONS’ (MPO) REGIONAL PROGRAM GUIDELINES – 20 POINTS DISTRIBUTION OPTIONS FOR RIVERSIDE COUNTY PROJECT APPLICATIONS**

Jenny Chan, RCTC, stated this item is to discuss how to assign the MPO points for this year’s ATP Cycle 5 Call for Projects.

She further stated the ATP Cycle 5 was kicked off in late March and due to COVID-19, the California Transportation Commission (CTC) extended the application deadline to September 15. Projects are first scored by CTC and those that are not awarded move down to the MPO level for evaluation. For this year's cycle, RCTC again has 20 points to assign to these projects and is expecting to have about \$11 million available for award.

For this year's cycle, RCTC would like to use the 20 points to prioritize projects that are construction-ready and award to agencies that have invested in pre-construction activities. As listed in Table 3 of the staff report, in ATP Cycle 4, four points were awarded for projects requesting construction-only funding, six points for projects requesting construction in the first two programming years, and 10 points for projects listed in an active transportation plan. Historically, all projects receive the ten points for being included in a plan. Staff is recommending this question be removed and readjust the points for Cycle 5.

Jenny Chan asked for TAC feedback on the four options in Table 3.

The options for consideration were:

Option 1

- Award six points for projects requesting construction-only
- Ten points for projects requesting construction in the first two programming years and have PA/ED completed
- And in case the TAC still thinks being included in a plan is a necessary requirement, four points can be given for the project being in a plan

Option 2

- Four points for projects requesting construction-only
- Ten points for projects requesting construction in the first two programming years and have PA/ED completed. If PS&E is completed, it would be 16 points

Options 3 and 4 provide points for safety. Option 3

- An agency can receive 10 points for programming construction in the first two programming years and having PA/ED completed; 16 points for having PA/ED and PS&E completed
- And four points if the project is on the SCAG High Injury Network (HIN)

Option 4

- Three points for requesting construction-only

- 10 points for construction in the first two programming years with PA/ED completed or 14 points for PA/ED and PS&E completed
- Three points if the project is on the SCAG High Injury Network

Jenny Chan introduced Hina Chanchlani, SCAG Transportation Department, who explained the methodology behind the SCAG HIN.

Hina Chanchlani defined a HIN as:

- Stretches of roadways where the highest concentrations of collisions occur on the transportation network
- Typically, a subset of the network where the most collisions are occurring
- Not an assessment of whether a street or location is dangerous
- Streets with a higher risk of injury than other streets

She explained why SCAG is exploring an HIN:

- To inspire more local efforts to develop HINs
- Collectively explore and share best practices for HINs
- Help jurisdictions focus on most challenging areas
- Help the region more effectively work toward reducing serious injuries and fatalities

Hina Chanchlani explained:

- Challenges
- Data needs
- Goals for HIN
- Threshold
- How HIN can be used

Jenny Chan then opened the discussion regarding the four options being considered.

Steve Loriso, Jurupa Valley, asked if information in the HIN is taken from SWITRS and other data or is it relying on cities to provide additional information?

Hina Chanchlani responded that the data has been taken from SWITRS.

Jenny Chan further stated that for ATP Cycle 5, the current map will be used. A link to the map was provided in her staff report.

John Corella referenced Option 2 and asked if the Project Approval/Environmental Document is completed at the time of the application or within a period after the application is completed. What kind of approval are you looking for? Jenny Chan said at the time of the application, but this is open for discussion. It should have cleared environmental.

John Corella then asked if for Project Approval you're looking for the local agency to have approved it. Jenny Chan responded that we're thinking about clearing Preliminary Engineering.

Farshid Mohammadi, Riverside, asked if the \$11 million available in ATP Cycle 5 is state funds. Jenny Chan said it depends. It could be federal and/or state funds. It will be a mix.

Farshid Mohammadi asked if federal money is involved, do applicants need to have NEPA cleared? Jenny Chan said it would be too difficult to require agencies to have NEPA cleared unless the project is already federalized. For PA/ED completed, we may just be looking at CEQA in which case we could make a case to the CTC for the project to just request state-only funding.

Patty Romo said her preference would be Option 1 although she can understand the focus on safety. The county is trying to provide connectivity between the community and facilities such as schools, shopping, hospitals. The county's projects may not compete well with the safety component, at least for the rural areas.

Jenny Chan asked how the TAC feels about removing the question regarding having the project in a plan.

Lorelle Moe-Luna, RCTC, said for those who may not be familiar with the ATP plan even if you don't have PA/ED and PS&E complete, it doesn't preclude you from applying to the program. This is only for the MPO funding. You can still apply and get funded through the state portion.

Staff requested a tally of those that are in favor of Option 1 and the following indicated that they supported Option 1.

The majority in attendance agreed to Option 1. Jenny Chan said Option 1 is the preferred option. She will prepare a staff report for the September TAC to approve Option 1, which will then be sent to the Commission for final approval.

## **8. 2019 AND 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE**

Martha Masters, RCTC, reminded the TAC that in late summer 2019, staff worked with several local agencies to update projects through the Regional Transportation Plan (RTP) Consistency Amendment Number 19-12 in the Federal Transportation Improvement Program (FTIP) which was approved in early June 2020. She said that changes made to projects in Amendment Number 19-12 supersede any amendments made between Amendment Numbers 19-13 and 19-22. Only a few agency projects were submitted through Amendment Numbers 19-12, which was a consistency amendment to the 2020 RTP. She requested that agencies that are not sure if they submitted an amendment through 19-12 to let her know. She said agencies can also check by reviewing the current 2019 FTIP Approved Listing, which includes Amendment Numbers 1-22. The listing is available on SCAG's website and the link is in the agenda item.

She stated that if a project requires an update in the FTIP, agencies should let staff know at least three business days before the SCAG deadline as seen in the schedule attached to the staff report as Attachment 1.

Regarding the 2021 FTIP, Martha Masters said that late last calendar year and early this year, staff worked with all local agencies to submit 389 projects to SCAG for the 2021 FTIP. It is important to note the 2021 FTIP was anticipated to be fully approved in December 2020 but the schedule has been delayed and approval is now anticipated in April 2021. She urged local agencies' staff to review the current 2019 FTIP and submit revisions to their projects if there are any federal obligations required between now and April 2021 to avoid obligation delays. That 2021 FTIP schedule is attached to the agenda item as Attachment 2.

Martha Masters said RCTC Planning and Programming staff is available to assist with any questions about ongoing projects that may require updates in the 2019 or 2021 FTIP for federal approvals and/or federal obligations.

## **9. FACILITATING RIVERSIDE COUNTY'S COMPETITIVENESS FOR GRANT FUNDING**

Jillian Guizado said that the state passed SB 1 in April 2017, which provides an estimated \$5 billion annually to transportation in California. SB 1 supplements several existing programs, including: Active Transportation, State Transit Assistance, Local Streets and Roads, and Caltrans' SHOPP. SB 1 created several new funding programs, including: Solutions for Congested Corridors, Local Partnership, and Trade Corridor Enhancement. Since its passage, RCTC staff has been sharing information with the TAC and the Commission about SB 1 funding programs, guidelines development, calls for projects, reporting deadlines, and more.

Last fall through winter and spring, the CTC, which administers or at least facilitates the majority of SB 1 programs, updated the guidelines for the various SB 1 programs. Staff was engaged in most of those workshops and encouraged our local agencies to participate, as well. This effort from the CTC culminated in the release of cycle 2 of multiple calls for projects for SB 1 funds.

Local agencies in Riverside County are eligible for the majority of SB 1 competitive funds. Most relevant are the Active Transportation Program, Local Partnership Program, and Trade Corridor Enhancement Program. The state is looking at nearly a \$1 billion per year hit to transportation funding over the next two years, which of course is in addition to the hits to RCTC and local agencies. It is anticipated that competitive grant funding programs will be even more oversubscribed in the next few cycles than they've been to date. She encouraged cities to always consider at least pursuing competitive grant funding and wants to facilitate the county's overall competitiveness, especially in state programs.

To that end, she made the following proposals and sought the TAC's input on other items staff can do to facilitate local agencies' efforts:

- Create an additional email distribution list of local agency staff members. Staff will reach out to each local agency to get a list of individuals that should be added.
- Host workshops leading up to future cycles for local agency staff to attend, ask questions, get information, understand deadlines, and program requirements, etc.

- Staff will continue to be available for phone, email, and in-person discussions about grants pursuit.

Jillian Guizado opened this subject to discussion on other ways RCTC staff can facilitate information sharing with local agencies and to make local agencies competitive under state programs.

John Corella said he likes the idea.

William Hemsley, Eastvale, said WRCOG funds consultants to do applications for agencies.

Jillian Guizado said WRCOG sends the list to RCTC and she believes the SB 1 programs are on there. She said it is still important for RCTC to share that information with the whole county. She will check with WRCOG to see if it would be okay for RCTC to share the information with CVAG.

Chris Tzeng, WRCOG, said he will follow up with Jillian Guizado to do this.

William Hemsley, Eastvale, said WRCOG funds consultants to do grant applications for agencies.

Jillian Guizado said the list WRCOG sends only goes to half of the county and it's important for RCTC to serve the whole county. She said she would follow up with Chris Tzeng at WRCOG to see if he would mind if their grants list can be shared with CVAG members.

Chris Tzeng, WRCOG, said he will follow up with Jillian Guizado.

## **10. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: JUNE 2020**

Jillian Guizado reported that the CTC had its last meeting of the fiscal year at the end of June where it took several actions pertaining to Riverside County projects. Staff learned at the June CTC meeting the state is estimating that over the next two years, state transportation revenues are estimated to decrease by \$1.85 billion dollars. Staff is anxious to understand how this will impact programs like the STIP, STA transit funding, and Local Streets and Roads funding.

As we hear and learn more about the state's transportation revenues in the COVID-era, we will share that information with you all.

John Corella asked if there is a push to relieve the SB 1 MOE? Jillian Guizado responded that the CTC was not able to take any action regarding lifting the MOE requirement.

David Knudsen stated the Budget Appropriations pieces are working their way through Congress now. The House has something it's finalizing now but the Senate is not quite there yet. It's a deadline issue at this point.

Jillian Guizado asked David Knudsen if he knows of any updates regarding MOE relief for Local Streets and Roads.

David Knudsen said he has not heard any updates related to that.

Jillian Guizado then addressed John Corella's question regarding the MOE by stating the League of Cities and CSAC would be the most powerful voices in Sacramento to carry that message. She encouraged him, and any other agencies, to reach out to their League representatives to share the importance of this subject. She said if RCTC gets information, staff will share it with the TAC.

