



MEETING AGENDA

Technical Advisory Committee

Time: 10:00 a.m.

Date: May 17, 2021

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

Jonathan Hoy / Eric Cowle, CVAG

Art Vela / Holly Stuart, City of Banning

Jeff Hart / Robert Vestal, City of Beaumont

VACANT, City of Blythe

Michael Thornton / VACANT, City of Calimesa

Albert Vergel De Dios / Sean Young, Caltrans District 8

VACANT / Mike Borja, City of Canyon Lake

John A. Corella / Crystal Sandoval, Cathedral City

Andrew Simmons / Maritza Martinez, City of Coachella

Savat Khamphou / Rosalva Ureno, City of Corona

Daniel Porras / Nick Haecher, City of Desert Hot Springs

Jimmy Chung / Dahi Kim, City of Eastvale

Steve Loriso / 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

Yolanda Macalalad / 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

VACANT / Randy Bowman, City of Palm Desert

Joel Montalvo / Marcus Fuller, City of Palm Springs

K. George Colangeli / Dale Reynolds, PVVTA

Cassandra Sanchez/Stuart McKibbin, City of Perris

Ryan Stendell / VACANT, City of Rancho Mirage

Mark Lancaster / Mojahed Salama, County of Riverside

Kristin Warsinski / Jennifer Nguyen, RTA

Travis Randel / VACANT, City of San Jacinto

Brittney B. Sowell / Rohan Kuruppu, SunLine

Patrick Thomas / Amer Attar, City of Temecula

Christopher Tzeng / Cameron Brown, WRCOG

Dan York / Cameron Luna, City of Wildomar

STAFF

Jillian Guizado, Planning and Programming Director

Jenny Chan, Planning and Programming Manager

Martha Masters, Planning and Programming Senior Management Analyst

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: May 17, 2021

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/85159411977?pwd=WUFRanNudVJSV1lrSUEvcmlJVYk9KQT09>

Meeting ID: 851 5941 1977

Passcode: 357944

One tap mobile

+16699006833,,85159411977#,,,,*357944# US (San Jose)

+13462487799,,85159411977#,,,,*357944# US (Houston)

Dial by your location

+1 669 900 6833 US (San Jose)

Meeting ID: 851 5941 1977

Passcode: 357944

Find your local number: <https://rctc.zoom.us/j/kdIDzl0xav>

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 MARCH 15, 2021 MINUTES

Page 1

- 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. ELECTIONS OF TECHNICAL ADVISORY COMMITTEE OFFICERS

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Overview

This item is for the Technical Advisory Committee (TAC) to conduct an election of officers for May 2021 through May 2023 – Chair and Vice Chair.

7. COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR TIER 1 PROGRAM DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

Page 13

Overview

This item is for the Technical Advisory Committee to receive and file an update on the Coachella Valley-San Gorgonio Pass Rail Corridor Service Planning Study with the imminent release of the Draft Tier 1 Program Draft Environmental Impact Statement/Environmental Impact Report.

8. FISCAL YEAR 2021/22 TRANSPORTATION DEVELOPMENT ACT, ARTICLE 3 (SB 821) CALL FOR PROJECTS – PROJECT RECOMMENDATIONS

Page 21

Overview

This item is for the Technical Advisory Committee to concur with the Fiscal Year 2021/22 Transportation Development Act Article 3 Bicycle and Pedestrian Facilities program (SB 821) recommended project allocations in the amount of \$4,327,472.

9. 2021 AND 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

Page 25

Overview

This item is to receive and file an update on the 2021 and 2023 Federal Transportation Improvement Program (FTIP).

10. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Page 31

Overview

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

11. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: MARCH AND MAY 2021

Page 40

Overview

This item is to receive and file the March and May 2021 California Transportation Commission (CTC) meeting highlights.

12. RCTC COMMISSION MEETING HIGHLIGHTS: APRIL AND MAY 2021

Page 41

Overview

This item is to receive and file April and May 2021 Commission meeting highlights.

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 July 19, 2021, 10:00 a.m. via videoconference and telephone only, pursuant to Governor Newsom's Executive Order N-29-20 (March 18, 2020).

MINUTES

**TECHNICAL ADVISORY COMMITTEE MEETING
MINUTES**

Monday, March 15, 2021

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
Michael Thornton, City of Calimesa
Brad Brophy, Cities of Canyon Lake, Perris, San Jacinto
John Corella, Cathedral City
Jonathan Hoy, CVAG
Savat Khamphou, City of Corona
Daniel Porras, City of Desert Hot Springs
Jimmy Chung, City of Eastvale
Steve Loriso, City of Hemet
Ken Seumalo, City of Indian Wells
Timothy T. Wassil, City of Indio
Bryan McKinney, City of La Quinta
Remon Habib, City of Lake Elsinore
Carlos Geronimo, City of Menifee
Jeff Hitch, City of Murrieta
Randy Bowman, City of Palm Desert
Joel Montalvo, City of Palm Springs
Jesse Eckenroth, City of Rancho Mirage
Farshid Mohammadi, City of Riverside, Chair
Mojahed Salama, Riverside County
Kristin Warsinski, RTA
Rohan Kuruppu, Sunline
Patrick Thomas, City of Temecula
Dan York, City of Wildomar

4. APPROVAL OF NOVEMBER 16, 2020 MINUTES

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

Abstain: 8

5. PUBLIC COMMENTS

There were no public comments.

6. WESTERN RIVERSIDE COUNTY REGIONAL CONSERVATION AUTHORITY (RCA) TRANSITION

Aaron Hake, RCTC, provided a PowerPoint presentation in which he described the partnership between RCTC and the Regional Conservation Authority (RCA), which began January 1, 2021. His presentation included:

- A New Partnership
- MSHCP: Essential to Western Riverside County
- Strengths of new RCTC-RCA Partnership
- Our Objectives
- Early Priorities with Member Agencies
- Fee Update
- Your Resources
- Stay Connected Information

He then responded to questions.

Question: John Corella, Cathedral City, asked what the projected time period was for acquiring property in the western plan.

Response: Aaron Hake responded that the original Multiple Species Habitat Conservation Plan provided until 2029 to complete acquisition. The Nexus study extended that acquisition period to 2034.

Question: Dan York, City of Wildomar, reported that the City of Wildomar took the resolution to its City Council. The Council chose to table it until April. He further reported that there was concern from the Chamber of Commerce and others that industrial use was not represented in the fee structure. There is no category for Wildomar's Parks & Recreation facilities making a presumption that the Parks & Recreation facilities will have to pay the industrial fees. He also asked if Aaron Hake is aware of the direction of RCA or any other plan changes for the implementation agreement and how RCA will function.

Response: Aaron Hake responded that there is no proposal to amend the implementing agreement. The fees are per acre no matter what the usage is. The board has been reluctant to make special exceptions for anyone or have different rates for different things. They did get feedback from the Chamber last month and RCA declined to make any changes. For the fees to be changed, the Nexus study would have to be redone, a new ordinance would have to be approved and sent back to all cities. Getting that done

by July 1 is not practical and there would have to be a delay. Moreno Valley has adopted the first reading of the ordinance so far. Aaron Hake stated he is interested in when cities are planning to go forward. He also said he is happy to communicate with the city councils or anyone who has concerns about how it works.

7. 15 EXPRESS LANES OPENING

Jennifer Crosson, RCTC, provided a PowerPoint presentation that describes the 15 Express Lanes opening. Her update included:

- Length, segments, access points, connector, future connector
- Dynamically Priced
- Tolloed Segments
- Transponder Required
- HOV3+ Discount Policy
- Clean Air Vehicle Discount
- Facilities
- Revenue commencement
- Changes to the 91 Express Lanes

She also provided a short video showing what she described in her update.

