

MEETING AGENDA

Technical Advisory Committee

Time: 10:30 a.m.

Date: November 16, 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
Paul Toor / 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: 10:30 A.M.

DATE: November 16, 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/83510497436>

Meeting ID: 835 1049 7436

One tap mobile

+16699006833,,83510497436# US (San Jose)

Dial by your location

+1 669 900 6833 US (San Jose)

Meeting ID: 835 1049 7436

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 SEPTEMBER 21, 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. INTERSTATE 15 TOLL PROJECTS UPDATE

Overview

This item is to receive and file an update on current Interstate 15 (I-15) Toll Projects.

7. CITY OF RIVERSIDE FUNDING REQUEST FOR THIRD STREET GRADE SEPARATION PROJECT

Overview

Staff is seeking concurrence from the Technical Advisory Committee on the city of Riverside's (City) request for \$18 million in Congestion Mitigation and Air Quality (CMAQ) funding for the Third Street Grade Separation project.

8. OBLIGATION DELIVERY PLAN UPDATE – FFY 2020/21

Overview

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

9. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Overview

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

10. CALIFORNIA TRANSPORTATION COMMISSION HIGHLIGHTS: OCTOBER AND NOVEMBER 2020

Overview

This item is to receive and file October 2020 California Transportation Commission (CTC) meeting highlights and November 2020 Joint Coordination Meeting with the California Air

Resources Board, California Transportation Commission, and California Department of Housing and Community Development.

11. RCTC COMMISSION MEETING HIGHLIGHTS: OCTOBER AND NOVEMBER 2020

Overview

This item is to receive and file October and November 2020 Commission meeting highlights.

12. 2021 TAC MEETING SCHEDULE

Overview

This item is to receive and file the 2021 TAC meeting schedule.

13. 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.

14. ADJOURNMENT

The next meeting of the TAC is scheduled to be held January 25, 2021, 10:00 a.m. via teleconference and telephone only, pursuant to Governor Newsom's Executive Order N-29-20 (March 18, 2020).

MINUTES

**TECHNICAL ADVISORY COMMITTEE MEETING
MINUTES**

Monday, September 21, 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 10:00 a.m. Pursuant to Governor Newsom's Executive Order N-29-20 (March 18, 2020) the TAC meeting was conducted via video conferencing and by telephone.

2. CHAIR FARSHID MOHAMMADI READ THE HOUSEKEEPING NOTES.

3. ROLL CALL

Members Present

By Teleconference: Art Vela, City of Banning
Jeff Hart, City of Beaumont
Albert Vergel De Dios, Caltrans District 08
Brad Brophy, Cities of Canyon Lake, Perris, San Jacinto
John Corella, Cathedral City
Martin Magana, CVAG
Daniel Porras, City of Desert Hot Springs
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
Michael Wolfe, City of Moreno Valley
Bob Moehling, City of Murrieta
Tom Garcia, City of Palm Desert
Farshid Mohammadi, City of Riverside, Chair
Patty Romo, Riverside County
Patrick Thomas, City of Temecula
Dan York, City of Wildomar
Chris Tzeng, WRCOG

4. APPROVAL OF JULY 20, 2020 MINUTES

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

5. PUBLIC COMMENTS

There were no public comments.

6. HIGH SPEED RAIL UPDATE

Sheldon Peterson, RCTC, provided a PowerPoint presentation outlining the High-Speed Rail (HSR) background, including:

- Statewide HSR Program
- LA-Anaheim Project Section Overview
- LA-Anaheim Project Section Scoping
- HSR Service Proposal
- Project Challenges, including:
 - Increased truck and rail freight traffic
 - Increased regional noise and air quality impacts
 - Social justice issues
 - No increase in local passenger rail benefits
 - RCTC/BNSF shared use agreement conflicts
 - Unrealized benefits to Riverside County
- Next Steps
 - Commission submit official scoping comments
 - Work with Authority staff to address concerns
 - Monitor LA-Anaheim project section progress and Phase 2 development
 - Provide Commission updates

7. 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

The state legislative session came to an end, technically, just after midnight on September 1, 2020. Several high-profile bills, including elements of a \$100 billion economic stimulus plan and housing legislation, did not pass out of the legislature.

Among the economic measures that did survive the truncated legislative session was SB 1351, a \$5 billion transportation revenue bond to expedite projects listed in the adopted 2020 SHOPP with completed environmental review. The bill is currently awaiting signature by the Governor who has until September 30, 2020, to sign or veto bills on his desk.

With the limitations imposed by the COVID-19 pandemic, a vast majority of bill proposals were either withdrawn or died in the legislature this year. As a result, the 2021 legislative session will likely produce a robust assortment of transportation-related bill proposals on topics ranging from transit to tolling to project delivery. Many members will want to make up for the lost time.

RCTC staff will plan, monitor, and participate in the legislative process and seek Commission input as the new legislative session unfolds.

Federal Update

Congress is back in session with a lot of ground to cover before the end of the federal fiscal year. Among other things, there are three pressing issues:

- Pass either the annual appropriation bills or a continuing resolution (CR) to avoid a government shutdown;
- Surface transportation program reauthorization; and
- Determine if another COVID-19 stimulus package is needed and at what cost.

At this point, House and Senate leadership and White House officials have indicated that a continuing resolution will be used to keep the government funded. A significant detail still being worked out is if the CR will fund the government beyond mid-December. Also, Congressional committee staff is moving to extend the current surface transportation programs known as the FAST Act for at least one year. This extension could be attached to and approved with the continuing resolution.

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. After the Senate Republicans passed a \$500 billion relief package in early September without House support, Speaker Nancy Pelosi said last week that the House will remain in session until the parties have an agreement on another round of emergency coronavirus relief. The House was expected to recess for the fall election at the end of September.