**11. RIVERSIDE COUNTY TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: JUNE 2020**

Lorelle Moe-Luna reported the Commission approved:

- RCTC's \$1.5 billion budget for FY 20/21
- The City of Canyon Lake's request to convert \$37,000 of Federal STBG funds to Measure A Regional Arterial funds
- The City of Lake Elsinore's request to program \$5.5 million of Measure A Regional Arterial funds to the I-15 Main Street Interchange Project
- Staff to develop and implement a comprehensive telework assistance program for employers in Riverside County. RCTC would like all jurisdictions to leverage the resources through the IE Commuter website, which RCTC and SBCTA jointly manage. There are resources such as a guidebook on how to implement a comprehensive telework assistance program and it's available for all regional government partners, businesses, and other stakeholders. There is an added benefit to us as a region when employers sign up as we can better quantify vehicle miles traveled reductions resulting from transportation demand management strategies, such as this, for the purposes of creating potential mitigation credits for transportation projects subject to SB 743. The website is IE511.org.
- The award of the I-215 Placentia Interchange Project in the amount of \$34.2 million. The bid analysis showed the lowest responsive bidder was about \$13 million under the engineer's estimate. Construction is expected to start in September 2020 and will take about two years to complete.

John Standiford, RCTC, announced there will be a Commission meeting August 12.

**12. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE**

Caltrans was having technical difficulties on Zoom and was unable to provide updates.

**13. COMMITTEE MEMBER / STAFF REPORT**

Patty Romo announced that the County of Riverside will host a virtual groundbreaking ceremony on Thursday, July 23 for the Avenue 66 Grade Separation Project.

**14. ADJOURNMENT**

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at approximately 11:52 a.m. The next meeting will be on September 21, 10:00 a.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Jillian Guizado". The signature is written in a cursive, flowing style.

Jillian Guizado

Planning and Programming Manager



# ***AGENDA ITEM 6***

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

<b>DATE:</b>	September 21, 2020
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Sheldon Peterson, Rail Manager
<b>SUBJECT:</b>	California High-Speed Rail Los Angeles to Anaheim Project Update

**STAFF RECOMMENDATION:**

This item is to receive and file a report on the California High-Speed Rail Authority’s Los Angeles to Anaheim Project Section progress and potential impacts to the Commission.

**BACKGROUND INFORMATION:**

The California High-Speed Rail Authority (Authority) is currently planning, designing, and building Phase 1 of the High-Speed Rail System, which will connect San Francisco to the Los Angeles basin in under three hours with trains traveling more than 200 miles per hour in certain areas. Phase 1 of the project is broken down into project sections. In Southern California, the project sections include Bakersfield to Palmdale, Palmdale to Burbank, Burbank to Los Angeles, and Los Angeles to Anaheim. Phase 2 would extend the system to Sacramento in the north and to San Diego in the south with potential stops in the Inland Empire. A system wide map is included with this report as Attachment 1. The Phase 2 sections included the route to San Diego have been pushed further out and a proposed implementation date is no longer mentioned in recent Business Plans. There are currently no active discussions on the Phase 2 corridor.

**Los Angeles to Anaheim Project Section**

The Los Angeles to Anaheim Project Section (LA-A) will traverse approximately 30 miles between Los Angeles Union Station and the Anaheim Regional Transportation Intermodal Center (ARTIC) on shared tracks that Metrolink, freight, and Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) trains currently utilize (Attachment 2). In addition, the LA-A Project Section is located along heavily populated and industrialized areas of Southern California. The Authority is proposing to have four stations at LAUS, Norwalk/Santa Fe Springs, Fullerton, and ARTIC within this Project Section.

There is a long history of project development on this section that includes the first Notice of Intent for the project that was released in March of 2007. Through the years, there have been significant local concerns such as property issues, noise, and safety along the corridor that have modified the project to minimize impact and adjust design elements. The original plan included two new dedicated high-speed rail tracks adjacent to the existing BNSF Railway (BNSF) right of way. This resulted in large property takes along the way and was met with stiff residential,

business, and local agency resistance. The new approach takes the current three track alignment, adds an additional track within the ROW, and splits the priority to have two passenger tracks shared with HSR, Metrolink and LOSSAN and two dedicated freight tracks. This new approach resulted in the need to make major adjustments to the freight infrastructure impacting the entire region. The Authority selected this Preferred Alternative in 2018 and has been working towards developing a Draft Environmental Impact Statement/Environmental Impact Report (EIR/EIS) to environmentally clear the project section. The release of the Draft EIR/EIS is anticipated in January 2021.

On August 25, 2020, the Authority released a revised Notice of Preparation/Notice of Intent (NOP/NOI) and opened a public scoping period for the LA-A Project Section, which will conclude on September 24, 2020. The Authority initiated this new scoping period because two new freight project components were added to the environmental analysis that will be required to allow projected passenger and freight rail volumes to run. The Authority cites that construction of a new intermodal facility further east in Colton (Attachment 3) and staging tracks in Lenwood, near Barstow (Attachment 4) are needed to address potential freight and passenger congestion in the LOSSAN corridor between LAUS and Fullerton.

### **Discussion**

The Commission has been an active participant of the development of the High-Speed Rail program in California as part of Phase 2 planning and continues to be engaged with Authority staff as they continue to develop the LA-A Project Section environmental document. The Commission is particularly interested in the LA-A Project Section due to the Commission purchased track rights as part of the BNSF Shared Used Agreement. This not only allows for commuter train access, but also provides the Commission with “exclusive passenger rail rights excluding Amtrak” between Riverside- Fullerton-Los Angeles. These rights are at risk with the current proposed High-Speed Rail approach.

Over the years, the Commission has been increasingly involved with the operations and planning of future service along the corridor that services Metrolink’s 91/Perris Valley and Inland Empire/Orange County lines. Since the Authority began with the planning and designing of the LA-A Project Section, the Commission has become a full voting member of the LOSSAN Board, of which the LA-A Project Section is planned for operation. Furthermore, the Commission is actively engaged with Metrolink on current and future rail commuter service that serves Riverside County residents.

The Authority’s planned activities in Colton and Barstow have the potential of having impacts on the Commission’s rail commuter planning and operations, as well as community concerns for Riverside County residents including traffic congestion, noise and air quality. First off, the new proposed Colton facility is anticipated to accommodate a daily average of 10 additional freight trains from the ports, which will likely increase over time. These will add to the BNSF freight traffic that already travels through the communities of Corona, Riverside and Highgrove. Estimates indicated that these trains could transport between 250-300 containers each, which

would lead to potentially 3,000 additional daily truck trips to distribute the goods across the region. The arterial access points to this new facility include a potential route along Agua Mansa that leads to Rubidoux Boulevard and the State Route 60 near communities in the city of Jurupa Valley. Other routes will increase traffic on Interstates 10 and 215. These additional trucks will impact traffic safety, congestion, noise and air quality in the area. The additional freight trains could impact the reliability and future capacity to expand Metrolink service. Per the existing shared use agreements, freight train counts from Fullerton to Riverside were projected to be maximized at 44 daily trains, however current daily counts are already more than 80 trains. With the new Colton yard this would increase dramatically and challenge the constrained shared passenger and freight corridor.

Commission staff also has more global concerns regarding relocating freight facilities from more coastal regions to the Inland Empire in order to provide a high-speed rail service that will not benefit this region. After COVID-19 service reductions are reinstated, between Metrolink and LOSSAN service there will be approximately 68 daily passenger trains available from Fullerton to Los Angeles and 55 trains from Anaheim. The recently added, publicly funded, triple track infrastructure on this route enables expansion up to 84 daily passenger trains per the existing shared use agreements. This is a significant amount of service prior to the multi-billion dollar commitment for HSR rail for the 30 mile section to Anaheim. Of great concern, is the risk that if the funding does not materialize for the LA-A HSR expansion the BNSF Colton Project will be environmentally cleared and move forward. The negative impacts of the Colton projects would be realized without any public benefit associated with passenger rail expansion. Given the uncertainty that the Governor has expressed regarding HSR expanding beyond the Central Valley, it raises doubts about the current LA-A approach. It may make sense to propose that Colton Project be restricted from proceeding to construction until the HSR LA-Anaheim track improvements are constructed, and expanded passenger service are implemented. At least that would provide some guarantee of public benefit for this project. As the LA-A project moves forward staff will reach out to the Authority to discuss opportunities to mitigate the negative impacts of this project and address these local concerns. In addition, staff is working closely with our partners at the San Bernardino County Transportation Authority to ensure our joint regional interests are being heard. Staff will provide the Commission future updates as the planning effort continues.

There is no financial impact for this item.

Attachments:

- 1) California High-Speed Rail Statewide System Map – Proposed Statewide Alignment
- 2) Los Angeles to Anaheim Project Section Map – BNSF Components
- 3) Los Angeles to Anaheim Project Section Map – BNSF Colton Component
- 4) Los Angeles to Anaheim Project Section Map – BNSF Lenwood Component