8. ACTIVE TRANSPORTATION PROGRAM CYCLE 5 – RIVERSIDE COUNTY PROJECT RECOMMENDATIONS FOR METROPOLITAN PLANNING ORGANIZATION REGIONAL PROGRAM

Jenny Chan, RCTC, provided a PowerPoint presentation and asked the TAC to refer to her staff report for recommendations. Her presentation included:

- ATP Program Overview
- Distribution of Funds – Cycle 5
- ATP Cycle 5 Statewide = \$220.78 M
- ATP Cycle 5 MPO = \$92.572 M
- Riverside County MPO Share Project Recommendation for Cycle 5
- ATP Funded Projects (Cycles 1 – 5)
- Staff Recommendation

B/C/A (Corella/Seumalo) to:

- Approve the Riverside County Active Transportation Program (ATP) projects for inclusion in the Metropolitan Planning Organization (MPO) ATP Regional Program Cycle 5 consisting of the highest scoring projects in the total amount of \$11,305,000;
- Authorize staff to adjust the ATP award request to include Riverside County – Public Health’s Safe Routes for All – Hemet Project to maximize available funds in Riverside County;

- Submit the list of recommended and contingency projects to the Southern California Association of Governments (SCAG) for inclusion in the MPO ATP Regional Program and subsequent submittal to the California Transportation Commission (CTC) for final approval in June 2021;
- Authorize staff to request state-only ATP funds for all projects, which will have cleared and completed state environmental clearance;
- Submit the MPO ATP regional projects to SCAG for programming in the Federal Transportation Improvement Program (FTIP);
- Direct staff to coordinate with the MPO ATP Regional Program project sponsors regarding timely funding allocations, obligations, and project delivery;
- Prioritize Coachella Valley Association of Governments (CVAG)'s Coachella Valley Arts and Music Line project for any future supplemental ATP Cycle 5 funding; and
- Forward to the Commission for final action.

9. TECHNICAL ADVISORY COMMITTEE VICE CHAIR VACANCY AND UPCOMING ELECTION

Jillian Guizado, RCTC, thanked Martin Magana for his service on the TAC and as the TAC Vice Chair and welcomed Jonathan Hoy back to the TAC as the primary member from CVAG.

She stated because the TAC is scheduled to conduct its regular election of Chair and Vice Chair at its next meeting in May, staff conferred with Chair Mohammadi and agreed to wait to fill both positions in May.

She requested TAC members to begin considering volunteering to serve as a TAC officer for the two-year period beginning May 17, 2021 and ending May 15, 2023. She requested that TAC members reach out to her if interested. At the May meeting, Chair Mohammadi will formally open the floor for nominations and will conduct the election for the new officers. The TAC generally follows an east and west membership. In order to stay with that format, staff will look for a Chair from the eastern county with a Vice Chair from the western county.

10. RIVERSIDE TRANSIT AGENCY REPROGRAMMING REQUEST OF CONGESTION MITIGATION AND AIR QUALITY FUNDS AS PROGRAMMED IN THE 2013 MULTI-FUNDING CALL FOR PROJECTS

Jillian Guizado stated that in 2013, the Commission's Planning & Programming department issued a multi-funding call for projects whereby local agencies competed for millions of dollars in federal and local funds to advance and deliver local projects. The Commission approved staff's recommendation in January 2014, at which time Riverside Transit Agency was approved to receive more than \$9 million of federal formula Congestion Mitigation and Air Quality (CMAQ) funds for the RapidLink Service Project, also known as the Gold Line. This project implemented limited-stop service along the Route 1 alignment on University and Magnolia Avenues in 15 minute increments on weekdays. The service runs from UCR to Smith and Sixth in Corona. The project also funded the purchase of 14 40-foot RapidLink buses.

RTA began running the service in summer 2017 and ran it until April 2020 when it was no longer viable due to the pandemic. Originally, RTA planned to use the CMAQ funds on this service until December 2020, at which point the funds would be exhausted. Because RTA stopped the weekday RapidLink service in April 2020, there is \$466,130 of CMAQ left.

In order to not leave any funds on the table, RTA requested the Commission approve RTA's use of the remaining CMAQ funds on similar service on Route 1 that expanded weekend frequency from 30 minutes to every 15 minutes back in September 2019. RTA would commence the use of the remaining CMAQ funds retroactive back to July 2020 and they are anticipated to last through August 2022.

Because of the urgent nature of RTA's request and the timing of the request just missing the last TAC meeting in November 2020, staff took this item directly to the Commission to allow RTA to utilize the leftover CMAQ funds as soon as possible. As such, this was an informational item to advise the TAC on this action that was taken by the Commission.

11. COUNTY OF RIVERSIDE REQUEST FOR ADDITIONAL FUNDS FOR THE SALT CREEK TRAIL

Jillian Guizado stated the Salt Creek Trail is an important regional active transportation facility that benefits the cities of Hemet and Menifee and serves many other nearby communities. As a regional facility, this trail provides significant greenhouse gas and public health benefits.

The County of Riverside was the lead on the project and received Congestion Mitigation and Air Quality (or CMAQ) federal formula funds through the Commission's 2013 Multi Funding Call for Projects. The construction phase of the project was put out to bid in fall 2019. Bids came in high and the County requested an increase in CMAQ funding on the project of just under \$600,000.

The project was substantially completed in December and is open for public use. The project experienced a couple delays and challenges, resulting in the project being over budget by \$478,000. The overage was due to construction delays and expenses related to burrowing owls, COVID-19, mitigation fees for off-site habitat restoration, storm damage repair, materials, and utility relocations.

In January, the Commission received a letter from the County asking for a small increase in CMAQ funds on the project to cover one-third of the overage in the amount of \$160,000. The remaining two-thirds are being covered by the County and the Parks District as seen in the table in the agenda item. There are sufficient CMAQ funds to cover this request without impacting other projects.

Because the project was completed in December and there was not a January TAC meeting, staff needed to get this item to the Commission timely to get the County the additional funding as soon as possible. This was an informational item to advise the TAC on this action that was taken by the Commission.

12. FISCAL YEAR 2021/22 TRANSPORTATION DEVELOPMENT ACT, ARTICLE 3 (SB 821) CALL FOR PROJECTS

Jenny Chan provided a PowerPoint presentation. She stated the SB 821 Call for Project opened on February 1. This program is administered by the Commission to fund bike and ped projects. Applications are due April 29, 2021 at 5PM. Applications will be submitted online through the SB 821 portal which can be found on the RCTC website. The link is also available in the guidelines. Like last cycle, applicants can request one-on-one sessions with RCTC staff to discuss guidelines, project eligibility, and competitiveness. The guidelines and application are available to download on the RCTC website under Call for Projects.

Programming capacity for this cycle is \$4,325,000. Each local agency is limited to submitting three applications, and the county of Riverside is limited to submitting two applications per district. Each application is capped at \$432,500 and each jurisdiction is limited to \$865,000 in total award for this cycle.

Question: Randy Bowman, City of Palm Desert, inquired about the eligibility of maintenance-type projects, such as re-marking bicycle facilities.

Response: Jenny Chan said it is an eligible activity with a limitation on how much can be funded for maintenance. She suggested they speak offline.

13. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Leslie Avila, Caltrans District 8, introduced Neil Peacock, Office of Environmental Compliance and Outreach in the Division of Environmental Analysis at Caltrans' headquarters, who provided a PowerPoint presentation on Environmental Requirements for Emergency Relief Projects, that included:

- Emergency Openings
- Permanent Restorations
- Permanent Restorations under Emergency Opening

He pointed out the list of District Local Assistance Contacts and Headquarters Local Assistance Contacts.

Question: John Corella ask how this ties into the Robert Stafford gas relief for emergency assistance?

Response: Nestor Cuellar, Caltrans Headquarters, requested that John Corella contact him directly for an answer to his question.

14. 2019 AND 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

Martha Masters, RCTC, stated Planning and Programming staff works with all Riverside County agencies as often as possible to make sure all projects in the FTIP are represented correctly. She stated staff is happy to hold one-on-one sessions with anyone who needs a refresher.

She stated the 2019 FTIP has gone through all its formal and administrative approvals. There are no future amendments in the 2019 FTIP. It is anticipated that the 2021 FTIP will replace the 2019 FTIP in mid-April. Links to the 2019 FTIP, the proposed 2021 FTIP, and Amendment 1 to the 2021 FTIP were provided in the agenda item.

The 2021 FTIP includes 389 projects from Riverside County totaling \$12 billion in anticipated investments. Martha Masters requested that agencies notify Planning and Programming staff of any changes to the 2021 FTIP so they may be properly reflected in the FTIP. The 2021 FTIP schedule was provided as Attachment 1 to the agenda item. A formal amendment is due to Planning and Programing April 6 to meet the April 20 deadline to SCAG. Staff anticipates a potential revision to the FTIP schedule from SCAG and will keep the TAC apprised.

15. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: DECEMBER 2020 AND JANUARY 2021

Jillian Guizado reported that the CTC continues to meet virtually approximately every other month. At the December 2020 meeting, the CTC adopted staff's recommendations for various formula and competitive funds available from Senate Bill 1. Details on those recommendations are found in the link to the CTC meeting agenda in the TAC agenda item.