All of these issues are taking place as the November election is fast approaching. RCTC staff will continue to participate in the legislative process and provide you with updates as issues unfold.

RCTC recently found out that it did not receive the federal BUILD grant award for our 71/91 Interchange Improvement Project. Staff was disappointed to hear this news after the hard work Planning and Programming staff did to present a competitive application.

We have submitted the same project for SB 1 grants which staff will know more about later this year.

8. ATP CYCLE 5-20 POINTS

Jenny Chan, RCTC, said this item is to approve the 20-points distribution methodology for ATP Cycle 5.

She further said, the Call for Projects for ATP Cycle 5 was kicked off in late March and applications were due last Tuesday on the 15th. 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.

At the July TAC meeting, staff presented four different methodologies for consideration and discussion. The four options reflected the Commission's goal for funding projects that are construction ready and prioritizing agencies that have invested in pre-construction activities. Based on the TAC's feedback and Commission's priorities, staff is recommending the following point distribution:

- Awarding 6 points for projects requesting construction only funding;
- Awarding 10 points for projects with construction programmed in the first two fiscal years and completed PA/ED; and
- Awarding 4 points for projects in an Active Transportation Plan.

Agencies will have until March 1, 2021 to provide staff the project's completed CEQA and or NEPA to confirm PA/ED completion. If the project is already federalized, both the CEQA and NEPA need to be provided.

She said thus far, 23 applications have been received through the SharePoint site. If agencies have not uploaded their application or the CEQA or NEPA documents to the SharePoint site they should inform Jenny Chan. She presented the list of received applications through the screen share feature on Zoom.

Question: Martin Magana, CVAG, said CVAG will have CEQA done by March, but it's difficult for CVAG to start NEPA because CVAG doesn't have a Federal identification number yet.

Response: Jenny Chan said it is CEQA that is used to confirm PA/ED completion. In some situations, there are projects that may be able to start NEPA or are federalized due to the nature of the project. If that is the case, staff requests both the CEQA and the NEPA. For the point distribution, just the CEQA is needed to confirm PA/ED completion.

Question: Carlos Geronimo, City of Menifee, asked if the two projects the City of Menifee submitted need to complete CEQA by March next year because the City requested funds for CEQA/NEPA.

Response: Jenny Chan said no, and that projects are first scored at the CTC level. Projects that are not awarded at the CTC level move down to the MPO level for evaluation and the 20 points is used to evaluate projects at the MPO level. If your project is requesting PA/ED funds, they will not be awarded the 6 points nor the 10 points.

B/C/A (Garcia/Loriso) to approve the 20-points distribution methodology for the Metropolitan Planning Organization's (MPO) Regional Program Guidelines for Active Transportation Program (ATP) Cycle 5. There were no objections to this motion.

9. SB 821 PROGRAM REFRESH

Jenny Chan said this item is for the TAC to approve the revised TDA Article 3 or the SB 821 Bike and Ped funding program policy, guidelines, and evaluation criteria.

She said 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. On every odd-numbered year, RCTC 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.

A subcommittee of the TAC was formed in March 2020 to review feedback we received from the 19/20 Call for Projects and update the 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, WRCOG, and CVAG.

The subcommittee met in May and July 2020 via video conference to discuss changes to the guidelines and the application. Staff recommended approval of the proposed changes developed through consultation with the subcommittee, as summarized in Table 1 of the staff report. The complete program guidelines and grant application are provided for review in Attachments 1 and 2.

Some proposed changes include extending the project completion timeframe from 24 months to 36 months, limiting the total award amount for each jurisdiction, and allowing agencies to start the project at the beginning of the fiscal year instead of waiting for the MOUs to be executed.

We anticipate the guidelines and revised application to be implemented for the FY 2021/22 Call for Projects, which will be released on February 1, 2021. For this upcoming call for projects, applications will be submitted online and hardcopies will not be required.

Question: John Corella, Cathedral City, asked what amount of programming capacity is anticipated.

Response: Jenny Chan said the exact amount for this upcoming call for projects is yet to be known because it is based on an estimate of the FY 21/22 LTF revenue, which will not be available until January 2021. We are expecting at least \$1.6 million and last cycle's programming capacity was at \$3.8 million. We're seeing about a 10 percent reduction in LTF funds. I would estimate about \$1.6 million to \$3.5 million for the next call for projects.

John Corella said the smaller dollar figure does not leave a lot per jurisdiction.

Jenny Chan said it would be 20 percent of the \$1.6 million. The \$1.6 million is the 2021 estimate. It will be more than \$1.6 million. We expect the same kind of estimate, maybe \$3.2 for the next call.

B/C/A (Romo/Wolfe) to approve the updated Transportation Development Act Article 3, or Senate Bill 821 Policy, Guidelines, and Evaluation Criteria. There were no objections to this motion.

10. INLAND EMPIRE COMPREHENSIVE MULTIMODAL CORRIDOR PLAN ADOPTION

Jillian Guizado, RCTC, said TAC members may recall that at the March and May TAC meetings this year, staff made presentations on the Inland Empire Comprehensive Multimodal Corridor Plan, or IE CMCP, that has been in development since summer 2019. In March, staff shared with the TAC the sub-corridor project list for initial review. The IE CMCP is now in its final draft and can be reviewed at www.rctc.org/iecmcp. Staff will be presenting the IE CMCP to the Commission's Western Riverside County Programs and Projects Committee next Monday for preliminary adoption before forwarding to the Commission for final adoption.

As a brief reminder, CMCPs are required by the state for regional transportation planning agencies like RCTC to be eligible to pursue competitive grant funds from the SB 1-created Solutions for Congested Corridors Program. This year, RCTC is utilizing the IE CMCP for its eligibility pursuing grant funds for the 71/91 interchange project.