# CALIFORNIA HIGH-SPEED RAIL STATEWIDE SYSTEM

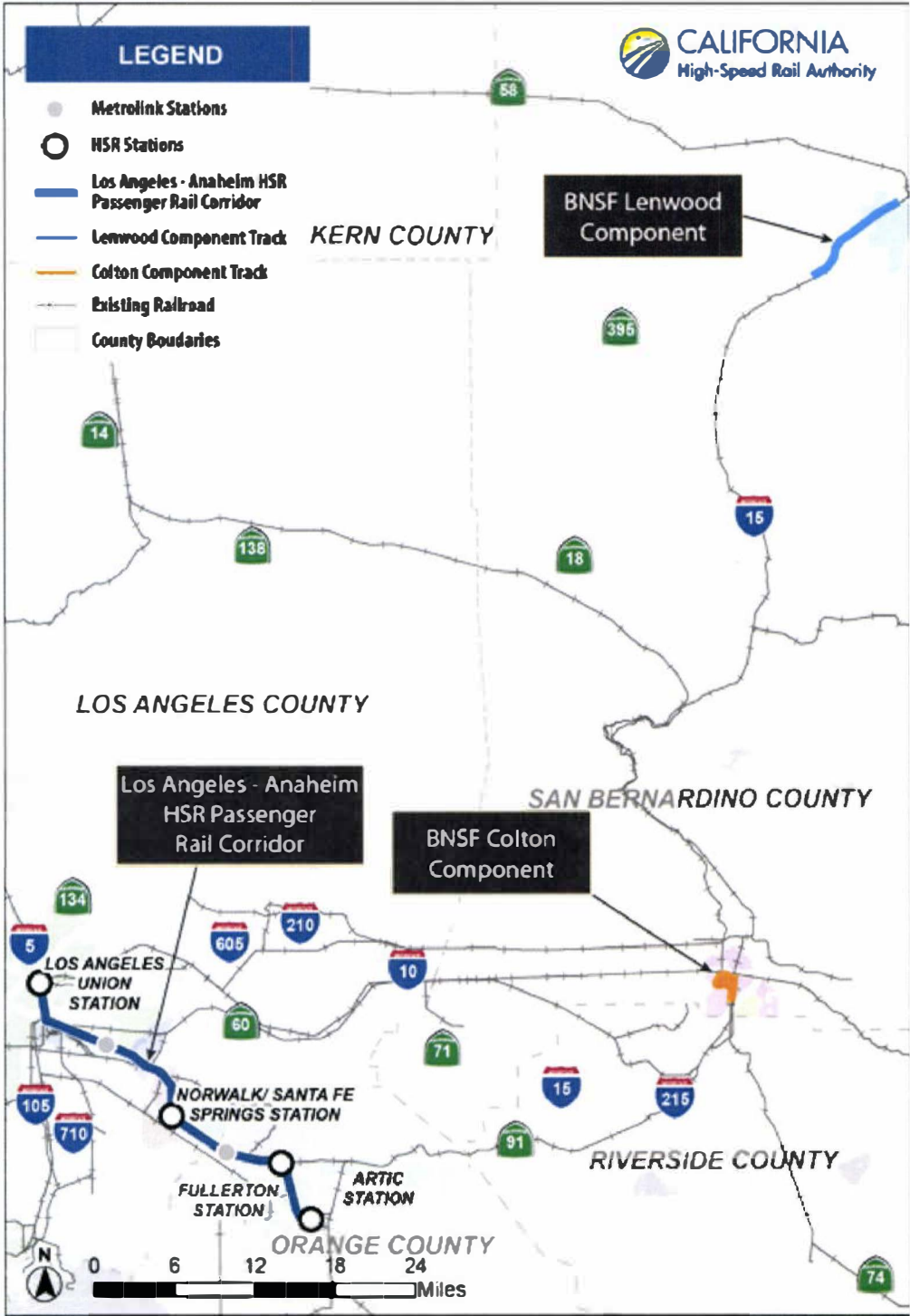
Proposed Statewide Alignment

ATTACHMENT A



**LEGEND**

- Phase 1
- Phase 2
- Station





SOURCE: National Geographic, ESRI

DRAFT 1 - FEBRUARY 18, 2020



SOURCE: National Geographic, ESR!

DRAFT 1 - FEBRUARY 17, 2020



# ***AGENDA ITEM 7***

<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	September 21, 2020
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	David Knudsen, Legislative Affairs Manager
<b>SUBJECT:</b>	State and Federal Legislative Update

**STAFF RECOMMENDATION:**

This item is to receive and file an update on state and federal legislation.

**State Update**

The Legislature adjourned the 2019-2020 legislative session at midnight on August 31, 2020. The number of bills that Governor Newsom will act upon this year is 428. Historically, between 900 and 1,200 measures are sent each year to the Governor’s desk. In his first year in office, Governor Newsom acted upon 1,042 bills. The Governor has until midnight on September 30, 2020, to act on legislation sent to his desk.

In late July, state legislative leaders announced a \$100 billion Joint Economic Stimulus Plan to stimulate the economy after significant job loss due to the COVID-19 pandemic. The legislative session ended before a final stimulus package could be passed. However, in the last weeks of session, SB 1351 (Beall) was introduced with the intent of accelerating SB 1 transportation funds to create jobs and improve the State’s highway system. This measure would authorize the issuance of revenue bonds as part of the State Senate’s 2020 state economic recovery efforts. The bill would dedicate Transportation Improvement Fee funds (SB 1 vehicle fee) to pay for the bonds and debt service. The final bill was amended to include a \$5 billion limit on any bonds issued, authorizing Caltrans to make project recommendations to the California Transportation Commission, and eligible projects must be listed in the 2020 adopted State Highway Operation and Protection Program (SHOPP) with completed environmental review. As of this writing, the Governor has not signed or vetoed the bill. RCTC staff will evaluate what projects in Riverside County would be eligible for this accelerated funding.

The 2021-2022 legislative session will likely produce a robust assortment of transportation-related bill proposals on topics ranging from transit to tolling to project delivery. RCTC staff will plan, monitor, and participate in the legislative process and seek Commission input as the new legislative session unfolds.

## **Federal Update**

On September 8, 2020, Congress began returning from summer recess with three weeks to pass surface transportation program extension legislation and to pass either the annual appropriation bills or a continuing resolution (CR) to avoid a government shutdown. These issues need to be addressed by September 30, 2020. At the same time, Congress continues to debate the need for and size of another COVID-19 relief package.

### **Surface Transportation Reauthorization Legislation**

Congress has not yet finalized, as of this staff report, a multi-year surface transportation reauthorization legislation. The current law, the Fixing America's Surface Transportation (FAST) Act, will expire on September 30, 2020. Therefore, Congress will need to enact an extension of the FAST Act programs by that date. Current Congressional discussions are focused on the length of such an extension. According to Congressional Committee staff, both the House and Senate are eyeing a one-year extension of the FAST Act and delaying a new surface transportation bill until after the November election, possibly into the next Congress.

RCTC staff continue to work with partner agencies to develop and submit surface transportation bill language as part of the multi-year reauthorization effort. The RCTC proposed language will benefit Self-Help Counties and California Tolling Operators to advance transportation project delivery in Riverside County.

### **Appropriations**

As previously reported, the House passed a \$1.3 trillion package of fiscal year 2021 appropriations bills. This package included the Transportation and Housing and Urban Development (THUD) appropriations bill to fund the U.S. Department of Transportation (USDOT) from October 1, 2020, to September 30, 2021. The USDOT would receive \$107.2 billion in total budgetary resources, an increase of \$21.1 billion above FY20 appropriations. The bill also includes an additional \$26 billion in emergency funding for resilient transportation programs and supporting economic recovery from the coronavirus pandemic. To date, the House has passed 10 of the 12 annual appropriations bills.

With the pending September 30 deadline to keep the federal government open, combined with the Senate having not considered any of the twelve appropriations bills, a CR appears to be the chosen path for lawmakers and the White House. Passing a CR will avoid a government shutdown at the end of September and just weeks before the November election. While we do not yet know the length of the CR at the time of the writing of this report, it is likely the stopgap bill would extend government funding until sometime in December. Passage of a CR for a period of time has become a traditional practice in Congress, especially in an election year.

## **COVID-19 Federal Response**

Bipartisan talks concerning the need for and cost of a new COVID-19 relief package have stalled between the House, the Senate, and the White House. It is possible that an agreement will not be reached on a new relief package before the fall Congressional recess expected to begin on October 5, 2020, which will last until after the elections on November 3. Three key issues have to be resolved between Congress and the White House: the cost of the package, the programs to be funded, and whether or not to include COVID-19 liability protections for businesses.

The House passed their version of a new COVID-19 relief package in May with a cost of over \$3 trillion. Senate Republicans have released two versions of a new COVID-19 relief package: one released in July that had a cost of \$1 trillion and another version on September 8, 2020, with a cost of \$500 billion. Senate and House Democratic leadership have already indicated that the Republican bills do not go far enough and will not support them.

RCTC staff will continue to participate in the federal process to advocate for transportation infrastructure policies that benefit Riverside County residents and commuters.

# ***AGENDA ITEM 8***

<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	September 21, 2020
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Jenny Chan, Senior Management Analyst
<b>SUBJECT:</b>	Active Transportation Program – Metropolitan Planning Organizations’ Regional Program Guidelines –20 Points Distribution for Riverside County Project Applications

**STAFF RECOMMENDATION:**

This item is for the Committee to:

1. Approve the 20-points distribution methodology for the Metropolitan Planning Organizations’ (MPO) Regional Program Guidelines for Active Transportation Program (ATP) Cycle 5; and
2. Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

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

As part of the development of the regional program guidelines, SCAG allows each county transportation commission to assign up to 20 points to the CTC’s project scores. Each county transportation commission in the SCAG region is responsible for defining “plans” and developing its guidance and methodology for assigning the 20 points. For ATP Cycle 5, it is estimated that the Commission will have approximately \$11 million available for award.

At the July 2020 TAC meeting, staff presented four 20-points methodology options for TAC consideration and discussion. The four options reflected the Commission’s goal for funding projects that are construction ready and awarding agencies that invested in pre-construction activities. Based on TAC feedback, staff is recommending the following point distribution as shown in Table 1.

**Table 1: Recommended 20 Points Distribution**

	<b>Criteria</b>	<b>Points</b>
1.	Requesting construction-only funding	6
2.	Construction funding in the first two years of programming & PA/ED completed	10
3.	Projects identified in WRCOG Sub-regional Active Transportation Plan or CVAG Non-Motorized Plan; or an adopted local active transportation plan, bike or pedestrian master plan, or Safe Routes to School Plan	4

Projects will be evaluated based on the submitted ATP Cycle 5 applications to the CTC. Preliminarily, Project Approval/Environmental Document (PA/ED) completion will be evaluated based on Part A5, Project Schedule of the ATP application (Figure 1). The requested California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) signature page will be used to confirm Project PA/ED completion. All applicants must upload all submitted ATP applications and if available, copies of the CEQA or NEPA signature pages, onto the RCTC Sharepoint link that was emailed to each agency. The Sharepoint links are specific to each agency. Applicants must upload the ATP applications by September 16, 2020 and will have until March 1, 2021 to upload the CEQA/NEPA signature pages if they were not previously available. The Commission will also request state-only funding for projects with completed CEQA, but there is no guarantee the request will be fulfilled.

**Figure 1: Project Schedule from ATP Application**

**Part A5: Project Schedule**

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

**INFRASTRUCTURE PROJECTS:**  
**PA&ED Project Delivery Phase:**

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

**Proposed CTC "PA&ED Allocation" Date:**

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PA&ED activities:

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

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

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

Staff is recommending the TAC approve the 20 points methodology and forward this item to the Commission for approval and inclusion into SCAG's ATP MPO Regional Program Guidelines.