The January 2021 CTC meeting was uneventful except for an interesting presentation from Caltrans. Caltrans has developed a web tool for viewing SHOPP projects programmed in the ten-year project book. The link to the project book was included in the agenda item. A video on how it works was shown:

<https://www.youtube.com/watch?v=0y3jAnpvsik&feature=youtu.be>

The next CTC meeting will be held on March 24 and 25 via webinar. Staff will report on that meeting at the May TAC meeting.

16. RCTC COMMISSION MEETING HIGHLIGHTS: DECEMBER 2020 AND JANUARY, FEBRUARY, AND MARCH 2021

Jillian Guizado stated many of the items highlighted in the agenda item were already presented to the TAC today as separate items. She reviewed two that were not already covered:

- Planning & Programming staff are beginning work on a project and program funding database system that, once implemented, will help them operate more efficiently and track projects and funding needs better. Of note is there will be an SB 821 module to fully administer that program through the database. Updates will be provided over the next year or two.
- The Commission approved staff's mid-year revised revenue projections and also next year's revenue projections which helps with the Commission with its budget process. Overall, this year is looking better than anticipated and revenue projections are flat for next year.

The next Commission meeting will be held on April 14 via webinar.

17. COMMITTEE MEMBER/STAFF REPORT

There was no other business presented.

18. ADJOURNMENT

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at approximately 11:30 a.m. The next meeting will be on May 17, 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 Director

AGENDA ITEM 6

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 17, 2021
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	Election of Technical Advisory Committee Officers

STAFF RECOMMENDATION:

This item is for the Technical Advisory Committee (TAC) to conduct an election of officers for May 2021 through May 2023 – Chair and Vice Chair.

BACKGROUND INFORMATION:

Election of Officers

In accordance with the Commission’s Administrative Code, the TAC will elect a Chair and Vice Chair from the membership, with each officer serving for two years. While not required, it is desirable for each officer position to represent a different geographic region of Riverside County.

From 2019 to 2021, Farshid Mohammadi, city of Riverside, served as Chair and Martin Magana, Coachella Valley Association of Governments, served as Vice Chair. For 2021 to 2023, it would be ideal that the Chair role will be occupied by a regular TAC member representing eastern Riverside County while the Vice Chair be a regular TAC member representing western Riverside County.

Attachment: Administrative Code Excerpt 2(e) *Officers*

place, and agenda for such meetings. The Committee may also hold subcommittee meetings of any subcommittees it establishes.

(d) Assistance. The staff of the Commission shall be available to aid the Committee in its work.

(e) Compensation. Members of the Committee shall serve without compensation.

(f) Officers. The Committee shall elect a Chair and Vice Chair from the members thereof, each of whom shall serve for one (1) year, and thereafter until his or her successor is elected. Secretarial services shall be provided by the Commission staff.

2. Technical Advisory Committee.

(a) Membership. There is hereby created the Technical Advisory Committee. The Committee shall consist of members selected as follows:

(1) One (1) member representing the County of Riverside.

(2) One (1) member representing each City in the County which designates such a representative.

(3) One (1) member representing the Riverside Transit Agency.

(4) One (1) member representing the Western Riverside Council of Governments.

(5) One (1) member representing the Coachella Valley Association of Governments.

(6) The District Director of Caltrans District 8 or designee.

(7) One (1) member representing the SunLine Transit Agency.

(8) One (1) member representing the Palo Verde Valley Transit Agency.

Committee members shall serve at the will and pleasure of their appointing authority and the Commission. An alternate may be named by each appointee to represent him or her in his or her absence.

(b) Function. 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.

(c) Meetings. In the dispatch of its responsibilities, the Committee may conduct meetings, may appoint subcommittees to include regular members and/or alternate members, and engage in such related activities as it deems necessary. Subcommittees shall not be composed of a regular and alternate member who represents the same jurisdiction.

(d) Compensation. Members of the Committee shall serve without compensation.

(e) Officers. The Committee shall elect a Chair and Vice Chair from the members thereof, each of whom shall serve for two (2) years and thereafter until his or her successor is elected. Committee support shall be provided by the Commission staff.

(f) Voting. Each member of the Committee shall have one (1) vote, except the county of Riverside member shall have three (3) votes

and the Transportation Planning Director of the Southern California Association of Governments shall be a non-voting member.

(g) Quorum. A quorum shall be a majority of the voting members. All actions of the Committee shall require a majority of the votes cast.

3. Other Advisory Committees.

(a) Standing Committees. The Commission may appoint such other standing committees as it deems necessary. The Commission shall determine the membership of such committees from among the regular members of the Commission, and shall specify the functions, duties, responsibilities, and terms of service. The Commission shall give due consideration to recommendations, advice or proposals received from Advisory Committees but shall not be bound thereby.

(b) Ad Hoc Committees and Representative Appointments. The Chair may create and appoint ad hoc committees as necessary to provide direction and advice to the Chair, Commissioners or Commission staff. In addition, the Chair shall appoint Commission representatives to the Southern California Regional Rail Authority, the Route 91 Advisory Committee, the MSRC, and other agencies or organizations of which the Commission is a member or party. Ad hoc committee members and representatives shall be appointed from among the regular Commission members.

H. COMMITTEES OF THE COMMISSION.

1. The following Committees of the Commission are hereby created:

(a) The Budget and Implementation Committee. This Committee shall be composed of up to fifteen (15) regular members of the Commission selected by the Chair, with at least nine (9) members being

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	May 17, 2021
TO:	Technical Advisory Committee
FROM:	Sheldon Peterson, Rail Manager
SUBJECT:	Coachella Valley-San Gorgonio Pass Rail Corridor Tier 1 Program Draft Environmental Impact Statement/Environmental Impact Report

STAFF RECOMMENDATION:

This item is for the Technical Advisory Committee to receive and file an update on the Coachella Valley-San Gorgonio Pass Rail Corridor Service Planning Study with the imminent release of the Draft Tier 1 Program Draft Environmental Impact Statement/Environmental Impact Report.

BACKGROUND INFORMATION:

In October 2013, the Commission approved Resolution No. 13-042, *“Resolution of Support to Establish Daily Intercity Rail Service from Los Angeles to the Coachella Valley Via the Pass Area,”* in which the Commission committed to overseeing preparation of a Service Development Plan (SDP) in coordination with the Caltrans Division of Rail and Mass Transit and the Federal Railroad Administration (FRA) as the next step toward establishing daily rail service between Los Angeles and the Coachella Valley.

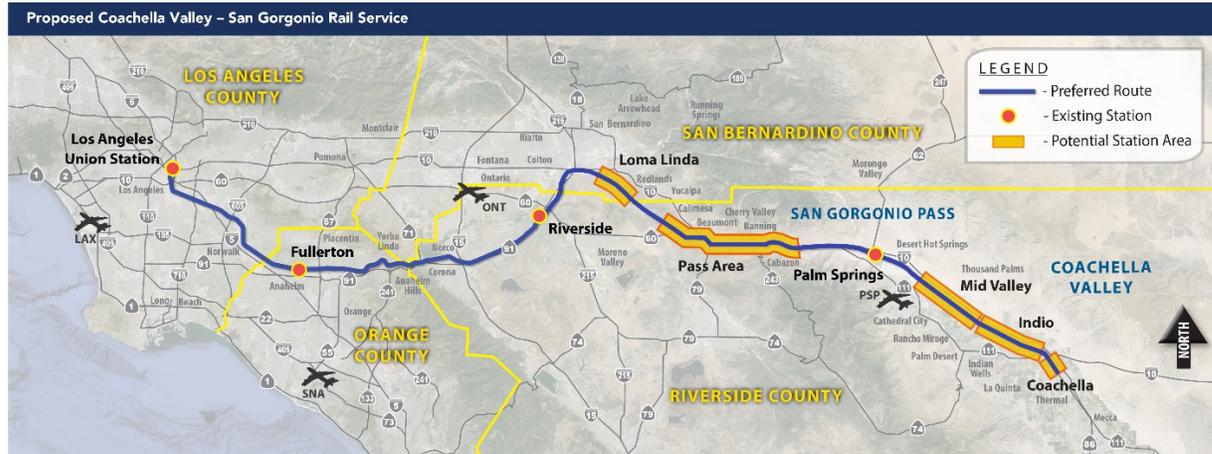
In May 2014, following a competitive procurement process, the Commission awarded a contract to HDR to prepare a full SDP starting with an Alternatives Analysis (AA), followed by an SDP and program-level Environmental Impact Statement (EIS)/Environmental Impact Report (EIR).