The IE CMCP is nearly a 300-page document that can be summarized by saying that it 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. The intent of the IE CMCP 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. The IE CMCP has 10 sub-corridors, five of which are North-South and five of which are East-West. A visual representation of each sub-corridor is included in the agenda package. The 10 sub-corridors are focused on the western portions of 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.

Staff welcomes questions or comments on the final draft IE CMCP and recommends the TAC approve the IE CMCP in concept.

Question: Michael Wolfe, City of Moreno Valley, stated there is quite a bit of overlap in the sub-corridors where the north/south overlaps with the east/west. Are there conflicting recommendations or conflicting goals? Each of the sub-corridors, e.g. Banning to Rialto, overlaps with the Riverside to LA County that would have different goals and objectives in terms of build-out and projects. They wouldn't have some of the same concepts for build-out because one is largely built out and the other has a lot of improvements to do. They overlap so there's a conflict between those two in terms of goals, is there some reconciliation?

Response: Jillian Guizado responded that for our first shot at this IE CMCP, we looked at existing planning documents and existing projects. The next time, staff will probably can be a little more planning-focused or visionary with it. She said it does not seem they came across any conflicts and while they do overlap slightly, the sub-corridors are in harmony with one another.

Michael Wolfe: Understanding its project driven answers the question.

Question: Patrick Thomas, City of Temecula, asked if the larger document includes a list of projects for each of the sub-corridors.

Response: Jillian Guizado responded that it does and it is available for review at the link included at the very end.

Question: Pat Thomas asked if this is consistent with the Traffic Relief Plan.

Response: Jillian Guizado responded that it is. It pulls from several existing documents, including the 10 Year Highway Delivery Plan, and the Traffic Relief Plan.

Jenny Chan stated it also includes the WRCOG Active Transportation Plan as well as some projects from the 2021 FTIP.

Question: Patrick Thomas asked if this plan goes to the Commission for approval.

Response: Jillian Guizado responded that it does and will go to the Commission on October 14. She further reiterated that it does not create any new projects. It just compiles projects that already have been in various plans. At this point, one of the primary objectives is to allow RCTC to be able to pursue Solutions for Congested Corridors funding. Some of the larger documents that RCTC and others in the region have already created are probably more of a go-by and this one will be more of a work in progress.

B/C/A (Thomas/Geronimo) to approve in concept the Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP) as consistent with California Transportation Commission guidelines for CMCPs. There were no objections to this motion.

11. AT RISK PRELIMINARY ENGINEERING UPDATE

Jenny Chan said this item is to receive and file an update on At Risk Preliminary Engineering (PE) from Caltrans District 8 Local Assistance.

On August 12, 2020, Caltrans Local Assistance published Office Bulletin #20-03 (At risk preliminary engineering) detailing guidance for starting PE activities without an E-76. She then introduced Albert Vergel De Dios from Local Assistance to provide an overview of this new policy.

Albert Vergel De Dios, Caltrans District 8, stated that the Fast Act was enacted on December 2015 federally funding transportation programs from 2015 to 2020. On March 19, 2019, FHWA issued a memorandum entitled, "At-Risk Project Pre-Agreement Authority of Preliminary Engineering" that authorizes FHWA to reimburse recipients and subrecipients for preliminary engineering costs. He said to keep in mind that the incurred costs should also be eligible for reimbursement. If this is eligible, the federal authorization of incurred costs can be reimbursed back to the effective date of the Fast Act as far back as October 1, 2015. This must meet FHWA requirements such as the conformity requirements in the Clean Air Act, as well as the A&E requirements and approvals, the consultant in management support role should still apply, and the establishment of DBE goals. There is no guarantee that federal funding will be available.

He further reviewed the Office Bulletin #20-03 that is attached in the staff report.

Question: Jenny Chan asked if federal funds need to be programmed in the FTIP in order to be eligible for At Risk PE.

Response: Albert Vergel De Dios said federal funds do not have to be programmed in the FTIP to start your effective reimbursable work. If the project is programmed with local funds and you start your preliminary engineering, this is your start time of your reimbursable PE work.

Question: Jenny Chan asked if the start date is when the project is programmed into the FTIP.

Response: Albert Vergel De Dios stated that is correct.

Question: Jenny Chan asked if this applies for HSIP and the bridge program.

Response: Albert Vergel De Dios said that is correct.

Question: Jenny Chan asked if agencies could submit invoices only after their federal funds are obligated.

Response: Albert Vergel De Dios stated the projects must be programmed and obligated.

12. CALTRANS UPDATE

Albert Vergel De Dios introduced Leslie Avila, Caltrans District 8, who provided Local Assistance updates:

Leslie Avila said Caltrans is hosting its first statewide Innovation Expo 2020 from November 16th through 20th, 2020 that will be a virtual and live five-day event. It will consist of morning informational emails

and afternoon sessions from 1:00 p.m. to 4:00 p.m. daily. There will be keynote speakers and live demonstrations that will focus on innovation and Caltrans' five priorities, which are:

- Innovation
- Safety
- Modality
- Efficiency
- Partnership

The expo is for local and regional agencies as well as consultants.

Office Bulletin 20-04 DBE procedural updates: the local DBE program was identified as a potential area of risk or non-compliance with the code of federal regulations and a DBE evaluation report was published by Caltrans in May 2020. It indicated that the average compliance in the California local DBE program was only 43 percent. Compliance for the majority of federal regulations was below the average compliance such as DBE goal setting, payment, and performance monitoring. In order to improve the compliance of the local DBE program, the LAPN Chapter 9 and all other related exhibits needed to be updated to better reflect the requirements for 9CFR26. The exhibits are:

- 9A
- 9B
- NR
- 12G

Around June 2020, Caltrans requested agencies submit the annual exhibit 9B and 9C as well as 9A if applicable. For those who have already submitted them, Caltrans will ask for the agencies to update them based on the new forms. Submittals should be to D8.local.assistance@dot.ca.gov. If you have any questions, contact Albert or DBE Coordinator, Karen Nguyen.