# ***AGENDA ITEM 9***



**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

<b>DATE:</b>	September 21, 2020
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Jenny Chan, Senior Management Analyst
<b>SUBJECT:</b>	SB 821 Bicycle and Pedestrian Facilities Program Refresh

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Approve the updated Transportation Development Act Article 3, or Senate Bill 821 Policy, Guidelines, and Evaluation Criteria; and
- 2) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

TDA Article 3, or SB 821, is a discretionary program administered by the Commission to fund local bicycle and pedestrian projects. The program is funded through the Local Transportation Fund (LTF), a state sales tax. Each year, 2% of LTF revenues is set aside for the program and on every odd-numbered year, the Commission conducts a competitive Call for Projects. Eligible projects include construction of bicycle lanes, sidewalks, and ADA curb ramps, and the development of bicycle and pedestrian master plans.

**DISCUSSION:**

During the Fiscal Year (FY) 2019/20 Call for Projects, staff received constructive feedback from applicants and evaluators relating to general program policy, questions on the application, and the scoring rubric. A subcommittee of the TAC was formed in March 2020 to review the feedback and update the SB 821 program policies and procedures. The subcommittee included 10 TAC representatives from the cities of Banning, Canyon Lake, Desert Hot Springs, Indian Wells, Menifee, Murrieta, and Wildomar, the County of Riverside, and Western Riverside and Coachella Valley Council of Governments.

The subcommittee met in March and July 2020 via video conference to discuss changes to the guidelines and the application. Staff is recommending approval of the proposed changes developed through consultation with the subcommittee. Changes are summarized in Table 1. The complete program guidelines and project application are provided for review in Attachments 1 and 2. Upon Commission adoption, the guidelines and application will be implemented for the FY 2021/22 Call for Projects, to be released on February 1, 2021. For this upcoming Call for Projects, applications will be submitted online; hardcopies will not be required.

**Table 1 – SB 821 Summary of Changes**

CURRENT	PROPOSED
<b>Policy &amp; Guidelines Revisions</b>	
24 months to complete project	36 months to complete project.
	New - Limit 3 applications per city. For Riverside County, limit 2 applications per Supervisorial District.
	New - Maximum request for each application is 10% of current Call for Project’s programming capacity.
	New - Total award to one jurisdiction is limited to 20% of current Call for Project’s programming capacity.
Project can start upon MOU execution	Project can start on July 1 of the Call for Project Fiscal Year Cycle. E.g.: for FY 21/22 Call for Projects, awarded projects can start on July 1, 2021.
	New - MOU executed by October 1 of the Call for Project Fiscal Year Cycle. E.g.: for FY 21/22 Call for Projects, MOUs must be executed by October 1, 2021.
	New - Use Safety Question to settle tiebreakers.
<b>Evaluation Criteria</b>	
Safety Question – 10 points max	Safety Question – 15 points max, added question regarding Project Feature Safety Enhancements.
Destinations Served – 15 points max, 3 points for each destination	Destinations Served – 14 points max, 2 points for each destination.
Multi-Modal Access – 4 points max	Multi-Modal Access – 6 points max, added “bicycle lanes, sidewalks, and crosswalks” as eligible multi-modal elements for consideration.

- Attachments 1) RCTC SB 821 Policy and Guidelines  
 2) FY 21/22 Call for Project Guidelines & Application

RIVERSIDE COUNTY TRANSPORTATION COMMISSION ARTICLE 3 BICYCLE AND  
PEDESTRIAN FACILITIES PROGRAM ADOPTED POLICIES –  
PENDING COMMISSION APPROVAL JANUARY 2021

Transportation Development Act Policies

1. Up to 5% of Article 3 apportionment can be used to supplement other funding sources used for bicycle and safety education programs; the allocation cannot be used to fully fund the salary of a person working on these programs.
2. Article 3 money shall be allocated for the construction, including related engineering expenses, of the facilities, or for bicycle safety education programs.
3. Money may be allocated for the maintenance of bicycling trails, which are closed to motorized traffic.
4. Facilities provided for the use of bicycles may include projects that serve the needs of commuting bicyclists, including, but not limited to, new trails serving major transportation corridors, secure bicycle parking at employment centers, park and ride lots, and transit terminals where other funds are available.
5. Within 30 days after receiving a request for a review from any city or county, the transportation-planning agency shall review its allocations.
6. Up to 20 percent of the amount available each year to a city or county may be allocated to restripe Class II bicycle lanes.
7. A portion of each city's allocation may also be used to develop comprehensive bicycle and pedestrian plans. Plans must emphasize bike/pedestrian facilities that support utilitarian bike/pedestrian travel rather than solely recreational activities; a maximum of one entire allocation per five years may be used for plan development.
8. Allowable maintenance activities for the local funds are limited to maintenance and repairs of Class I off-street bicycle facilities only.

RCTC Policies

1. The SB 821 Call for Projects will occur on a biennial basis, with a release date of the first Monday of every other February and a close date of the last Thursday of every other April, beginning in 2015.
2. If a project cannot be fully funded, RCTC may recommend partial funding for award. To handle tiebreakers, RCTC will use, in terms of priority, the safety question first then construction readiness.
3. Agencies awarded funds will not be reimbursed for any project cost overruns.
4. Agencies being awarded an allocation will be reimbursed in arrears only upon submitting adequate proof of satisfactory project completion, ~~including but not limited.~~ Claims need to include: the claim form ~~for the fiscal year in which the project was awarded,~~ copies of paid invoices, a copy of the Notice of Completion (NOC), and photographs of the completed project.
5. The allocated amount represents the maximum amount eligible for reimbursement. For projects completed under the allocated amount, the agency will be reimbursed at the matching ratio as presented in the application.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION ARTICLE 3 BICYCLE AND PEDESTRIAN FACILITIES PROGRAM ADOPTED POLICIES –  
PENDING COMMISSION APPROVAL JANUARY 2021

~~will be reimbursed at the matching ratio in effect at the time of project selection and approval.~~

6. An agency will have ~~twenty-four (24)~~thirty-six (36) months from the time of the allocation to complete the project. There will be no time extensions granted unless the reason for the delay can be demonstrated. Where substantial progress or a compelling reason for delay can be shown, the agency may be granted administrative extensions in twelve-month increments at the discretion of the Executive Director.
7. Any programmed and unused Article 3 Program funds will be forfeited unless that agency can a) utilize the unused funds to complete projects that are the same or similar in scope and/or are contiguous to the approved project or b) apply the funds to a project previously submitted under an Article 3 call for projects and approved by the Commission, subject to Executive Director approval.
8. Design and construction of facilities must conform to the general design criteria for non-motorized facilities as outlined in the Caltrans Highway Design Manual.
9. Temporary facilities, projects in the bid process, or projects that are under construction will not be funded.
10. The SB 821 evaluation committee will be comprised of a minimum of five evaluators representing a wide range of interests; such as: accessibility, bicycling, Coachella Valley, public transit, and the region. Staff, consultants, and other representatives from agencies submitting project proposals will not be eligible to participate on the evaluation committee that year.
11. Following each call, staff will monitor the equity of allocations to Coachella Valley versus Western Riverside County; the allocation should be relative to what the Coachella Valley's share would have been if distributed on a per capita basis (the percentage of funds applied for should also be taken into consideration).     If the allocation is often found to be inequitable to the Coachella Valley, staff will recommend adoption of a new policy to correct the imbalance.
12. Certain costs at times associated with bicycle/pedestrian projects are not eligible when the benefit provided is not the exclusive use of bicyclists/pedestrians, such as: curb and gutter as part of roadway drainage system, driveway ramps installed across sidewalks, and where roadway design standards require a roadway shoulder width that is at least as wide as a standard bike lane.
13. For each Call for Projects, a city is eligible to submit up to three (3)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION ARTICLE 3 BICYCLE AND  
PEDESTRIAN FACILITIES PROGRAM ADOPTED POLICIES –  
PENDING COMMISSION APPROVAL JANUARY 2021

- applications, and the County of Riverside is eligible to submit up to two (2) applications per Supervisorial District.
14. Each application is limited to a maximum request of 10% of the current Call for Projects programming capacity.
15. Total award to one jurisdiction is limited to 20% of current Call for Project's programming capacity.
16. Awarded agencies can commence reimbursable project activities on July 1 of the Call for Project fiscal year cycle. E.g.: for FY 21/22 Call for Projects, reimbursable work starts on July 1, 2021.
- 12-17. Awarded agencies have until October 1 of the Call for Project fiscal year cycle to execute the Memorandum of Understanding (MOU) with RCTC. E.g.: for FY 21/22 Call for Projects, MOUs must be executed by October 1, 2021.



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# **TDA Article 3 (SB 821) Bicycle and Pedestrian Facilities**

## **Biennial Call for Projects Guidelines**

**FY 2021/2022**

## Background/Funding Capacity:

TDA Article 3, or SB 821, the Bicycle and Pedestrian Facilities Program, is provided through the Transportation Development Act (TDA), funded through a ¼ cent of the general sales tax collected statewide. The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance (STA). The LTF provides funding for essential transit and commuter rail services, TDA Article 3/SB 821 and planning. Each year, two percent of the LTF revenue is made available for use on bicycle and pedestrian facility projects through ~~the~~ TDA Article 3/SB 821 program. This is a discretionary program administered by the Commission. Based on the FY 2020/21 mid-year adjustments, FY 2021/22 apportionments, and project savings, the amount available for programming in the 2021 TDA Article 3/SB 821 Call for Projects is an estimated **\$TBD**

## Eligible Applicants:

Per TDA, Riverside County cities and the County are eligible to submit applications.

Each city is eligible to submit up to three applications, and Riverside County is eligible to submit two applications per Supervisory District.

Each application is limited to a maximum request of 10% of the current Call for Projects programming capacity.

For total award, each agency is limited to 20% of the current Call for Projects programming capacity.

## Program Schedule:

The SB 821 Call for Projects occurs on a biennial basis, with a release date on the first Monday in February and a close date on the last Thursday in April. Per Commission's Article 3/SB 821 adopted policies, awardees receiving an allocation have 24-36 months from award, defined as July 1 of the Call for Projects fiscal year cycle to complete construction and submit final claim forms. Where substantial progress or compelling reason for delay can be shown, awardees may be granted time extensions in twelve-month increments at the discretion of the Executive Director.