In July 2016, the AA was completed and accepted by the Commission and FRA with the recommendation of a preferred route to be carried forward for analysis in an SDP and Tier 1 EIS/EIR. The preferred route, as shown in Figure 1 below, would run from Los Angeles Union Station, through Fullerton, Riverside, and the San Gorgonio Pass, to Indio or Coachella, operating primarily over tracks owned by the BNSF Railway (BNSF) from Los Angeles to Colton, and tracks owned by the Union Pacific Railroad (UP) between Colton and Indio or Coachella. Included in the AA was a market analysis that identified a projected 47 percent increase in travel over the next 20 years between Los Angeles and Coachella Valley and a projected 23 percent population increase by 2035 for the four counties comprising the corridor (Los Angeles, Orange, Riverside, and San Bernardino). Additionally, the analysis found that Coachella Valley is expected to double its population and the San Gorgonio Pass Area is projected to increase 134 percent by 2035.

Since the commencement of the EIS/EIR and SDP, public project scoping has been completed, a comprehensive operational model of the rail corridor has been developed,

conceptual engineering and service operations plan have been completed, and technical studies have been prepared to evaluate the impacts of implementing the service; now the program-level environmental document is complete and will soon be released for public review and comment.

Figure 1: Proposed Coachella Valley – San Gorgonio Pass Rail Corridor



Tier 1 EIS / Program EIR

Tiered/Programmatic Environmental Process

The environmental analysis currently being conducted is a Tier 1 Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR), in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Tiering is a staged environmental review process used for complex transportation projects. The Tier 1 Program EIS/EIR evaluates a reasonable range of alternatives and will recommend a preferred alternative within the study area. To make sure the freight and passenger trains can run on time, the build alternatives anticipate additional track infrastructure improvements along the route.

Alternatives and Service Options Being Studied

The Tier 1 Program EIS/EIR analyzes the impacts of a No Build Alternative (no new passenger rail service) and a Build Alternative with three service options:

Build Alternative Service Options

Option	Daily Train Trips	Eastern Terminus	# Stations east of Colton	New Third Track in Eastern Section
#1	Two round trips daily	Coachella	6	Colton to Coachella
#2	Two round trips daily	Indio	5	Colton to Indio
#3	Two round trips daily	Indio	5	Colton to approx. mid-Coachella Valley

Tiered Environmental Analysis

The Tier 1 Program EIS/EIR environmental analysis identifies potential impacts caused by operating the service and constructing infrastructure (primarily tracks and stations). Specific station locations and track designs will not be identified at this stage of the project. Tier 1 address broad questions and environmental effects of the overall project; however, it will not address location-specific details. Subsequent Tier 2 Project-level environmental studies would be needed to analyze site-specific impacts based on the infrastructure improvements and station sites identified in later studies.

Environmental topics analyzed in the Tier 1 Program Draft EIS/EIR:

- Land Use and Planning
- Transportation
- Visual Quality and Aesthetics
- Air Quality and Greenhouse Gases
- Noise and Vibration
- Jurisdictional Waters and Wetland Resources
- Biological Resources
- Floodplains, Hydrology, and Water Quality
- Geology, Soils, Seismicity, and Paleontological Resources
- Hazards and Hazardous Materials
- Public Utilities and Energy
- Cultural Resources
- Parklands and Community Services
- Safety and Security
- Socioeconomics and Communities Affected
- Cumulative Effects
- Environmental Justice Effects
- Section 4(f)/6(f)

EIS/EIR Public Review Process

The Draft EIS/EIR is anticipated to be released for public review on May 21 for 45 days with virtual public hearings scheduled for Tuesday June 22 and Saturday June 26. The Notice of Determination will be issued following action by the RCTC Commission to adopt the Program EIR.

Release Draft EIS/EIR for Public Review	May 21, 2021
Virtual Public Hearing #1	June 22, 2021
Virtual Public Hearing #2	June 26, 2021
End of Public Review Period	July 6, 2021
Prepare Response to Comments	Summer/Fall 2021
Record of Decision (EIS)	November 2021
Notice of Determination (EIR)	December 2021

Service Development Plan

Progress continues on the Service Development Plan as well. The plan will analyze the service to determine the infrastructure needs, routing, connections, and stations. It will develop costs, equipment needs, ridership and revenue forecasts, benefit-cost and economic Impact and implementation and phasing. Operational modeling is also included to determine the most

effective infrastructure needed to have both passenger and freight trains run on schedule with minimal delays. The target is for the complete Service Development Plan to be finalized and approved at the same time as the Commission adopts the Program EIR in December 2021.

Attachment: Project Fact Sheet



Program Environmental Document and Service Development Plan



Coachella Valley-San Gorgonio Pass Rail Corridor Service

Project Highlights

- Connecting Coachella Valley and Los Angeles: Approximately 144 miles on an existing rail corridor, mostly parallel to I-5, Route 91, and I-10
- Serving the Counties of: Los Angeles, Orange, Riverside and San Bernardino
- Eastern Endpoint: Cities of Indio or Coachella in Riverside County
- Western Endpoint: Los Angeles Union Station in Los Angeles County
- Approximate trip time: 3 hours and 15 minutes
- People traveling through San Gorgonio Pass: Approximately 160,000 per day
- Proposed Service: Two daily round-trips
- Stations: Enhance access to four existing stations and potential to add five new passenger rail stations over time
- Adding: Tracks at selected locations to enhance train travel speeds, minimize delays, and maintain safety

Environmental Milestones

Milestones	Timeline
Prepare Tier 1/Program Level Draft EIS/EIR	Winter 2020/21
Notice of Availability/Notice of Completion	Spring 2021
Release of Tier 1/Program Level Draft EIS/EIR	Spring 2021
Prepare Tier 1/Program Level Final EIS/EIR	Fall 2021
Record of Decision/Notice of Determination	December 2021

Agency Partners



Program Overview

The proposed Coachella Valley-San Gorgonio Pass Rail Corridor (Coachella Valley Rail) extends approximately 144 miles between downtown Los Angeles and the Coachella Valley. The Riverside County Transportation Commission (RCTC), in coordination with the California Department of Transportation (Caltrans) and the Federal Railroad Administration (FRA), is working to bring passenger rail service as an alternate mode of travel across Southern California, connecting desert communities and attractions with Los Angeles, Orange County, and the Inland Empire.

The program proposes operating two daily round-trips between Los Angeles Union Station and Indio or Coachella, with morning and evening departures from each end. Passenger service is expected to take about 3 hours and 15 minutes, which is comparable to trips made by cars on congested highways connecting these communities, such as I-5, Route 91, and I-10.



Project History

- 1991**
Initial Feasibility Studies: Evaluated one or two daily long-distance rail round-trips between Los Angeles and Indio
- 2010-2013**
Additional Feasibility Studies
- 2013-2016**
Market Assessment/Alternatives Analysis: Evaluated five alternatives to determine the preferred alignment
- July 2016**
Finalized Alternatives Analysis/Preferred Route Advances for Environmental Studies: Proceeded with preferred route through Fullerton and Riverside to be carried forward for analysis in the Service Development Plan and Tier 1/Program EIS/EIR
- Fall 2016 – Spring 2021**
Tier 1/Program EIS/EIR: Held public scoping meetings and completed studies for Draft EIS/EIR for public review

Environmental Process

The environmental analysis currently being conducted is a Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR), in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Tier 1/Program Draft EIS/EIR is anticipated to be released for public review in spring 2021 for 45 days with virtual public hearings. Future Tier 2/Project NEPA/CEQA documents will be prepared when funding is identified. RCTC is actively seeking funding opportunities to advance the program.

The Tier 1/Program Draft EIS/EIR identifies potential impacts caused by operating the service and constructing infrastructure (primarily tracks and stations). Specific station locations and track designs will not be identified at this stage of the program. The Tier 1/Program will address broad questions and environmental effects of the overall program; however, it will not address location-specific details or authorize construction.

The Tier 1/Program Draft EIS/EIR analyzes 18 environmental resource topics and reflects comments received during the 2016 public scoping process. Concurrently, a Service Development Plan (SDP) is being finalized to provide a high-level conceptual operations plan. Modeling is being conducted so that passenger and freight rail operations can perform efficiently.