Appendix E of Title 6 Assurance Contracts: Appendix E outlines that during the performance of the contract, the contractor, its assignees, successors in interest agree to comply with various non-discrimination statutes and authorities. It is effective immediately and all local agencies are to insert the clause from Appendix E of the Title 6 Assurance in each federal aid contract.

Bridge surveys were due to Caltrans Local Assistance on the 18th of this month. This survey allows Caltrans to program funds on projects that are ready or nearly ready to deliver and provides Caltrans critical information for long-term budget needs. Financially constrained HBP lists will be produced in October 2020 and every attempt will be made to keep programming as requested in the completed survey but it is not guaranteed. The program lists will be sent to the MPOs for inclusion in the FTIP at that time. Caltrans expects the MPOs to complete the FTIP amendment process in late 2020.

For bridge preventive maintenance plans, BP&P surveys are no longer generated. Any revised BP&Ps must be submitted to the DLE no later than September 30, 2020 and a certification letter must accompany the BP&P plan lists.

Contact Albert Vergel De Dios or Riverside County HBP Program Coordinator Eduardo Moreno Castaneda if you have any questions regarding the highway bridge programs.

The current inactive rate for this quarter is 2.2 percent as of September 17, 2020. Agencies should keep track of inactive projects that are posted on Caltrans' website and take action accordingly.

A week or two ago, Caltrans sent out an updated assignment list that included all Local Assistance contact information and designated assignments. There are two sets of asterisks that identify staff that will be leaving soon. S Hagos and Omar Sanchez will be leaving October 1, 2020. Armand Rubio will be leaving November 1, 2020.

13. CALIFORNIA TRANSPORTATION COMMISSION RECAP

Jillian Guizado, RCTC, reported the CTC has slowed down a bit since the end of the fiscal year and staff there are diligently reviewing all of the SB 1 competitive grant applications received over the summer and now all of the ATP Cycle 5 applications. In total, Riverside County agencies submitted 14 separate grant applications for a total request of \$295 million. The CTC received 130 grant applications totaling \$3.7 billion while only about \$2 billion is available. CTC has not yet released the list of applications received for ATP.

The CTC's most recent meeting was August 12-13, though there isn't much to note from that meeting. The next CTC meeting will be held on October 21-22 via webinar again. Staff will report on that meeting at the November TAC meeting.

14. RCTC COMMISSION RECAP

Lorelle Moe-Luna reported the Commission approved:

- Measure A CAPs for local streets and roads were approved. All local jurisdictions are eligible. First disbursements should be received in September.
- Measure A and LTF sales tax revenues. In July 2020, RCTC's Chief Financial Officer, Theresia Trevino, projected decreases in revenues. As of August, actuals through May were higher than expected. Staff will continue to closely monitor to see how COVID is impacting sales tax and we'll return in another few months with another update.
- An Agreement was awarded to OHL USA to construct the SR-91 Corridor Operations Project (91 COP) that will add a two-mile long general-purpose lane in the westbound direction on the 91 from Green River Road to the 241. The total project cost is about \$21.6 million. Construction is expected to begin later this fall and will take about a year to complete.
- For the Coachella Festival Train, RCTC received a grant of about \$5.9 million from CalSTA to build a platform in Indio for service during the festival weekend. Unfortunately, RCTC was met with negotiation challenges related to capacity and conflicts with priority fee operations. After consultation with LOSSAN and CalSTA, the Commission agreed it would be best to suspend

planning and development for the project at this time, including rescinding the grant that was received.

- California High-Speed Rail that Sheldon Peterson presented earlier in this meeting.

15. COMMITTEE MEMBER / STAFF REPORT

There was no other business presented.

16. ADJOURNMENT

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at approximately 11:07 a.m. The next meeting will be on November 16, 10:30 a.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Jillian Guizado". The script is cursive and fluid.

Jillian Guizado
Planning and Programming Manager

AGENDA ITEM 6

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 16, 2020
TO:	Technical Advisory Committee
FROM:	Stephanie Blanco, Capital Projects Manager
SUBJECT:	Interstate 15 Toll Projects Update

STAFF RECOMMENDATION:

This item is to receive and file an update on current Interstate 15 (I-15) Toll Projects.

DISCUSSION:

Toll Program staff will provide updates for the following projects on I-15:

Interstate 15 Express Lanes Project (15 ELP) – In Construction - The 15 ELP will add 2 express lanes in each direction of the I-15 from State Route 60 to Cajalco Road. The project includes widening of 11 bridges and building of sound walls. The 15 ELP will improve existing and future mobility, reduce traffic congestion, expand the regional express lanes network, and create a choice for travel-time savings and reliability. The project is still in construction, focused on toll infrastructure installation, testing, and back-office integration. In addition, pavement is being repaired in the new lanes to ensure proper drainage and construction punch list items are being addressed. The new lanes are anticipated to be open to traffic in Spring 2021.

Interstate 15 Corridor Operations Project (15 COP) – In Project Development - The 15 COP will add a southbound auxiliary lane on I-15 between Cajalco and Weirick interchanges. The 15 COP also includes widening the Bedford Canyon Wash Bridge to accommodate both the 15 COP as well as the median improvements needed for the future I-15 Express Lanes Project – Southern Extension. The 15 COP’s purpose is to provide some interim congestion relief by improving traffic operations in this targeted area. In October 2020, the Commission approved the commencement of project development activities, including preliminary engineering, environmental document, and final design. It is anticipated these activities will be completed within 3 years and construction will start in 2023. The new lane is expected to be open to traffic in late 2024.