## Calendar

February 1, 2021	Call for Projects released. Guidelines and application available at <a href="http://rctc.org/sb821call">http://rctc.org/sb821call</a>
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February 2 – April 22, 2021	One-on-One Sessions on program eligibility and guidance with RCTC Staff are available on requests. Submit requests to Jenny Chan at <a href="mailto:jchan@rctc.org">jchan@rctc.org</a>
April 29, 2021 @ 5:00 p.m.	Proposals due to RCTC
May 12, 2021	Evaluation Committee scores proposals
June 9, 2021	Present recommended funding allocation to Commission <u>for project award</u> . <u>Execute Memorandum of Understanding (MOU) with awardees</u>
July 1, 2021	Project <u>Start s may commence after execution of MOU</u>
<u>October 1, 2021</u>	<u>Deadline to Execute MOU with Commission</u>
<u>July 1, 2024</u>	<u>Project Completion</u>

## Eligible Projects:

Per TDA, eligible projects include:

- 🚲 Construction, including related engineering expenses, of bicycle and pedestrian facilities, or for bicycle safety education programs.
- 🚲 Maintenance of bicycling trails, which are closed to motorized traffic.
- 🚲 Maintenance and repairs of Class I off-street bicycle facilities only.
- 🚲 Restriping Class II bicycle lanes.
- 🚲 Facilities provided for the use of bicycles that serve the needs of commuting bicyclists, including, but not limited to, new trails serving major transportation corridors, secure bicycle parking at employment centers, park and ride lots, and transit terminals where other funds are available.
- 🚲 Development of comprehensive bicycle and pedestrian plans (limitations apply). Plans must emphasize bike/pedestrian facilities that support utilitarian bike/pedestrian travel rather than solely recreational activities.

Temporary facilities, projects in the bid process, or projects that are under construction will not be funded.

## One-on-One Sessions:

RCTC Staff is available for one-on-one sessions with interested applicants to discuss project eligibility, scoping and any other program guidance. Sessions will occur between February 2 to April 22, 2021. Please note, applications are due on April 29, 2021 at 5:00 P.M., or four (4) business days after the last available one-on-one session.

Please contact Jenny Chan ([jchan@rctc.org](mailto:jchan@rctc.org))/(951) 787-7924) to schedule a one-on-one session.



## Project Proposal Submittal Process:

The 2019 SB 821 Call for Projects Guidelines and Application will be posted on the Commission webpage at <http://rctc.org/sb821call> on Monday, February 1, 2021.

Project proposals are due on Thursday, April 29, 2021 by 5:00 p.m.

It is highly recommended to limit the application to only 15-20 pages. Please use 8½ x 11 paper for any maps or exhibits provided in the application.

Please contact Jenny Chan ([jchan@rctc.org](mailto:jchan@rctc.org))/(951) 787-7924) if you have any questions regarding the submittal process or for any other questions.

## Evaluation Criteria:

**DESTINATIONS SERVED (145 pts)** – ~~Three-Two~~ points will be awarded for each destination served by the proposed project (e.g. employment center, school/college, retail center, downtown area, park or recreation facility, library, museum, government office, medical facility) up to a maximum of 145 points. *\*Must include map on 8 ½ x 11 paper listing all destinations served.*

- For pedestrian projects, destinations served must be within a ¾-mile or less radius of the proposed project.
- For bicycle projects, destinations served must be within a two-mile or less radius of the proposed project.

**SAFETY (150 pts)** – The extent to which the proposed project will increase safety for the non-motorized ~~public~~-public. Additionally explain any safety countermeasures or safety enhancement features included in the project scope, such as rectangular rapid flashing beacons, bicycle box, see (<https://safety.fhwa.dot.gov/provencountermeasures/>). Points will be given for any combination of the following project characteristics: no existing shoulder within project limits, no existing/planned sidewalk or bike route/lane/path adjacent to the project; and/or by providing: documented pedestrian/bicycle collision history, most current and valid 85<sup>th</sup> percentile speed of motorized traffic in project limits, photos of existing safety hazards project will address, existing pedestrian/bicycle traffic counts, student attendance figures for school served by project.

**PROJECT ENHANCEMENT (5 pts)** – ~~Up to five points will be awarded based on the extent that the proposed project will encourage people to use the proposed facility; e.g. ADA ramps, bicycle lockers or other bicycle amenities, or completing a missing link. Enhancements must exist or be part of the project proposal.~~

**MULTIMODAL ACCESS (65 pts)** – One point will be awarded for each transit ~~stop~~route, Metrolink stations, or park and ride facility, bicycle lanes, sidewalks or crosswalks improved

served by the proposed project up to a maximum of ~~five~~six points. \*Must include map on 8 ½ x 11 paper listing all transit stops or park and rides served.

- For pedestrian projects, transit stops served must be within a ¾-mile or less radius of the proposed project.
- For bicycle projects, transit stops served must be within a two-mile or less radius of the proposed project.

**MATCHING FUNDS (10 pts)** – One point is awarded for each 5% of match provided by the local agency, for a maximum of 10 points at a 50% match. \*Supporting documentation of proposed match must be included.

**POPULATION EQUITY (5 pts)** – Points for population equity is calculated by RCTC Staff. Population equity is scored by comparing the agency’s total SB 821 allocation received in the last ten fiscal years versus the agency’s share based on per capita basis. RCTC Staff calculates the ratio between the two factors and assigns points based on the table below.

<b>Ratio of Total Allocation to Per Capita</b>	
0.80 – 0.99	1 Point
0.60 – 0.79	2 Points
0.40 – 0.59	3 Points
0.20 – 0.39	4 Points
0 – 0.19	5 Points

The equity table for the 2021~~19~~ SB 821 Call for Projects is provided on the following page.

FY 2019-20 SB 821 PROGRAM

AGENCY	POINTS	POP. <sup>1</sup>	% POP.
BANNING	0.0	31,282	1.29%
BEAUMONT	0.0	48,237	2.00%
BLYTHE <sup>2</sup>	5.0	16,525	0.68%
CALIMESA	5.0	8,876	0.37%
CANYON LAKE	1.0	11,018	0.46%
CATHEDRAL CITY	4.0	54,791	2.27%
COACHELLA	0.0	45,635	1.89%
CORONA	5.0	168,574	6.98%
DESERT HOT SPRINGS	0.0	29,742	1.23%
EASTVALE	2.0	64,855	2.68%
HEMET	1.0	83,166	3.44%
INDIAN WELLS	3.0	5,574	0.23%
INDIO	0.0	87,883	3.64%
JURUPA VALLEY	4.0	106,054	4.39%
LAKE ELSINORE	0.0	63,365	2.62%
LA QUINTA	1.0	41,204	1.71%
MENIFEE	5.0	91,901	3.80%
MORENO VALLEY	2.0	207,629	8.59%
MURRIETA	5.0	113,541	4.70%
NORCO	5.0	26,761	1.11%
PALM DESERT	4.0	52,769	2.18%
PALM SPRINGS	0.0	47,706	1.97%
PERRIS	3.0	77,837	3.22%
RANCHO MIRAGE	0.0	18,738	0.78%
RIVERSIDE	2.0	325,860	13.49%
RIVERSIDE COUNTY <sup>3</sup>	0.0	388,817	16.09%
SAN JACINTO	0.0	48,146	1.99%
TEMECULA	3.0	113,181	4.68%
WILDOMAR	0.0	<u>36,287</u>	<u>1.50%</u>
<b>TOTAL</b>		<b>2,415,954</b>	<b>100.00%</b>

<sup>1</sup>Source: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>

<sup>2</sup>Less Chuckawalla State Prison Population of 2,864 1/1/2018, from RCTC Finance 1/23/2019

<sup>3</sup>Includes Chuckawalla Population

JC: 1/23/19

## Evaluation Committee:

The SB 821 evaluation committee will be comprised of a minimum of five evaluators representing a wide range of interests and geographic areas, such as: accessibility, bicycling, Coachella Valley, Western Riverside, public transit, and the region. Staff, consultants, and other representatives from agencies submitting project proposals will not be eligible to participate on the evaluation committee that year.

## Allocation:

Based on the results of the evaluation committee's scores, staff will develop a recommended funding allocation. Starting from the highest ranked project on the list, the full amount requested will be allocated until a project cannot be fully funded. The allocation recommendation will be presented to the Commission for final approval on June 9, 2021.

If a project cannot be fully funded, RCTC may recommend partial funding for award.

If there is insufficient funding to award all projects with the same score, RCTC may recommend funding based on, in order of priority, safety question, then construction readiness.

## Memorandum of Understanding:

Per Commission's SB 821 adopted policies, awardees receiving an allocation have 24-36 months upon award, defined as July 1 of the Call for Projects fiscal year cycle ~~executing the Memorandum of Understanding (MOU)~~ to complete construction and submit final claim forms. MOUs shall be executed by October 1, 2021. A sample MOU is provided in the application.

Where substantial progress or compelling reason for delay can be shown, awardees may be granted time extensions in twelve-month increments at the discretion of the Executive Director.

## Claims:

The claim form ~~corresponding to the fiscal year for which an allocation was recommended~~ is to be used to claim reimbursement for approved SB 821 projects. Adequate supporting documentation substantiating the cost of the claim is required. Supporting documentation are: before and after pictures of project site, copy of notice of completion, and copies of paid invoices from project contractor.

**FY20/21 SB 821 Bicycle and Pedestrian Facilities Program  
BIENNIAL CALL FOR PROJECTS APPLICATION**

**SUMMARY OF SCOPE of WORK (500 Characters)**

**FUNDING**

*Double click on table below to open the Excel spreadsheet. The gray cells contain formulas that will calculate the Total Project Cost, SB 821 Request, and the Percentage Splits. Provide a letter on agency letterhead committing to the local match as Appendix A and an Engineers Estimate as Appendix B.*

<b>PA/ED</b>	\$	80,000	
<b>PS&amp;E</b>	\$	250,000	
<b>ROW</b>	\$	-	
<b>Construction</b>	\$	400,000	
<b>Administration</b>	\$	20,000	
<b>Total Project Cost</b>	\$	750,000	
			<b>Split %</b>
<b>Local Match</b>	\$	200,000	27%
<b>SB 821 Request</b>	\$	550,000	73%
			<b>100.00%</b>

**SCHEDULE**

*For completed phases, provide supporting documentation such as copies of environmental clearance, title sheet of 100% plans with engineer's stamp, or right of way clearance as Appendix C.*

	<b>START</b>	<b>END*</b>
<b>PA/ED</b>		
<b>PS&amp;E</b>		
<b>ROW</b>		
<b>CON</b>		
<b>CLOSE OUT</b>		

## **FY20/21 SB 821 Bicycle and Pedestrian Facilities Program**

### **BIENNIAL CALL FOR PROJECTS APPLICATION**

#### **III. PROJECT BACKGROUND & PROJECT DESCRIPTION**

Describe the project background and the existing conditions of the larger project area and or project vicinity. Discussion can include background information on current roadway configuration, missing bike and pedestrian facilities, and importance of project to local active transportation users. If possible, provide photographs of existing conditions.