Project Milestones



Topics Being Evaluated

The Tier 1/Program Draft EIS/EIR evaluates the impacts and benefits of the program including:

- Land Use and Planning (including agricultural and forestry resources)
- Transportation
- Visual Quality and Aesthetics
- Air Quality and Greenhouse Gases
- Noise and Vibration
- Jurisdictional Waters and Wetland Resources
- Biological Resources
- Floodplains, Hydrology, and Water Quality (including watersheds)
- Environmental Justice Effects
- Geology, Soils, Seismicity, and Paleontological Resources (including mineral resources)
- Hazards and Hazardous Materials
- Public Utilities and Energy
- Cultural Resources
- Parklands and Community Services
- Safety and Security
- Socioeconomics and Communities Affected
- Cumulative Effects
- Section 4(f)/6(f) Resources

The Corridor at a Glance

Western End

The western end of the corridor will connect riders to Los Angeles Union Station, the largest railroad passenger terminal in the western United States. Passengers can also access revitalized Downtown Fullerton and other attractions and concert venues in Orange County as well as Riverside’s bustling downtown area that offers museums, theaters and the historic Mission Inn Hotel & Spa.

Eastern End

The eastern end of the corridor will give access to the growing communities of Banning and Beaumont and the vibrant city of Palm Springs. Travelers will also be connected to the heart of the Coachella Valley, home to premier golf courses and dining as well as the cities of Indio and Coachella near world-renowned music festivals and events.





How to Participate

RCTC, Caltrans, and the FRA encourage your participation in the environmental review process. The Tier 1 Program/Draft EIS/EIR for the Coachella Valley-San Geronio Pass Rail Corridor Service is anticipated for release in spring 2021.

Virtual public hearings will be held to solicit comments about the Tier 1/Program Draft EIS/EIR. Please watch for dates of these public hearings and how to submit comments during the 45-day public review period.

Contact Us

Please contact us to stay informed and share your thoughts on this proposed project.

 951-787-7141

 CVRail@rctc.org

 CVRailProject

 RCTC.org/cvrail



AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 17, 2021
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Planning and Programming Manager
SUBJECT:	Fiscal Year 2021/22 Transportation Development Act, Article 3 (SB 821) Call for Projects – Project Recommendations

STAFF RECOMMENDATION:

This item is for the Technical Advisory Committee to concur with the Fiscal Year 2021/22 Transportation Development Act Article 3 Bicycle and Pedestrian Facilities program (SB 821) recommended project allocations in the amount of \$4,327,472.

BACKGROUND INFORMATION:

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 ¼ percent of the state sales tax. Each year, two percent of LTF revenues is set aside for the SB 821 program. On every odd-numbered year, the Commission conducts a competitive call for projects in which all local agencies within the county can submit applications. Eligible projects include construction of bicycle lanes, sidewalks, and Americans with Disabilities Act curb ramps, and the development of bicycle and pedestrian master plans. At its January 2021 meeting, the Commission adopted a series of policy changes for the program. The changes were implemented for this year’s Call for Projects, which opened on February 1, 2021 and closed on April 29, 2021.

The programming capacity for this cycle is \$4,325,000. As such, the FY 2021/22 Biennial Call for Projects Guidelines stipulate there be a maximum funding request per application of \$432,500 and maximum funding for each jurisdiction of \$865,000. One-on-one sessions to review and provide feedback on potential project applications were offered to all eligible agencies.

DISCUSSION:

The Commission received 35 project proposals from 20 different agencies, totaling \$9,760,010 in SB 821 funding requests. A summary of the applications submitted and related funding requests by geographic area is summarized in the table below.

Summary of Requests

	Coachella Valley	Western Riverside	Total
Projects Submitted	10	25	35
Total Funding Request	\$3,040,896	\$6,719,114	\$9,760,010

This year’s evaluation committee included staff from Caltrans District 8, Coachella Valley Association of Governments, the city of Indian Wells, Riverside Transit Agency, Western Riverside Council of Governments, and San Bernardino County Transportation Authority. On May 11, the evaluation committee met and scored the project applications based on the Commission’s adopted evaluation criteria as summarized below.

Evaluation Criteria

Factor	Maximum Points
Destinations Served	14
Safety	15
Multimodal Access	6
Matching Funds	10
Population Equity	5
Total Points	50

Staff recommends funding allocations for 15 projects that scored a 40 or above, totaling \$4,327,472. The City of Rancho Mirage submitted three applications with a total funding request of \$1,227,253. The three applications each received more than 40 points; however, funding all three projects exceeds the \$865,000 cap as stipulated in the guidelines. Staff offered two options to City staff: prioritize the three projects or adjust the funding request for each application. City staff opted to prioritize the Bob Hope Drive Access Ramp Retrofit project and the San Jacinto Drive Corridor Walkway and Sidewalk Improvements project. A summary of the recommended allocations is provided in the table below and a full list of projects is attached.

Summary of Recommended Allocations

	Coachella Valley	Western Riverside	Total
# of Recommended Projects	4	11	15
Total SB 821 Recommended Allocations	\$1,466,000	\$2,861,472	\$4,327,472
Recommended Allocations as a % of Total Allocations	34%	66%	100%

At the January 2020 meeting, the Commission utilized approximately \$1.6 million in reserve SB

821 funding and awarded an additional seven projects from the FY 19/20 Call for Projects. As such, there is limited SB 821 reserve capacity to program more projects from the list despite the scores being very competitive. Staff will monitor mid-year LTF projections in January 2022 to determine if more funding is available to fund additional projects on the list.

Attachment: FY 2021/22 SB 821 Funding Recommendation

FY 21/22 SB 821 Call for Projects

Agency	Project Name	Total Project Cost	Requested Amount	Match Amount	Recommended Allocation	Score
Eastvale	Bicycle and Pedestrian Safety Enhancement on Citrus St, Sumner Ave and River Rd	\$902,453	\$432,500	\$469,953	\$432,500	47
Jurupa Valley	Pacific Avenue Pedestrian and Bicycle Improvements	\$729,760	\$364,880	\$364,880	\$364,880	46
Norco	Master Plan	\$160,000	\$96,000	\$64,000	\$96,000	45
Riverside	Riverside Citywide Pedestrian Crossing Improvements	\$325,000	\$162,500	\$162,500	\$162,500	44
Wildomar	Bundy Canyon Road Sidewalk and Bike Lane Connectivity	\$762,649	\$381,325	\$381,325	\$381,325	44
Wildomar	Palomar Street Sidewalk, Trail and Bike Lane Connectivity	\$1,283,619	\$432,500	\$851,119	\$432,500	44
Rancho Mirage	Class II Bicycle Lane Infill & Roadway Realignment	\$724,506	\$362,253	\$362,253	\$0	44
Rancho Mirage	Bob Hope Drive Access Ramps Retrofit	\$874,000	\$432,500	\$441,500	\$432,500	44
Menifee	Lazy Creek Park	\$176,761	\$88,381	\$88,381	\$88,381	43
Moreno Valley	FY 21/22 ADA Access Ramps Improvements	\$860,000	\$430,000	\$430,000	\$430,000	43
Rancho Mirage	San Jacinto Drive Corridor Walkway & Sidewalk Improvements	\$909,208	\$432,500	\$476,708	\$432,500	42
Riverside County	Carver Tract - PHASE 2, Bataan St., Lingyan Ave. & Luzon St. (Indio)	\$890,679	\$432,500	\$568,591	\$432,500	41
Menifee	Sun City Community - Pedestrian Project	\$367,771	\$183,886	\$183,886	\$183,886	41
Lake Elsinore	SB 821 Chaney Street Bicycle Lanes Improvement Project	\$79,000	\$39,500	\$39,500	\$39,500	40
Palm Springs	Racquet Club/Via Miraleste HAWK Signal	\$337,000	\$168,500	\$168,500	\$168,500	40
Riverside	Bryan St. and Cochran Ave. Sidewalk Improvements	\$500,000	\$250,000	\$250,000	\$250,000	40
		Total Recommended Allocation			\$4,327,472	
Lake Elsinore	SB 821 Downtown Sidewalk and Bicycle Improvement Project	\$431,965	\$215,983	\$215,983		39
Menifee	Bell Mountain Middle School	\$446,210	\$223,105	\$223,105		39
Lake Elsinore	SB 821 Lakeshore-Machado Sidewalk Improvement Project	\$416,565	\$208,283	\$208,283		39
Corona	FY21/22 Sidewalk Gap Closure	\$509,000	\$432,500	\$76,500		39
Hemet	State Street Sidewalk Improvements	\$330,933	\$248,200	\$82,733		38
Desert Hot Springs	Wardman Park / 8th Street Sidewalk and ADA Improvement Project	\$455,000	\$340,000	\$115,000		38
Palm Springs	Tamarisk Road Class III Bike Route	\$125,200	\$62,600	\$62,600		37
Jurupa Valley	Citywide Bicycle Facilities	\$267,354	\$213,854	\$53,500		37
La Quinta	Montero Sidewalk Improvements at Avenue 50 and Washington Street	\$284,000	\$142,000	\$142,000		37
Riverside County	Tolton Avenue Sidewalk Safety Improvement Project - Grant St. to Truman St (Corona)	\$385,967	\$273,667	\$112,300		37
Cathedral City	Ocotillo Park Sidewalk Gaps	\$465,000	\$280,000	\$185,000		36
Temecula	Pauba Road Sidewalk Improvements	\$726,657	\$432,500	\$294,157		36
Riverside County	Grand Avenue Sidewalk Safety Improvement Project - Alvarado Street to Withrow Elementary Sch	\$363,590	\$290,550	\$96,900		36
Corona	Downtown Corona Crosswalk Safety Enhancements	\$432,500	\$432,500	\$0		36
Corona	Bicycle Master Plan	\$432,500	\$432,500	\$0		36
San Jacinto	Lyon Avenue Pedestrian Improvements	\$638,000	\$319,000	\$319,000		36
Perris	Downtown Perris Class III Bike Lane Installation Project	\$119,133	\$105,000	\$14,133		35
Riverside	Riverside & UCR Cycling Safety Classes	\$30,000	\$30,000	\$0		32
Coachella	Frederick Street Pedestrian + Bicyclist Connectivity Project	\$554,347	\$388,043	\$166,304		25