Interstate 15 Express Lanes Project – Southern Extension (15 ELPSE) – Project Approval/Environmental Document Phase – In Project Development - The 15 ELPSE will add 2 express lanes in each direction on I-15, generally in the median, from Cajalco Road to State Route 74. The proposed project would include widening of up to 15 bridges, potential construction of retaining walls, drainage systems, sound walls, auxiliary lanes, and implementation of toll infrastructure, such as toll collection equipment and signs. The purpose of the 15 ELPSE is to improve operations and travel times along the I-15 corridor, expand travel choice along the corridor, increase travel

time reliability, manage long-term traffic congestion, provide a cost-effective mobility solution, and expand and maintain compatibility with the regional express lanes network. The project is currently in the preliminary engineering and environmental document phase, which is expected to be completed in 2024. Depending on availability of funding, construction of the 15 ELPSE can start as early as 2025.

AGENDA ITEM 7

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 16, 2020
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Manager
SUBJECT:	City of Riverside Funding Request for Third Street Grade Separation Project

STAFF RECOMMENDATION:

Staff is seeking concurrence from the Technical Advisory Committee on the city of Riverside's (City) request for \$18 million in Congestion Mitigation and Air Quality (CMAQ) funding for the Third Street Grade Separation project.

BACKGROUND INFORMATION:

The Commission's 2017 Companion Study to the 2012 Grade Separation Priority Update Study identifies three priority grade separations on critical urban freight corridors: McKinley Road (Corona), Jurupa Road (Jurupa Valley), and Third Street (Riverside). Both the McKinley Road and Jurupa Road grade separations received major funding from Senate Bill 132, passed in conjunction with Senate Bill 1 in 2017. The Third Street at-grade crossing, located between Vine Street and Park Avenue, remains a regional priority to be grade separated and needs funding to advance to construction.

The current Third Street at-grade crossing serves 106 freight trains and 22 passenger rail trains daily, resulting in delays in the supply chain, greenhouse gas emissions, traffic congestion, and public safety hazards and delays. Notably, grade separating this crossing will reduce barriers for pedestrians residing in seven disadvantaged communities that exist within a half-mile. Approximately 230 pedestrians and bicyclists cross this at-grade crossing daily. Emergency responders are delayed an average of 2.5 to 3.5 minutes each time they attempt to respond to calls on the other side of the railroad tracks.

In April 2017, the Riverside City Council approved Third Street as the City's top priority grade separation project. Since then, the City has advanced the project through the environmental phase using Transportation Uniform Mitigation Fee (TUMF) Zone funds with National Environmental Policy Act (NEPA) clearance anticipated in February 2021. The City is now ready to proceed with final design and right of way acquisition.

DISCUSSION:

The project delivery schedule anticipates completing final design and right of way acquisition by December 2022. Construction is anticipated to take 18 months starting July 2023 and ending in

December 2024. The total project cost is \$55.5 million and the project has a \$34 million funding gap.

To close the project's funding gap and avoid the need to use CMAQ funds on the right of way phase, the City submitted an application to the California Transportation Commission (CTC) on August 3, 2020 for Trade Corridor Enhancement Program (TCEP) funds from Senate Bill 1 for the right of way phase. The outcome of that grant application is anticipated to be announced on November 12, 2020. If the CTC does not grant TCEP funding to the City, staff recommends that \$18 million of CMAQ funds be allocated to the project and programmed to advance the project through the right of way phase. If the CTC does grant TCEP funding to the City, staff recommends the CMAQ funds be used in the construction phase. The City's intent, regardless of whether the project receives TCEP funding in the current funding cycle, is to pursue TCEP funding for construction in the next funding cycle, anticipated to be in 2022. If the City is successful obtaining other fund sources for the construction phase, the CMAQ funds will be reduced or eliminated commensurately.

This request will be included in the November 23, 2020 Western Riverside County Programs and Projects Committee meeting agenda and on the December 9, 2020 Commission meeting agenda for approval.

Attachment: Project Location Map

Third Street Grade Separation

PROJECT LOCATION MAP



AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 16, 2020
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Senior Management Analyst
SUBJECT:	Obligation Delivery Plan Update – FFY 2020/21

STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

As the Regional Transportation Planning Agency (RTPA), the Commission is responsible for ensuring that federal Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funds apportioned to Riverside County are allocated and obligated in a timely manner to prevent funds from lapsing. Federal Obligation Authority (OA) for the region is provided on an annual basis and has to be used in the Federal Fiscal Year (FFY) it is provided. The Commission's goal is to ensure that 100 percent of its OA is obligated.

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

It is recommended local agencies begin the federal-aid process as soon as possible, and/or devote the resources needed to secure federal approvals for obligation, to ensure timely obligation of federal funds. If a local agency anticipates a delay in obligating these funds this year, Commission staff should be provided with the new schedule as soon as possible.

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

Attachment: Draft FFY 2020/21 Obligation Delivery Plan

NOVEMBER 2020 TAC - DRAFT FFY 2020/21 OBLIGATION DELIVERY PLAN

Agency	FTIP ID	FPN	Project Location	CMAQ 20/21	STPL 20/21	Status
Riverside	RIV111121		3rd Street Grade Separation	18,000		
CVAG	RIV131005B		CV Link	12,080		
Rancho Mirage	RIV140815		Ramon Rd & Dinah Shore Dr	621		
RCTC	RIV200801		I-15 Smart Freeway	2,000		
Palm Springs	RIV990727		Indian Canyon Drive		146	
RCTC	RIV031218B		Mid County Parkway - Construction Contract II		36,939	

DRAFT OBLIGATION
ACTUAL OBLIGATION

\$ 69,786

AGENDA ITEM 9

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 16, 2020
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Senior Management Analyst
SUBJECT:	Caltrans District 8 Local Assistance Update

STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

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

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

Table 1: Caltrans Local Assistance funding program responsibilities

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

AGENDA ITEM 10

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 16, 2020
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Manager
SUBJECT:	California Transportation Commission Meeting Highlights: October and November 2020

STAFF RECOMMENDATION:

This item is to receive and file October 2020 California Transportation Commission (CTC) meeting highlights and November 2020 Joint Coordination Meeting with the California Air Resources Board, California Transportation Commission, and California Department of Housing and Community Development.