Describe the project in its entirety. Include the purpose and need, benefit, and location of the project. Provide a map showing existing and proposed project improvements. If available, provide typical cross-sections showing vehicular lane widths, active transportation facilities width, and any landscaping or lighting features.

#### **IV. DESTINATIONS SERVED (2 pts for each destination served, max 14 points)**

Briefly summarize and list all the destinations served by the proposed project. Provide a project vicinity map identifying all the destinations served by the proposed project within a  $\frac{3}{4}$  mile or a 2-mile radius. Destinations are schools or higher education facilities, commercial centers, municipal or any other civic centers, medical facilities, and recreational centers.

For pedestrian projects, the destinations need to be within  $\frac{3}{4}$  mile radius to be eligible. For bicycle or multi-use trail projects, destinations need to be within a 2-mile radius. Each destination served will receive 3 points each.

On the map, provide a  $\frac{3}{4}$  mile buffer or a 2-mile buffer surrounding the project site. Maps without the marked buffer will receive half of its eligible points.

#### **V. SAFETY (15 points)**

Describe the extent to which the proposed project will increase safety for the non-motorized public. Additionally, explain any safety enhancement features included in the project scope, such as rectangular rapid flashing beacons, bicycle box (see <https://safety.fhwa.dot.gov/provencountermeasures/>). Include information about project characteristics such as: no existing shoulder within project limits, no existing/planned sidewalk or bikeway adjacent to the project, etc. Applicants may wish to consider including documented pedestrian/bicycle collision or injury history, most current and valid 85<sup>th</sup> percentile speed of motorized traffic in project limits, photos of existing safety hazards the project will address, existing pedestrian/bicycle traffic counts, student attendance figures for school served by project. Additionally generate a collision heat map for the project site using collision data from

## FY20/21 SB 821 Bicycle and Pedestrian Facilities Program

### BIENNIAL CALL FOR PROJECTS APPLICATION

the last ten years. Heat map can be generated using the ATP Maps & Summary interface from TIMS (<https://tims.berkeley.edu/>) or Crossroads.

#### VII. MULTIMODAL ACCESS (1 point each, max 6 points)

In a project vicinity map, identify all the bus routes, Metrolink stations, park-and-ride facilities, bicycle lanes, sidewalks or crosswalks improved by the proposed project within a  $\frac{3}{4}$  mile or a 2-mile radius.

For pedestrian projects, these amenities need to be within  $\frac{3}{4}$  mile radius to be eligible. For bicycle or multi-use trail projects, amenities need to be within a 2-mile radius. Each amenity will receive 1 point.

On the map, provide a  $\frac{3}{4}$  mile buffer or a 2-mile buffer surrounding the project site. Maps without the marked buffer will receive half of its eligible points.

Discuss how the project along with its nearby amenities encourage multi-modalism. Briefly summarize and list all the bus stops, Metrolink Stations, park-and-ride facilities, missing bicycle or sidewalks, or crosswalks enhanced by the proposed project and indicate if the items are existing or planned.

#### MATCHING FUNDS (10 POINTS)

*Points will be calculated based on the Funding Table above.*

Match %	Points
50%	10
45%	9
40%	8
35%	7
30%	6
25%	5
20%	4
15%	3
10%	2
5%	1
0%	0

#### POPULATION EQUITY (5 POINTS)

**FY20/21 SB 821 Bicycle and Pedestrian Facilities Program**

**BIENNIAL CALL FOR PROJECTS APPLICATION**

**IIX. CERTIFICATION**

I certify that the information presented herein is complete and accurate and, if this agency receives funding, it will be used solely for the purposes stated in this application and following the adopted policies.

Signature \_\_\_\_\_ Title \_\_\_\_\_

Date \_\_\_\_\_

Appendix A: Commitment to Local Match

Appendix B: Engineers Estimate

Appendix C: If applicable, copies of completed environmental document, title sheet, or right-of-way clearance.



# ***AGENDA ITEM 10***

<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	September 21, 2020
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Jillian Guizado, Planning and Programming Manager
<b>SUBJECT:</b>	Inland Empire Comprehensive Multimodal Corridor Plan Adoption

**STAFF RECOMMENDATION:**

This item is for the TAC to approve in concept the Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP) as consistent with California Transportation Commission guidelines for CMCPs and recommend adoption by the Commission.

**BACKGROUND INFORMATION:**

In 2017, the California state legislature approved Senate Bill (SB 1), which created and funded a new competitive grant program: Solutions for Congested Corridors Program (SCCP), among others. SB 1 requires that SCCP funding be available for projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. SB 1 dictates that the California Transportation Commission (CTC) will develop guidelines for the programs the legislation created. The SCCP guidelines the CTC adopted requires that projects awarded funding be included in a CMCP. The CTC adopted guidelines for CMCPs in 2018. As such, regional transportation planning agencies and county transportation commissions throughout California have begun developing CMCPs to ensure their projects’ eligibility in upcoming rounds of SCCP grant funding.

**DISCUSSION:**

In partnership with San Bernardino County Transportation Authority (SBCTA), Caltrans District 8, and Southern California Association of Governments (SCAG), Commission staff applied for a Caltrans Sustainable Transportation Planning Grant to prepare the Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP). The team received a \$500,000 grant and SCAG, as the lead for the project, awarded a contract to Cambridge Systematics.

Staff has been developing the IE CMCP since July 2019 in coordination with Cambridge Systematics as the lead consultant. The IE CMCP is intended to go beyond traditional freeway planning efforts and identify potential multimodal infrastructure opportunities within Western Riverside County and the valley-area of San Bernardino County. In the future, Commission staff

can work with Coachella Valley Association of Governments (CVAG) on developing a multimodal corridor plan for the Coachella Valley or to update the IE CMCP to include the Coachella Valley. Completing the IE CMCP is required for regional transportation planning agencies to compete for SCCP funding in the current cycle and thereafter. Projects proposed for SCCP funding need to be identified in a multimodal corridor plan to be eligible.

The project team developed the IE CMCP in accordance with the adopted CMCP Guidelines. As specified in the guidelines, *“There is no specific format that a CMCP must meet. Plans are unique to the region in which they are prepared.”* By the same token, the definition of a corridor is also context sensitive. *“A corridor can be defined as a linear geographic area with one or more modes of transportation ... Origins and destinations, land use, place types and existing and future developments that surround the transportation infrastructure influences how the corridor and its limits are defined.”*

The CMCP guidelines require that a number of topics be discussed in the plan, such as:

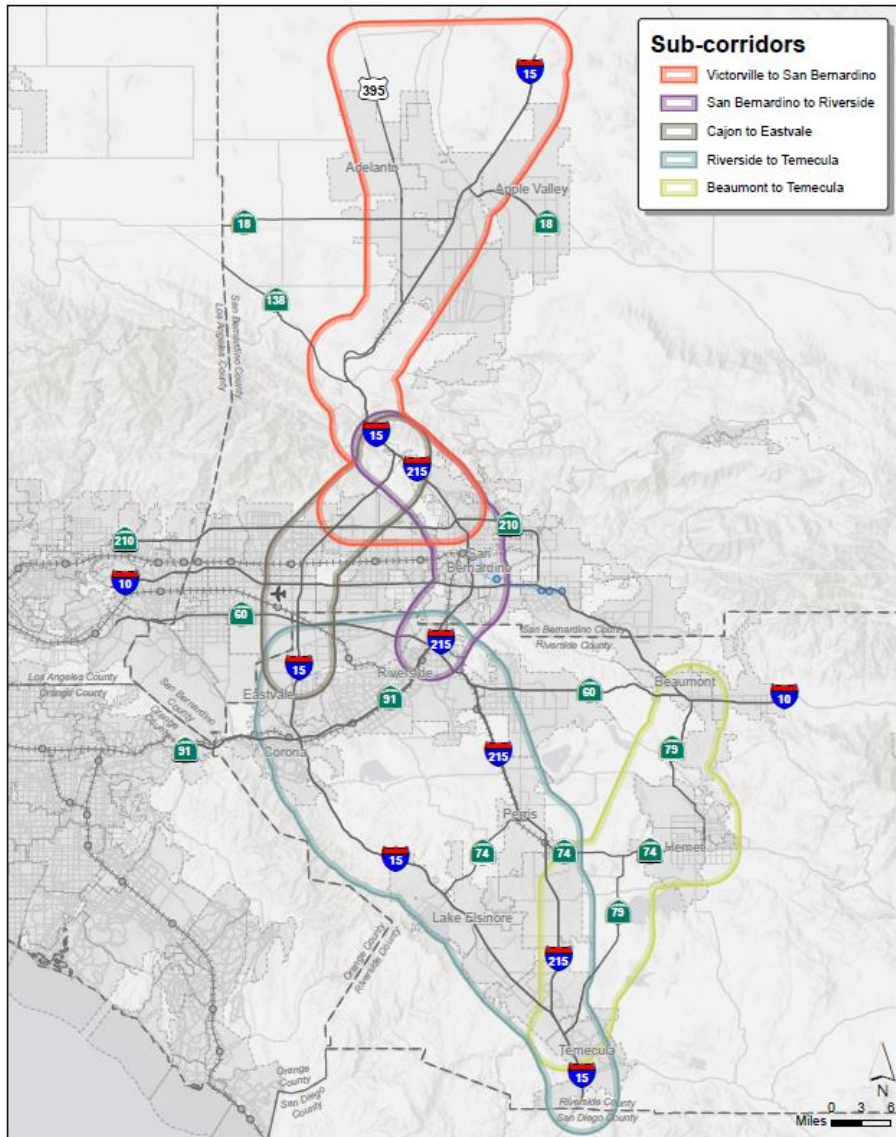
- Clear demonstration of collaboration amongst stakeholders;
- Short, medium, and long-term planning horizon;
- Specific corridor objectives;
- Multimodal consideration for, and approaches to, addressing transportation issues;
- Identification and evaluation of performance measures for recommended projects and strategies; and
- Consistency with the SCAG Regional Transportation Plan, the California Transportation Plan, and other regional or local planning documents.