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 17, 2021
TO:	Technical Advisory Committee
FROM:	Martha Masters, Senior Management Analyst
SUBJECT:	2021 and 2023 Federal Transportation Improvement Program Update

STAFF RECOMMENDATION:

This item is to receive and file an update on the 2021 and 2023 Federal Transportation Improvement Program (FTIP).

BACKGROUND INFORMATION:

The FTIP is a listing of multi-modal transportation projects proposed over a six-year period for the Southern California Association of Governments (SCAG) region. The projects include highway improvements, transit, rail and bus facilities, high occupancy vehicles lanes, active transportation facilities and activities, signal synchronization, intersection improvements, freeway ramps, etc. SCAG produces a biennial FTIP update for the region on an even-year cycle. The FTIP update is an extensive process that adheres to state and federal requirements under the Clean Air Act and State Implementation Plan, requiring complete review of individual projects and cross-checking modeling details to ensure transportation conformity.

DISCUSSION:

2021 FTIP

The 2021 FTIP and Amendment #21-01 were federally approved on April 16, 2021. Subsequently, SCAG approved the Administrative Amendment #21-02 on April 20. The 2021 FTIP, along with Amendments #21-01 and #21-02, are available on SCAG’s website <https://scag.ca.gov/2021-approved-ftip>.

Commission Planning and Programming staff should be notified of any project changes so they can properly be incorporated into the FTIP to avoid project delays, especially as it relates to federal funds that require programming in the FTIP for obligation. A formal amendment is due to SCAG on June 8. Staff requests any revisions to project sheets be provided by June 1 to meet the SCAG deadline. The 2021 FTIP Amendment schedule is provided as Attachment 1.

2023 FTIP

SCAG is recommending a head start on the 2023 FTIP (Attachment 2). This exercise usually begins in the fall of every odd year to prepare for the next major FTIP update. This year, SCAG is requesting agencies begin work on the 2023 FTIP in two parts. The first part (to begin now) is for non-exempt and transportation control measure modeled projects that require a model update and the second part (to begin in the fall), will be for all remaining projects that do not require a model update or are not modeled at all. The current Emission Factor Model (EMFAC) 2014 expires on August 15, 2021, after which time SCAG will be required to use the newer EMFAC 2017 model to demonstrate transportation conformity with the Clean Air Act. The EMFAC 2017 model is significantly more aggressive in its assumptions; so much so that the SCAG region will not be able to demonstrate conformity with the projects currently programmed in the FTIP. As such, SCAG needs to model all projects now using EMFAC 2014. Once EMFAC 2017 becomes effective in August 2021, it may take SCAG up to two years to reach conformity using the new model.

We urge agencies to take advantage of this opportunity by reviewing their modeled projects closely and exempt projects that now have model details available. Staff will be reaching out to each agency individually to provide the project sheets to review. SCAG recommends that project revisions be limited to:

- Modeled projects with near term completion dates that need to be delayed
- Modeled projects that need environmental document clearance between 2021 and 2023
- New modeled projects if the project is expected to break ground in 2022
- New modeled projects that may receive federal funds, such as federal earmarks in the next two years

See Attachment 2 for additional details.

Staff is offering one-on-one sessions to interested agencies. Revised project sheets will be due in June. The 2023 FTIP with these modeled revisions is anticipated to be approved in December 2022.

Attachments: 1) 2021 FTIP Amendment Schedule
2) SCAG Memo Regarding the 2023 FTIP

2021 FTIP AMENDMENT/ADMINISTRATIVE MODIFICATION SCHEDULE		
Due Date (by Noon)	Amendments	Administrative Modifications
Tuesday, October 20, 2020	Amendment #21-01*	2020 STIP, 2020 SHOPP, HBP and emergency type changes to address comments received on Draft 2021 FTIP only. Concurrent with 2021 FTIP base
Tuesday, January 19, 2021		Administrative Modification #21-02*
Friday, February 19, 2021	Modeling Consistency Amendment #21-97 to 2020 RTP A1**	
Tuesday, April 6, 2021	Amendment #21-03	
Tuesday, May 11, 2021		Administrative Modification #21-04
Tuesday, May 18, 2021	Amendment #21-05 - Consistency Amendment to 2020 RTP A1***	
Tuesday, June 8, 2021	Amendment #21-06	
Tuesday, June 8, 2021		Administrative Modification #21-07
Thursday, July 1, 2021	Amendment #21-98 - Modeling Amendment in lieu of 2023 FTIP Modeling****	
Tuesday, July 6, 2021		Administrative Modification #21-08
Tuesday, August 10, 2021	Amendment #21-09	
Tuesday, August 10, 2021		Administrative Modification#21-10
Tuesday, September 7, 2021		Administrative Modification#21-11
Tuesday, October 5, 2021	Amendment #21-12	

Updated 5/03/21

*If any comments received during 2021 Public Comment period, we will reject projects for CTCs to address prior to finalizing the amendment.

**This is for modeling changes to FTIP project to be submitted with FTIP Consistency Amendment (Amendment # TBD) to the 2020 RTP A1

***This is for Prgarmming changes made to projects submitted in A21-97. projects in this amendment cannot be modified until the 2020 RTP/SCS A#1is approved.

****Undertake a modeled 2021 FTIP Amendment to account for as many near term projects as possible that would otherwise be included in 2023 FTIP. In addition, start emissions modeling before August 16, 2021 using EMFAC 2014 and continue emissions modeling through Spring 2022

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

To: County Transportation Commissions

From: Transportation Planning and Programming

Subject: Amendment to the 2021 FTIP to address Modeling for the 2023 FTIP due to the expiration of EMFAC14 on August 16, 2021

Issues:

Grace period (24 months) for the use of EMFAC 2014 (Emission Factor Model developed by ARB and approved by US EPA) by the MPOs to demonstrate transportation conformity for Plans (RTP) and Programs (FTIP) will end on August 15, 2021. Starting on August 16, 2021, MPOs must use the most currently approved EMFAC model, which is EMFAC 2017 to demonstrate transportation conformity.

Key issues:

- Without timely and substantial emissions reduction adjustments from ARB based on their recently adopted major regulations, 2023 FTIP will not be able to demonstrate transportation conformity due to the required use of ARB's EMFAC2017 model.
- It will be a challenge for ARB to provide the needed adjustments due to their magnitude. The challenge is likely to be further complicated by the discussion between legal teams of US EPA and ARB regarding the Federal Clean Air Act waiver of preemption requirements as related to major ARB regulations adopted since 2016.
- Should 2023 FTIP fail to demonstrate conformity, new or amendment of the following capacity expansion projects would not receive federal funding or approval:
 - ✓ Non-exempt projects (mainly mixed-flow highway projects)
 - ✓ TCM projects (HOT/HOV, transit, active transportation, and ITS projects) not in federally approved SIP unless previously authorized

Initiation of Model Amendment to 2021 FTIP in lieu of full update to FTIP in 2023

In order to minimize impact on project delivery across the region, SCAG is taking this proactive step to capture as many project changes as possible in the near term through this model amendment to 2021 FTIP in lieu of a full update to FTIP in 2023. So, in order to mitigate the potential impacts of our inability to put together a conforming 2023 FTIP in a timely manner due to EMFAC 2017 implementation, SCAG is initiating the following:

- Undertake a modeled 2021 FTIP Amendment to account for as many near term projects as possible that would otherwise be included in 2023 FTIP. In addition, start emissions modeling before August 16, 2021 using EMFAC 2014 and continue emissions modeling through Spring 2022.