BACKGROUND INFORMATION:

October 21-22, 2020 CTC Meeting ([Agenda](#))

TAB 20 – Comments on the Draft California Transportation Plan 2050

TAB 26 – Adoption of the FY 2020-21 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Subsequent Report of Eligible Cities

November 4, 2020 Joint Meeting ([Agenda](#))

Recommendations for How State Agencies Can Better Align Their Programs and Policies to Achieve Transportation, Housing, Air Quality, and Climate Goals

Climate Action Plan on Transportation Infrastructure (CAPTI) (Attachment 1)

Attachment: Climate Action Plan on Transportation Infrastructure PowerPoint Presentation

Developing the Climate Action Plan for Transportation Infrastructure

CTC-CARB-HCD Joint Meeting| November 4, 2020

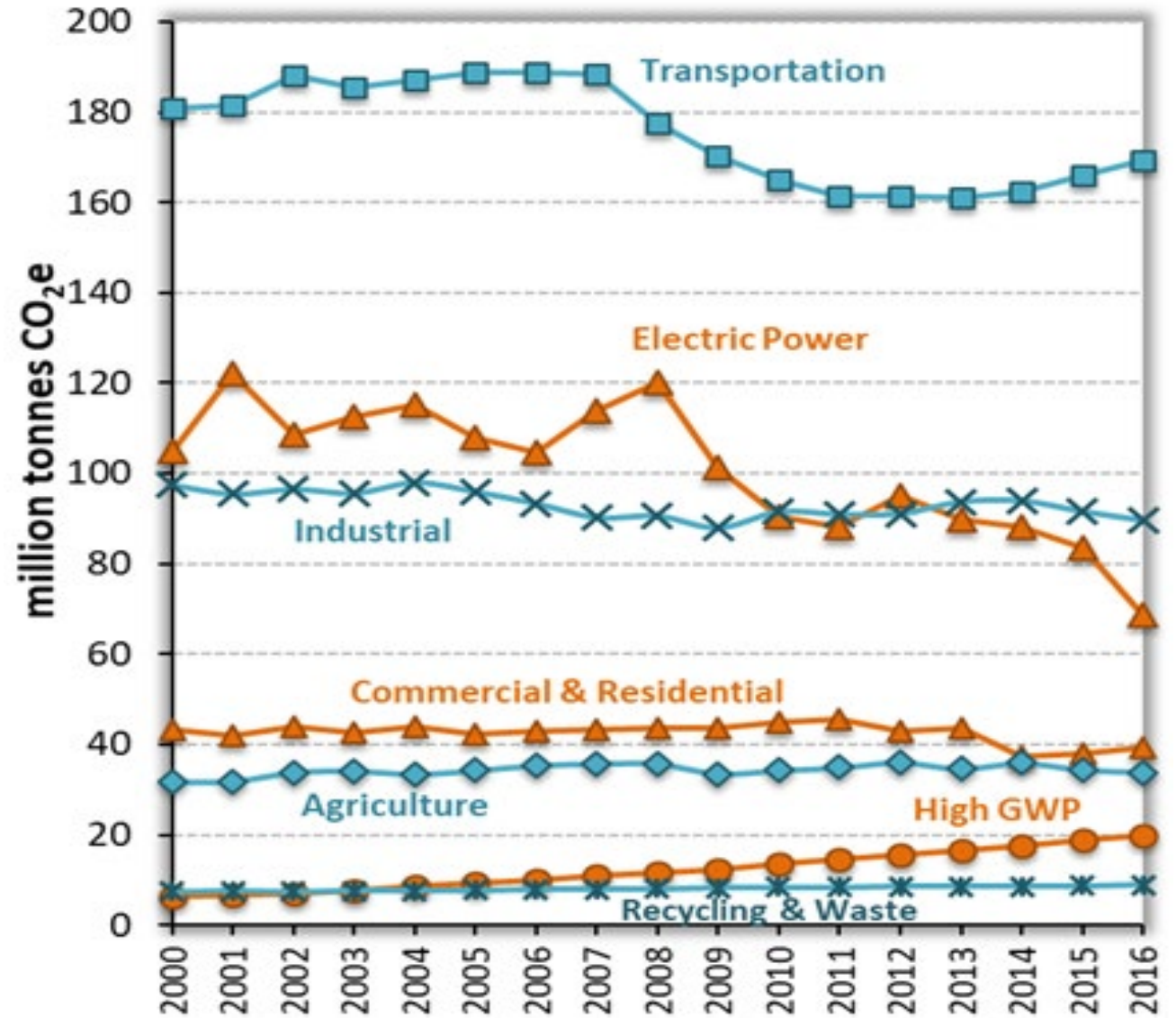


Why CAPTI?