The IE CMCP was originally structured as two very large corridors: north-south from Temecula to Victorville and east-west, from Banning/Beaumont to Los Angeles and Orange counties. It was realized during the study process that these very large corridors contain within them a great deal of diversity, so much so that it was becoming difficult to define the problems and analyze the solutions in an effective, multimodal way. Variations include: terrain/geography, land uses, congestion levels, community composition and needs, existing multimodal networks, and strategies and solutions. As such, it was determined the problems and strategies could be more clearly identified by breaking down the two corridors into sub-corridors. The study team engaged in a collaborative process for determining local geographic sub-corridors. Ultimately, five sub-corridors were identified for each of the two large corridors. The sub-corridors are described as areas between cities or geographically definable points, such as county lines, and are identified below:

#### North-South Sub-Corridors (Figure 1)

1. Victorville to San Bernardino
2. San Bernardino to Riverside
3. Cajon Pass to Eastvale
4. Riverside to Temecula
5. Beaumont to Temecula

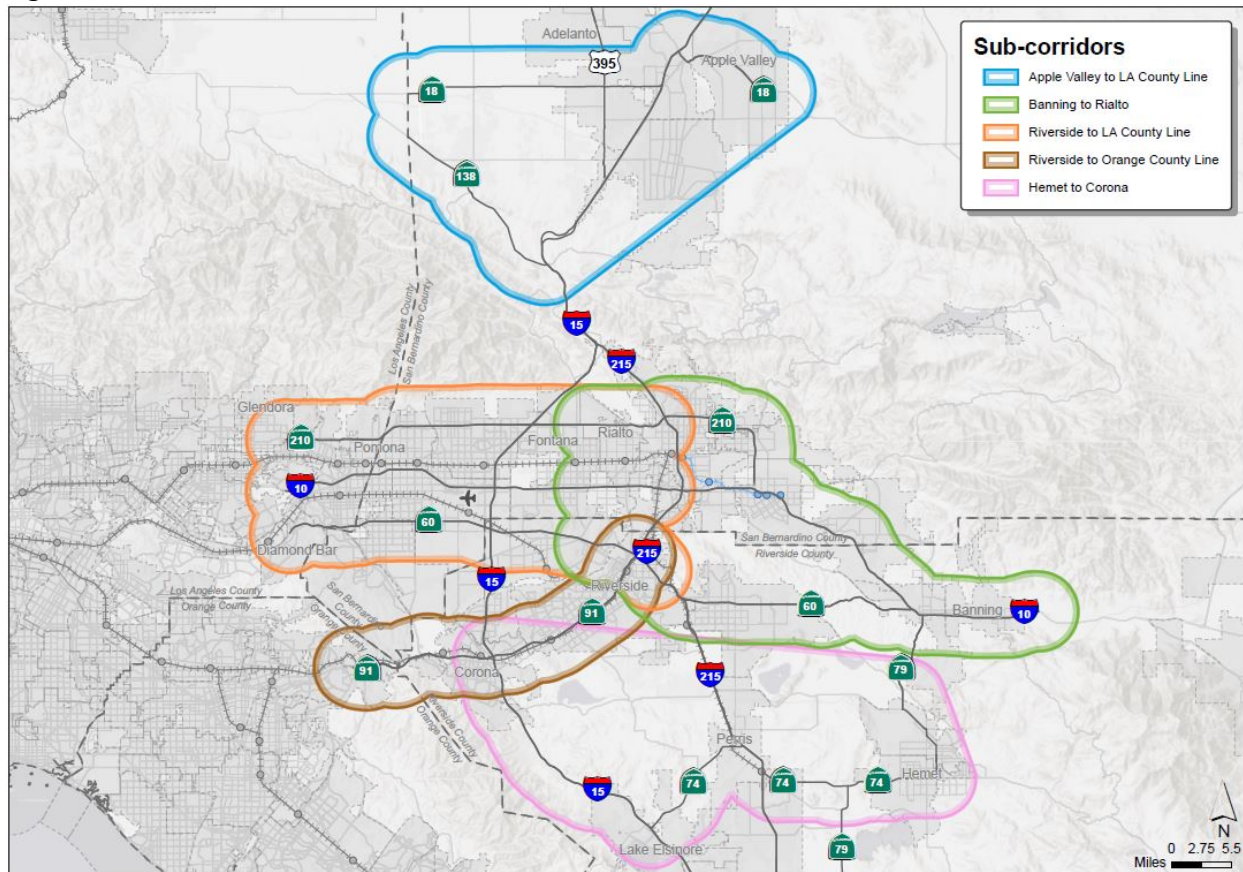
Figure 1. North-South IE CMCP Sub-Corridors



East-West Sub-Corridors (Figure 2)

1. Apple Valley to LA County Line
2. Banning to Rialto
3. Riverside/Rialto to LA County Line
4. Riverside to Orange County Line
5. Hemet to Corona

Figure 2. East-West IE CMCP Sub-Corridors



The final draft IE CMCP (Attachment 1) provides a review of the characteristics, future growth potential, problems, opportunities, strategic issues, and approaches that may apply to each of the ten identified sub-corridors. Each sub-corridor may have features in common with other sub-corridors, as well as features that are unique to that sub-corridor. The intent is to capture the themes or strategies that define the future investments in multimodal improvements in each sub-corridor while being responsive to its environmental and community characteristics.

To illustrate such strategies intended to define future multimodal investments, consider the Riverside to Orange County Line Sub-Corridor (starting on IE CMCP page 5-116) which contains the State Route (SR) 71/91 Interchange Improvement Project for which the Commission recently submitted an SCCP grant application to fully fund the construction phase of the project. After defining the sub-corridor and identifying: key transportation facilities, land use and socioeconomic factors, travel patterns, congestion/delay and vehicle miles traveled, transit usage, and projected future conditions, each IE CMCP sub-corridor analysis results in a list of problems to be addressed and the strategies for doing so. In summary, the problems to be addressed in this sub-corridor are:

- SR-91 being heavily congested by long commute and freight trips connecting multiple counties;
- Lack of adequate alternate routes due to topography;

- Jobs-housing imbalance due to the affordable housing dichotomy between Riverside County and Los Angeles and Orange counties.

Strategies identified for addressing these problems, include (exhaustive list on page 5-129 of the IE CMCP):

- Complete the SR-71/91 connector and SR-241/91 connector to facilitate commute and goods movement from Orange County to Riverside and San Bernardino counties;
- Build on substantial transit assets. Invest in Metrolink rail expansion for the IE/OC line and construct accessibility improvements and station improvements to existing Metrolink stations; and
- Explore policies and methods to increase work at home to decrease commute trips.

Over the last 15 months, the project team has been working diligently to complete the IE CMCP by October 1, the date the team committed to completing the plan. Some of the more recent activities completed include: identifying corridor characteristics, engaging with local agencies, reviewing existing transportation plans, and defining specific sub-corridor strategies within the study area. Staff presented elements of the IE CMCP to the Commission's Technical Advisory Committee (TAC) in both March and May 2020. The TAC also approved in concept the final draft IE CMCP on September 21, 2020. Staff recommends that the Commission adopt the final draft IE CMCP and authorize staff to make minor updates as necessary to keep the plan current.

Once the IE CMCP is finalized, the study team will continue collaborating to make minor revisions as needed. The study team envisions updating the IE CMCP every few years.

Attachments: [IE CMCP Final Draft](#)

# ***AGENDA ITEM 11***

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

<b>DATE:</b>	September 21, 2020
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Jenny Chan, Senior Management Analyst
<b>SUBJECT:</b>	At-Risk Preliminary Engineering Update

**STAFF RECOMMENDATION:**

This item is to receive and file an update on At-Risk Preliminary Engineering from Caltrans District 8 Local Assistance.

**BACKGROUND INFORMATION:**

On August 12, 2020, Caltrans Local Assistance published Office Bulletin #20-03 detailing guidance for at-risk preliminary engineering, as provided in the Fixing America’s Surface Transportation Act (FAST Act). Section 1440 of the FAST Act authorizes FHWA to reimburse recipients and subrecipients for preliminary engineering (PE) costs incurred prior to project authorization (E-76), assuming the costs are federally eligible and the project and phase are included in the SCAG FTIP. If eligible, and once project E-76 is received, incurred costs can be reimbursed back to the effective date of the FAST Act, October 1, 2015, or the federal approval date of the FTIP, whichever occurs later. Provided in Attachment 1 is the Local Assistance Office Bulletin explaining the policy and procedures. If interested in utilizing at-risk preliminary engineering for a project, please contact RCTC staff and the respective Local Assistance Area Engineer or Planner.

Attachment: Local Assistance Office Bulletin #20-03





Expires – Upon Issuance of LPP

## At-Risk Preliminary Engineering

### I. BACKGROUND

On March 19, 2019, the Federal Highway Administration (FHWA) issued a Memorandum titled “At-Risk Project Pre-Agreement Authority for Preliminary Engineering” which clarifies Section 1440 of the Fixing America’s Surface Transportation Act (FAST Act). Section 1440 of the FAST Act authorizes FHWA to reimburse recipients and subrecipients for preliminary engineering (PE) costs incurred prior to project authorization, assuming the costs are for otherwise eligible activities on eligible projects, and the project and phase are included in a federally-approved Federal Statewide Transportation Improvement Program (FSTIP) document or amendment. If eligible, and once federal authorization is received, incurred costs can be reimbursed back to the effective date of the FAST Act, October 1, 2015 or the federal approval date of the FSTIP, whichever occurs later.

Section 1440 of the FAST Act does not waive any additional Federal-Aid Highway Program requirements, projects must still meet all applicable cost eligibility conditions, and all conformity requirements of the Clean Air Act must be met. Section 1440 of the FAST Act does not waive any federal A&E requirements and approvals (as documented in Chapter 10 of the Local Assistance Procedure Manual), such as for Consultants in a Management Support Role (CMSR), nor does it release local agencies from establishing DBE goals and requirements and evaluating GFE’s.

However, until authorized and obligated, these funds are still considered “At-Risk”. There is no guarantee of Federal funding for any pre-authorized/pre-obligated PE work; recipients and subrecipients invoking Section 1440 authority assume all risk.

### II. POLICY

Except for projects with federal funds that require allocation by the California Transportation Commission (CTC) (e.g., Active Transportation Program, Trade Corridor Enhancement Program, and State Transportation Improvement Program funds), local agencies may begin reimbursable PE work prior to receiving federal authorization for such work, assuming the project and phase are included in a federally-approved FSTIP document or amendment prior to incurring costs. Programming projects in the FSTIP or starting reimbursed work prior to authorization does not necessarily constitute eligibility of such projects for federal aid reimbursement.

For projects with federal funding that require CTC allocation, only costs incurred **after** CTC allocation are eligible for reimbursement.

Full funding for a subsequent phase of the project (final design, right-of-way acquisition, or construction) must be included in an approved FSTIP document or amendment before the NEPA document can be signed. Also, all project phases must be included in the fiscally constrained Regional/Metropolitan Transportation Plan before a NEPA document can be signed. If the “No Build” alternative is selected, the project may still be eligible for reimbursement under Section 1440.