- Project list with modeling changes (including all committed TCM projects) needs to be submitted to SCAG by July 1, 2021 for staff to analyze and submit to modeling staff and coding the changes by July 16, 2021.
- In order to keep the process manageable, SCAG recommends you limit submittal to projects with near term completion dates. New projects if the project is expected to break ground in 2022 or at a minimum seek NEPA clearance by then. New capital projects where agencies are in the process of identifying federal grants that would require the project to be programmed in the FTIP at the time of obligation.
- For any anticipated/needed formal TCM substitution, the substitute TCM project(s) must be included in the project submittal if modeling will be required to include the substitute project(s). However, the substitute project(s) must be submitted as TCM type project(s), i.e., no funding programmed for ROW or CON in the first two years of the 2021 FTIP.
- With the exception of exempt projects, do not submit any new projects or project changes (including committed TCM projects) that will require a formal RTP amendment because a formal RTP Amendment may require a lengthy supplemental PEIR process that would jeopardize timely approval of the modeled 2021 FTIP Amendment.
- Because the regional emission analysis may not be revised after the Draft 2021 FTIP Amendment is released, SCAG will not accept any additional new projects or project changes that will require new modeling after the Draft release.
- For committed TCM projects with current completion dates before 2023, no delay will be allowed beyond 12/31/2022 because these committed TCM projects are required to contribute to the attainment of the one-hour ozone standards by the attainment year of 2023.

The 2023 FTIP submittal schedule will remain the same to January 2022 for CTCs to move all 2021 FTIP projects into the 2023 FTIP, including changes to Exempt projects. Below are key dates to consider:

- July 1, 2021 – Submit modeling changes to 2023 FTIP modeling projects as outlined above.
- July 16, 2021 – Begin the modeling process.
- December 3, 2021 – Regional Transportation Improvement Program (RTIP) due to California Transportation Commission (CTC)
- January 6, 2022 – 2023 FTIP submittal to SCAG, including Board approval.
- January 6 – April 22, 2022 – Analysis of 2023 FTIP submittal
- June 2022 – Present Draft 2023 FTIP to AB1246 CEOs Committee to fulfill AB1246 requirement.
- July 7, 2022 – Present Draft to polity committees (TC/EEC) to release the Draft FTIP for Public Review

- July 2022 – Release for 30-Day public review and public hearings
- August 30, 22 – Submit Draft 2023 FTIP to Caltrans
- September 1, 2022 – FTIP Adoption by Policy Committees and RC

County Transportation Commissions will not be required to submit Board Approval for the modeling amendment by July 1st. The dates for the board approvals are outlined above.

Additional Background related to the EMFAC Issue

Emission Factors (EMFAC) Model

- ARB develops and updates the statewide emission factor model (EMFAC) about every three years.
- Once approved by US Environmental Protection Agency (EPA), the EMFAC model is required to be used for regional emissions analysis as part of the regional conformity determination for RTP/SCS and FTIP.
- Pursuant to the EPA's Transportation Conformity Regulations, a grace period from six months to two years is established by US EPA for the continuing use of the last approved EMFAC model when a new version is approved.
- Approved by US EPA on August 15, 2019, EMFAC2017 was the most recently approved EMFAC model. A two-year grace period was established by US EPA for continuing use of EMFAC2014 through August 15, 2021.
- EMFAC2014 was used for demonstrating transportation conformity for both Connect SoCal and 2021 FTIP. Was also used to demonstrate conformity for Connect SoCal Amendment No. 1 and FTIP Consistency Amendment #21-05.
- The grace period for EMFAC2014 will end on August 16, 2021. Any new regional conformity determination will be required to use EMFAC2017 if its emission modeling starts on or after August 16, 2021.
- Due to significant changes from EMFAC2014 to EMFAC2017, the regional emissions increase substantially even with the same travel activity projections as input to the EMFAC model.

If you have any questions, please feel free to contact me at amatya@scag.ca.gov or (213) 236-1885

AGENDA ITEM 10

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	May 17, 2021
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Planning and Programming Manager
SUBJECT:	Caltrans District 8 Local Assistance Update

STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

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

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

Table 1: Caltrans Local Assistance funding program responsibilities

Federal Programs	State Programs
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)	

Attachment: D8 Local Assistance Pins

RCTC's Technical Advisory Committee meeting

LOCAL ASSISTANCE UPDATES

Invitation to Join Caltrans' Design Guidance Advisory Committee

Application Due 05/21/2021

The California Department of Transportation (Caltrans) is offering to all local public agencies or their designated representative, who are owner/operators of their roadway system, the opportunity to apply as a volunteer on a committee of design experts to advise on improvements to Caltrans design guidance. No funds or expenses are included in this volunteer opportunity. Volunteer applications will be reviewed for representation from diverse urban, suburban and rural areas to join this committee. Meetings will be held bi-annually via virtual format.

Caltrans looks forward to collaborating with local public agencies on identifying potential **improvements to the Department's design guidance that address diverse land use areas.** The deadline to submit the volunteer application to Mr. David Cordova at david.cordova@dot.ca.gov is May 21, 2021. If you have any questions please contact Mr. David Cordova, Caltrans Highway Design Manual Editor, by email or at (916) 952-9012.

LOCAL ASSISTANCE UPDATES

Alternative Uses of the Highway Right-of-Way Guidance

[April 5, 2021](#) by [Caltrans Division of Local Assistance](#)

The Federal Highway Administration (FHWA) has developed guidance for one type of alternative use of the right-of-way (ROW). I.e. providing services for people experiencing homelessness, for which FHWA may approve an alternative use request and Fair Market Value (FMV) exception, provided they comply with safety requirements and FHWA real property management regulations.

In addition, the FHWA outlines the process that FHWA will follow when reviewing requests including:

- 1) Alternative uses of Federal-aid highway ROW;
- 2) Exceptions to the FMV requirement, and
- 3) Alternative uses of Park and Ride lots constructed or acquired with Federal-aid highway funds.

LOCAL ASSISTANCE UPDATES

Audit Deficiencies and Best Practices

[April 6, 2021](#) by [Caltrans Division of Local Assistance](#)

The Caltrans Division of Local Assistance (DLA) has uploaded a matrix of the most common deficiencies identified in audits conducted for State and federal transportation funds and programs. The DLA has also included a list of several best practices agencies should implement and follow to mitigate the risk of future audit findings.

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/guide/common-deficiencies-and-best-practices.pdf>

LOCAL ASSISTANCE UPDATES

Updates to the State-only Master Agreement

[April 14, 2021](#) by [Caltrans Division of Local Assistance](#)

The Administering Agency-State Agreement for State-Funded Projects (State-only Master Agreement) has recently been updated. The updates to the State-only Master Agreement (previously updated in 2006) are intended to ensure the agreement language is in accordance with current State requirements and procedures. Additional information pertaining to Local Assistance agreements can be found in Chapter 4 of the Local Assistance Procedures Manual (LAPM). The updated [LAPM Exhibit 4-E: MASTER AGREEMENT ADMINISTERING AGENCY-STATE AGREEMENT FOR STATE-FUNDED PROJECTS](#), which will be included in an upcoming update of Chapter 4, is included in this announcement for reference purposes.

Some notable updates to the State-only Master Agreement are:

- **Language relating to local agency employee in responsible charge (Article I)**
- **Revisions in various paragraphs of Articles II and III.**
- **Language pertaining to invoice procedures (Article IV)**
- **Indirect Cost Allocation Plans/Indirect Cost Rate Proposals (ICAP/ICRP) submittal language, (Article IV)**
- **Language pertaining to Budgetary Liquidation period (Article IV)**
- **Administrative, Cost Principles and Audit Requirements (Article IV, V).**

Note that certain Federal requirements are adopted, as is the case in the 2006 agreement, with updates made in this agreement in part related to 2 CFR 200.