California GHG by Sector

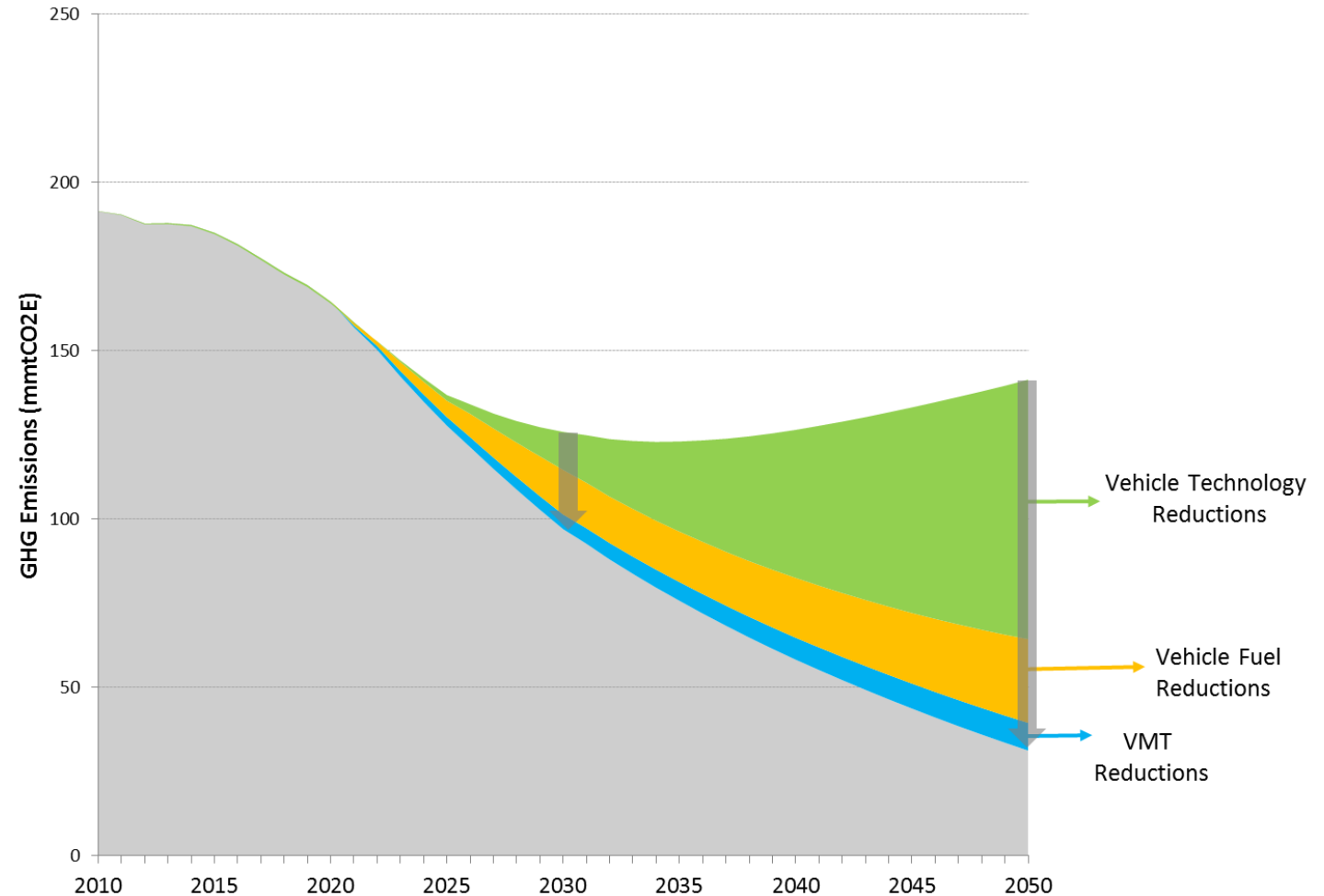
Transportation Sector in California accounts for over 50% of GHG emissions



Transport Sector Emission Reductions Required

Reductions needed from:

- Clean vehicles
- Clean fuels
- Reduction in vehicle use (VMT)



Governor's Executive Order N-19-19

Leverage state transportation spending to help meet state climate goals

- Align planning and programming with objectives of California Climate Change Scoping Plan
- Reduce VMT by directing investments in a way that support infill development, especially housing near jobs
- Reduce congestion through innovative strategies that encourage people to shift from cars to other modes of travel
- Fund infrastructure that encourages transit use, walking, and biking
- Mitigate for any increases in transportation costs incurred on lower income Californians

California State Agencies play a role in either scoping, recommending, or selecting projects in over \$5 Billion of transportation infrastructure funding annually:

- Active Transportation Program (ATP)
- Interregional Transportation Improvement Program (ITIP)
- Local Partnerships Program (LPP)
- Solutions for Congested Corridors (SCCP)
- State Highway Operations & Protection Program (SHOPP)
- Trade Corridor Enhancement Program (TCEP)
- Transit & Intercity Rail Capital Program (TIRCP)



Governor's Executive Order N-79-20

- EO focused on meeting our ZEV goals
- Highlights the need for expanding clean transportation options, as outlined in EO N-19-19 work.

Creating CAPTI: An Overview



Interagency Working Group

- California State Transportation Agency
- Caltrans
- California Transportation Commission
- California Air Resources Board
- Dept of Housing & Community Development
- Governor's Office of Planning & Research
- Strategic Growth Council
- Department of Finance
- Governor's Office of Business & Economic Development
- Consultation with other Agencies/Departments as needed

Process

SPRING - SUMMER 2020

- Stakeholder briefings/meetings (April-July)
– over 200 stakeholder groups engaged
- Stakeholder Survey – 79 respondents
- Received 14 formal comment letters
- Over 200 action item ideas submitted for interagency working group consideration

FALL - WINTER 2019

- EO N-19-19:
Issued 9/20/2019

Spring 2021

Final CAPTI Plan Released

Winter 2021

- Release Draft CAPTI Plan
- Public comment period
- Public workshop on final draft plan

FALL 2020

- Interagency working group – synthesized feedback to inform framework and actions
- EO N-79-20: Issued 9/23/20; re-affirmed direction of and integrated into framework
- 10/20 Public workshop – draft investment framework, preliminary ideas for actions
- Joint CARB/CTC/HCD Meeting – November 4

What We've Heard – Areas of Interest

- Improve existing guidance and requirements to **ensure meaningful community engagement** and participation in project planning and decision-making, particularly by communities of color.
- Advance an **intersectional and cross-sectoral approach** to transportation investments
- **Align funding program requirements** to match climate ambition
- Reward localities through **incentives and a race to the top**
- Continue investing in **active transportation strategies**
- Explore **new or supplemental funding streams**
- **Explore the role of CEQA** in helping facilitate climate action

What We've Heard – Areas of Interest

- **Fast-track projects** currently in planning phase
- Support the case for the use of **roadway pricing mechanisms** that result in more equitable outcomes
- Advance actions that **help transit agencies recover**
- **Prioritize VMT reduction** in Program Guidelines
- Find pathways to lift up **rural projects**
- Leverage infrastructure funds to **accelerate ZEV Adoption**
- **Connect to other essential efforts**, such as the need for improved land use planning

What We've Heard – Areas of Caution

- **Balance local contexts and needs** with standardized approaches
- **Ensure all areas of the state can benefit** from any re-alignment of funds
- **Consider how to address local commitments and priorities** that may not align with state priorities
- Consider how changing travel behavior from **pandemic influences transportation needs**, such as the uptick in telecommuting.