### III. PROCEDURE

To invoke the flexibilities allowed under Section 1440 of the FAST Act when submitting a request for authorization for the PE phase (LAPM 3-A), a local agency must provide both the original and current FSTIP document listing or amendment as supporting documents. As an alternative, only the current FSTIP listing may be provided if it references the date of the original FSTIP listing. However, in such instances, the original listing must be provided if requested by Caltrans to meet programming requirements or if there are any questions or concerns for funding authorizations. The original FSTIP federal approval date documenting inclusion of the PE phase will be the “Effective PE Reimbursement Date”, whereby all otherwise eligible costs incurred on or after this Effective PE Reimbursement Date will be reimbursable. The original FSTIP listing does **not** need to specify federal funds to begin reimbursable work; however, federal funds will need to be included in the current FSTIP when an agency submits their authorization request.

Note: The current FSTIP listing may reference the date of the original FSTIP listing and state that the original listing can be provided if requested to meet programming requirements. Caltrans, however, may request the original listing if there are questions or concerns for funding authorization.

Reimbursements of funds can begin after funds are authorized and obligated by FHWA via the E-76. To ensure timely processing of invoices, local agencies will need to include the Effective PE Reimbursement Date on all invoices (LAPM 5-A) for reimbursement of incurred PE costs on all projects invoking Section 1440 of the FAST Act.

### IV. APPLICABILITY/IMPACTS

The At-Risk PE option is only available for the PE phase of federally funded projects. It is not available for the Right of Way, Construction, Construction Engineering, Non-Infrastructure, or Other phases.

LAPM 3-A and LAPM 5-A have been revised and are available for download at the Division of Local Assistance website. This new policy will be incorporated into Chapter 3 (Authorization) and Chapter 5 (Invoices) of the LAPM during the next LPP update.

This policy should lead to expedited delivery of local projects, fewer Inactive projects, more timely obligations, and fewer PE>10 projects.

Approved:	<b>Original Signature By</b>	<b>8/11/2020</b>
	_____	_____
	Heidi Borders, Acting Chief Office of Project Implementation - South	Date



## At-Risk Preliminary Engineering - FAQs

1. Does an agency need to “invoke their rights under Section 1440 of the FAST Act” at time of authorization?  
Yes, that’s a good analogy.
2. How far into Design can we go? Can we request PE and CON Authorizations at the same time?  
There is not a limit on how far into design an agency can go before requesting authorization of At-Risk PE.  
Yes.
3. A&E Issues with Design Consultants?  
Locals still need to follow the federal requirements including the LAPM 10-C, FHWA approval required for CMSR (Consultant in a Management Support Role) prior to advertisement, DBE requirements and reporting, etc. Also, ICRP rates must be approved before contract execution.
4. How do agencies show that their project was programmed at the time work was performed? How do we satisfy the requirement for programming?  
The project must have funds for the PE phase programmed in an approved FSTIP or approved Amendment prior to start of work for which the agency is seeking At-Risk PE reimbursement. This is referred to as the original FSTIP document listing, and this original FSTIP listing does not need to show a federal funding presence to establish an “Effective PE Reimbursement Date.” When a local agency is ready to request an authorization of federal funds, the project must be included in a current approved FSTIP or Amendment, and the federal funds requested must be shown as programmed.
5. What about multiple-funded projects, such as CTC Allocated funds - how does this affect getting reimbursed for work prior to Authorization? Can agencies identify multiple reimbursement dates, one for federal, one for state?  
CTC Allocated projects that have federal funds embedded in the programs (ATP, TCEP, STIP) will only be able to invoke Section 1440 reimbursement for costs incurred AFTER CTC Vote and Programming. The CTC considers individual votes for the ATP, TCEP and STIP projects to cover State and Federal funds, so beginning work on these program projects prior to the CTC Vote will not be reimbursable.
6. Apportionment Impacts? OA Impacts?  
Programming will handle by deducting when it comes in; Programming sees no additional risk beyond the current process.
7. Do we require an E-76 prior to NEPA Document? Prior to PES?  
No and No, but .... the NEPA environmental review process can begin without demonstrating fiscal constraint, however, full funding for a subsequent phase of the project (e.g., final design, right-of-way (ROW) acquisition, or construction) must be included in the approved FSTIP before the Record of Decision (ROD), Finding of No Significant Impact (FONSI), or Categorical Exclusion can be signed. All project phases (e.g., PE, final design, ROW, utility relocation, construction, and/or construction phases) planned within the life of the transportation plan have to be included in the fiscally constrained RTP/MTP in order for Caltrans to sign the ROD, FONSI or approve the CE.
8. How far back can charges go?  
The effective date is the same as the FAST Act: October 1, 2015.
9. Do At-Risk options apply to “Other” phase?  
No, At-Risk PE only applies to the PE phase and cannot be invoked on the “Other” phase, which may still be federally eligible, but is not the PE phase.
10. Can we go “back in time” on a previously authorized PE request?  
Yes, this is allowable, but a PE modification electing Section 1440 At Risk PE would be required. Agencies can get reimbursed for eligible work back to October 1, 2015 if they can show the project was programmed in an approved FSTIP or Amendment at that time.
11. What if the “No Build” option is selected in the NEPA document?  
The project would still be eligible for reimbursement under Section 1440.



12. If the PE Phase is programmed in the FTIP but outside the Four-Year Element - does this qualify for the At-Risk PE?  
No. PE needs to have been programmed within the Four-Year Element to qualify for At-Risk PE.
13. Where can I find more information regarding this policy?  
FHWA's March 19, 2019 Memorandum titled "At-Risk Project Pre-Agreement Authority for Preliminary Engineering" and FAQ's can be found on FHWA's website.
14. What date is used when applying the "10 year PE rule"?  
The date of federal authorization of PE is the date used not the effective reimbursement date established by invoking Section 1440 of the FAST Act (AKA At-Risk PE).
15. What amount is eligible for federal reimbursement?  
FSTIP programming utilized to determine effective PE reimbursement date only determines start date not amount of reimbursement eligible. Any federal reimbursement will occur after authorization and is limited to funds authorized.

# ***AGENDA ITEM 12***

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

<b>DATE:</b>	September 21, 2020
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Jenny Chan, Senior Management Analyst
<b>SUBJECT:</b>	Caltrans District 8 Local Assistance Update

**STAFF RECOMMENDATION:**

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

**BACKGROUND INFORMATION:**

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

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

**Table 1: Caltrans Local Assistance funding program responsibilities**

<b>Federal Programs</b>	<b>State Programs</b>
Active Transportation Program (ATP)	Active Transportation Program (ATP)
Emergency Relief (ER)	Local Partnership Program (LPP) <i>Off-system</i>
Congestion Mitigation and Air Quality (CMAQ)	Solutions for Congested Corridors Program (SCCP) <i>Off-system</i>
Highway Bridge Program (HBP)	State Transportation Improvement Program (STIP) <i>Off-system</i>
Highway Safety Improvement Program (HSIP)	Trade Corridor Enhancement Program (TCEP) <i>Off-system</i>
State Transportation Improvement Program (STIP) <i>Off-system</i>	
Surface Transportation Block Grant (STBG)	

# ***AGENDA ITEM 13***

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

<b>DATE:</b>	September 21, 2020
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Jillian Guizado, Planning and Programming Manager
<b>SUBJECT:</b>	California Transportation Commission Meeting Highlights: August 2020

**STAFF RECOMMENDATION:**

This item is to receive and file August 2020 California Transportation Commission (CTC) meeting highlights.

**BACKGROUND INFORMATION:**

**August 12-13, 2020 CTC Meeting ([Agenda](#))**

TAB 19 – Update on the Highway Bridge Program

TAB 23 – Adoption of the FY 2020-21 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Initial Report of Eligible Cities and Counties

TAB 25 – Update on Applications Received for SB 1 Programs and the Active Transportation Program

TAB 64 – SHOPP Amendments for Approval: Request to add 12 new projects into the 2020 SHOPP; revise 14 projects currently programmed in the 2020 SHOPP

TAB 76 – Request \$1,262,150,000 for 53 SHOPP projects

TAB 90 – Request of \$13,836,000 for 17 ATP projects

TAB 92 – Request to extend the period of project development expenditure for 18 projects, per SHOPP guidelines



# ***AGENDA ITEM 14***

<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	September 21, 2020
<b>TO:</b>	Technical Advisory Committee
<b>FROM:</b>	Lorelle Moe-Luna, Multimodal Services Director
<b>SUBJECT:</b>	RCTC Commission Meeting Highlights: August, September 2020

**STAFF RECOMMENDATION:**

This item is to receive and file August and September 2020 Commission meeting highlights.

**BACKGROUND INFORMATION:**

**August 2020 Commission Meeting [\(Agenda\)](#)**

Item 5I – Fiscal Years (FY) 2020/21 – 2024/25 Measure A Five-Year Capital Improvement Plans (CIPs) for the Local Streets and Roads (LSR) Program

The Commission approved FY 2020/21 – 2024/25 Measure A Five-Year CIPs for LSR as submitted by the participating agencies.

Item 7R – Update on Measure A and Local Transportation Fund (LTF) Sales Tax Revenues

The Commission received an update on Measure A and LTF sales tax revenues, which concluded that April and May revenues were higher than expected and will continue to be closely analyzed for economic and cash trends to understand how COVID-19 is impacting sales taxes, payment extensions, and deferrals granted to businesses.

Item 8 – Coachella Festival Special Events Train Platform Development Project Update

The Commission suspended planning and development for the Coachella Festival Special Events Train Platform Development Project, including rescinding the State Rail Assistance grant of \$5,942,510 and associated agreements with the California State Transportation Agency, LOSSAN, and Amtrak related to the funding and operations of the service due to negotiation challenges with Union Pacific Railroad related to capacity and conflicts with high priority freight operations.

Item 9 – Award of State Route 91 (SR-91) Corridor Operations Project Construction Agreement to OHL USA

The Commission awarded an agreement to OHL USA to construct the SR-91 Corridor Operations Project, which will add a 2-mile long general purpose lane in the westbound direction on SR-91 from Green River Road westbound on-ramp to SR-241. Construction is expected to begin in October 2020 and will take about 12 months to complete.

**September 2020 Commission Meeting [\(Agenda\)](#)**

**Item 7 – California High-Speed Rail (HSR) Los Angeles to Anaheim Project Update**

The Commission received a report on the California HSR Authority's Los Angeles to Anaheim Project Section progress and potential impacts to the Commission and to direct the Chair or Executive Director to submit comments that express the Commission's rightful concerns regarding potential environmental impacts of the project.