- **A&E requirements (Article V)**
- **Updates to the Fair Employment Practices Addendum (Exhibit A)**

Much of the agreement remains unchanged or similar to the prior agreement and it may appear familiar to partner agencies, who are encouraged to compare their prior agreement with this update in order to become aware of all of the updates that have been made. In most instances, the updated agreement will be sent to individual partner agencies along with their next Program Supplement Agreement (PSA) for a newly implemented State-only funded project. Projects already under agreement will remain tied to the prior Master Agreement and respective PSA.

LOCAL ASSISTANCE UPDATES

HSIP CYCLE 10 State Funded

[Caltrans Division of Local Assistance](#)

At January 27-28, 2021 meeting, CTC approved the exchange of \$40 million of federal HSIP funds for SHA funds per SB 137 (Chapter 639 of the 2019 Statues).

Using state funds will help project delivery:

- No FTIP programming is needed;
- DBE requirements not applicable;
- NEPA not required.
- Local agency self-certifies PS&E, CEQA and Right-of-Way clearance.

Project Delivery Requirements:

- The PE phase (if applicable) must be allocated by 12/31/2021;
- The Construction (CON) phase must be allocated by 3/31/2024.
- The project must be completed and closed out by 3/31/2026.

Allocation Request Package submitted to the DLAE from local agency:

- Request for Funding Allocation (for State-Funded Local HSIP Projects) (download from HSIP website);
- State-only Finance Letter (download from HSIP website);
- Page of the funded list containing the project being requested.

Additional requirements for CON allocation request:

- **PS&E package (Amount in the FL must match Engineer's Cost Estimate for construction items);**
- Self-certify the PS&E completion, Right of Way Clearance and CEQA compliance (check boxes in Funding Allocation Form).

LOCAL ASSISTANCE UPDATES

INACTIVES

Inactive rate for current quarter is 4.3% as of 4/29/21.

An update to inactive projects list for the current quarter is posted at our website - <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

FHWA and HQ initiative to reduce project inactivity.

LOCAL ASSISTANCE UPDATES



CALTRANS DISTRICT 8 LOCAL ASSISTANCE
Helping our partners deliver local transportation projects to enrich our communities



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Local Agencies	Program Coordination
<p>Local Agencies</p> <p>Adelanto (A. Duque) Apple Valley (A. Duque) Barstow (A. Duque) Beaumont (E. Castaneda) Big Bear Lake (E. Premdas) Calimesa (E. Castaneda) Cathedral City (N. Kayali) China (L. Avila) China Hills (K. Nguyen) Coachella (N. Kayali) Colton (A. Duque) Corona (E. Castaneda) Desert Hot Springs (N. Kayali) Eastvale (E. Castaneda) Fontana (A. Duque) Grand Terrace (A. Duque)</p>	<p>Program Coordination</p> <p>ATP (L.Avila) Earmark Repurp. (K. Nguyen) ER Sbd Co. (K. Nguyen) Riv Co. (E. Castaneda) HBP Sbd Co. (K. Nguyen) Riv Co. (E. Castaneda) HSIP (E. Castaneda) LPP (K. Nguyen) STP (L.Avila)</p>

Local Agencies	Project Monitoring & Guidance
<p>Hemet (N. Kayali) Hesperia (A. Duque) Highland (E. Premdas) Indian Wells (N. Kayali) Indio (N. Kayali) Jurupa Valley (E. Premdas) La Quinta (N. Kayali) Lake Bishare (N. Kayali) Menifee (N. Kayali) Montclair (A. Duque) Moreno Valley (N. Kayali) Murrieta (N. Kayali) Needles (E. Premdas) Ontario (A. Duque) Palm Desert (N. Kayali) Palm Springs (N. Kayali)</p>	<p>Project Monitoring & Guidance</p> <p>A&E (K. Nguyen) CAP (L. Avila) CWA (A. Duque) DBE (K. Nguyen) FTA (L. Avila) IA&I (S. Yeung) Inactive (E. Castaneda) PED (A. Duque) PE-10 (L. Avila) GAP (A. Duque)</p>

State and Regional Agencies
<p>State and Regional Agencies</p> <p>Caltrans (E. Premdas) RCTC (E. Premdas) CVAG (L. Avila) SBCTA (E. Premdas)</p>

Local Assistance General Contact Information

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AGENDA ITEM 11

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 17, 2021
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	California Transportation Commission Meeting Highlights: March and May 2021

STAFF RECOMMENDATION:

This item is to receive and file March and May 2021 California Transportation Commission (CTC) meeting highlights.

BACKGROUND INFORMATION:

March 24-25, 2021 CTC Meeting ([Agenda](#))

TAB 15 – Federal COVID-19 Relief Funds

TAB 19 – Adoption of the 2021 Active Transportation Program – Statewide and Small Urban and Rural Components

TAB 20 – Draft Climate Action Plan for Transportation Infrastructure

TAB 27 – Adoption of the 2021 Local Streets and Roads Funding Program Reporting Guidelines

May 12-13, 2021 CTC Meeting ([Agenda](#))

TAB 18 – Active Transportation Program – Augmentation Proposal

TAB 24 – Update on Commission Workshops on the Climate Action Plan for Transportation Infrastructure

AGENDA ITEM 12

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 17, 2021
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	RCTC Commission Meeting Highlights: April and May 2021

STAFF RECOMMENDATION:

This item is to receive and file April and May 2021 Commission meeting highlights.

BACKGROUND INFORMATION:

April 2021 Commission Meeting [\(Agenda\)](#)

Item 6D – Active Transportation Program Cycle 5 – Riverside County Project Recommendations for Metropolitan Planning Organization Regional Program

The Commission approved:

1. The Riverside County Active Transportation Program (ATP) projects for inclusion in the Metropolitan Planning Organization (MPO) ATP Regional Program Cycle 5 consisting of the highest scoring projects in the total amount of \$11,305,000;
2. Staff adjusting the ATP award request to include Riverside County – Public Health’s Safe Routes for All – Hemet Project to maximize available funds in Riverside County;
3. Submitting the list of recommended and contingency projects to the Southern California Association of Governments (SCAG) for inclusion in the MPO ATP Regional Program and subsequent submittal to the California Transportation Commission (CTC) for final approval in June 2021;
4. Staff requesting state-only ATP funds for all projects, which all have cleared and completed state environmental clearance;
5. Submitting the MPO ATP regional projects to SCAG for programming in the Federal Transportation Improvement Program (FTIP);
6. Staff coordinating with the MPO ATP Regional Program project sponsors regarding timely funding allocations, obligations, and project delivery; and
7. Prioritizing Coachella Valley Association of Governments (CVAG)’s Coachella Valley Arts and Music Line project for any future supplemental ATP Cycle 5 funding.

May 2021 Commission Meeting ([Agenda](#))

Item 8C – Agreements for Audit and Attestation Services

As of the writing of this agenda item, the Commission was anticipated to award four agreements to various firms to provide auditing services for the Western Riverside County Measure A and Eastern Riverside County Measure A recipients and Transportation Development Act claimants.

Item 8E – 2021 Mid-Cycle State Transportation Improvement Program Funding Distribution and Programming

As of the writing of this agenda item, the Commission was anticipated to approve:

1. The 2021 Mid-Cycle State Transportation Improvement Program (STIP) funding distribution among the three geographic areas in Riverside County per the adopted STIP Intracounty Memorandum of Understanding;
2. Programming \$10,069,068 of 2021 Mid-Cycle STIP Western Riverside County, Coachella Valley, and Palo Verde Valley funding capacity to the 71/91 Connector project, and submit the 2021 Mid-Cycle STIP to the California Transportation Commission;
3. Programming Planning, Programming, and Monitoring funds in the amount of \$205,491;
4. Swapping the Coachella Valley STIP share with the Surface Transportation Block Grant funds in the amount of \$2,159,815; and
5. Executing Amendment 4 to Agreement No. 07-71-028-00 with the city of Blythe to trade \$43,297 of Palo Verde Valley STIP funds with Measure A Western Riverside County Highway funds to facilitate delivery of local arterial projects.

Item 8F – Amendment No. 1 to Agreement No. 16-31-102-00 with County of Riverside to Fund a Project Study Report for the Interstate 215/Ethanac Road Interchange

As of the writing of this agenda item, the Commission was anticipated to approve an amendment with the County of Riverside to utilize the remaining balance of \$1,041,716 of 2009 Measure A Western County New Corridors Program funds from the original agreement for the preparation of a Project Study Report for the Interstate 215/Ethanac Road Interchange, for which the County will serve as lead agency.