Updated Investment Framework

Within the “fix-it-first” approach and generally within existing funding frameworks, California state transportation infrastructure investments should be deployed to do the following, where feasible



Updated Investment Framework



Building towards an integrated, statewide rail and transit network



Investing in networks of safe and accessible bicycle and pedestrian infrastructure



Including investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure

Updated Investment Framework



Reducing public health harms and maximize benefits to disproportionately impacted disadvantaged communities



Making safety improvements to reduce fatalities and severe injuries



Assessing physical climate risk



Promoting projects that do not increase passenger vehicle travel



Promoting compact infill development



Developing a zero-emission freight transportation system



Protecting natural and working lands

Action Items Approach

Changes may be necessary to transportation:



Planning



Programming



Project Delivery



Maintenance



Operations

Action Items Approach

- Aligning planning initiatives with the CAPTI framework;
- Updating program guidelines to strengthen alignment with CAPTI framework and climate goals;
- Improving existing agency processes and practices to remove barriers and accelerate climate action;
- Pursuing authority for new initiatives; and
- Supportive and coordinating actions led by other sectors critical for plan's success

Example Action Item Ideas from Stakeholders

- Integrate climate risk assessment into transportation project planning & implementation
- Align state-sponsored transportation projects with Action Plan Investment Framework
- Create new mechanisms to mitigate increases in vehicle miles travelled (VMT) from transportation projects

Example Action Item Ideas from Stakeholders

- Support Local & Regional Governments pursuing pricing strategies by studying legislative and administrative opportunities and barriers
- Champion a coordinated transit recovery response
- Leverage existing interagency working groups and planning efforts to focus on zero-emission freight investments

Next Steps

- Stakeholder feedback from surveys, workshop and this Joint Meeting will be used to inform upcoming Draft Action Plan.
- Draft Action Plan to be released early 2021
- Additional workshop and comment period to be held after release of draft plan
- Targeted Adoption Release of final Action Plan in Spring 2021

Developing the Climate Action Plan for Transportation Infrastructure

CTC-CARB-HCD Joint Meeting| November 4, 2020



AGENDA ITEM 11

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 16, 2020
TO:	Technical Advisory Committee
FROM:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	RCTC Commission Meeting Highlights: October and November 2020

STAFF RECOMMENDATION:

This item is to receive and file October and November 2020 Commission meeting highlights.

BACKGROUND INFORMATION:

October 2020 Commission Meeting [\(Agenda\)](#)

Item 5E – Inland Empire Comprehensive Multimodal Corridor Plan Adoption

The Commission approved the Inland Empire Comprehensive Multimodal Corridor Plan as approved by the TAC in September 2020.

Item 8 – Interstate 15 Corridor Operations Project

The Commission approved the 15 Corridor Operations Project (15 COP) project development activities to complete construction of the project around 2024 and full funding, including \$25 million in Measure A sales tax revenue bond proceeds and \$13.3 million in Congestion Mitigation and Air Quality funds. The 15 COP will provide congestion relief by improving traffic operations with the addition of an auxiliary lane from the Cajalco Road southbound on-ramp to the Weirick Road southbound off-ramp.

November 2020 Commission Meeting [\(Agenda\)](#)

Item 5C – Active Transportation Program – Southern California Association of Governments 2021 Regional Program Guidelines – 20-Point Distribution for Riverside County Project Applications for the MPO Component

As of the writing of this agenda item, the Commission was anticipated to approve the 20-Point Distribution as approved by the TAC in September 2020.

Item 6 – Implementation and Management Services Agreement Between Riverside County Transportation Commission and Western Riverside County Regional Conservation Authority

As of the writing of this agenda item, the Commission was anticipated to approve an agreement for RCTC to become the managing agency of the Western Riverside County Regional Conservation Authority.

AGENDA ITEM 12

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	November 16, 2020
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Manager
SUBJECT:	Proposed 2021 TAC Meeting Schedule

STAFF RECOMMENDATION:

This item is for the TAC to adopt its 2021 TAC Meeting Schedule.

BACKGROUND INFORMATION:

The Technical Advisory Committee is scheduled to meet on the third Monday of every other month at 10:00 a.m. Due to the January TAC meeting falling on Martin Luther King Jr. Day, a holiday observed by the County of Riverside, the January TAC meeting will be held on the fourth Monday in January. Pursuant to California Executive Order N-29-20, the meetings will be held via videoconference and telephone only. At such time that it is safe and/or required to hold public meetings in person again, the TAC will be notified.

Attachment: Proposed 2021 Committee Meeting Schedule

2021 TAC MEETING SCHEDULE

Following is the 2021 Technical Advisory Committee (TAC) meeting schedule. All meetings will commence at **10:00 a.m.** until further notice.

Due to the Coronavirus pandemic, we will be meeting via videoconference and telephone only, pursuant to Governor Newsom's Executive Order N-29-20 (March 18, 2020), until further notice.

January 25
March 15
May 17
July 19
September 20
November 15