



MEETING AGENDA

Technical Advisory Committee

Time: 10:00 a.m.

Date: March 21, 2022

This meeting is being conducted in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

COMMITTEE MEMBERS

Jonathan Hoy, **Chair** / Eric Cowle, CVAG
Savat Khamphou, **Vice Chair** / Rosalva Ureno, City of Corona
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
Daniel Porras / Nick Haecker, City of Desert Hot Springs
Jimmy Chung / Dahi Kim, City of Eastvale
Steve Loriso / Nancy Beltran, City of Hemet
Ken Seumalo / Dina Purvis, 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 / Bradley Brophy, City of Lake Elsinore

VACANT / Carlos Geronimo, City of Menifee
Michael Lloyd / Melissa Walker, City of Moreno Valley
Bob Moehling / Jeff Hitch, City of Murrieta
Chad Blais / Sam Nelson, City of Norco
Andy Firestine / Randy Bowman, City of Palm Desert
Joel Montalvo / Marcus Fuller, City of Palm Springs
K. George Colangeli / Dale Reynolds, PVVTA
Stuart McKibbin / VACANT, City of Perris
Ryan Stendell / VACANT, City of Rancho Mirage
Farshid Mohammadi / Gilbert Hernandez, City of Riverside
Mark Lancaster / Mojahed Salama, County of Riverside
Kristin Warsinski / Jennifer Nguyen, RTA
Travis Randel / Stuart McKibbin, 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
James Simpson, Planning and Programming 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: March 21, 2022

LOCATION: This meeting is being conducted in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

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1. CALL TO ORDER

2. HOUSEKEEPING REMARKS

3. ROLL CALL

4. APPROVAL OF NOVEMBER 15, 2021, MINUTES

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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. RIVERSIDE COUNTY PUBLIC HEALTH ACTIVE TRANSPORTATION PROGRAM GRANT PURSUITS

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Overview

This item is to receive a presentation from Riverside University Health System (Riverside County Public Health) on its past and future Active Transportation Program (ATP) grant pursuits.

7. ACTIVE TRANSPORTATION PROGRAM – SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 2023 REGIONAL PROGRAM GUIDELINES – SELECTION CRITERIA FOR RIVERSIDE COUNTY APPLICATIONS

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Overview

This item is to discuss and provide input on staff's selection criteria for the 2023 Regional Active Transportation Program (ATP) Guidelines.

8. 2021 AND 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND 2020 REGIONAL TRANSPORTATION PLAN AMENDMENT UPDATE

Page 16

Overview

This item is to receive and file an update on the 2021 and 2023 Federal Transportation Improvement Program (FTIP) and the 2020 Regional Transportation Plan Amendment.

9. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Page 21

Overview

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

10. FUTURE TECHNICAL ADVISORY COMMITTEE MEETING LOCATIONS

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Overview

This item is to discuss and provide direction on future Technical Advisory Committee (TAC) meeting locations.

11. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: JANUARY AND MARCH 2022

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Overview

This item is to receive and file the January and March 2022 California Transportation Commission (CTC) meeting highlights.

12. RCTC COMMISSION MEETING HIGHLIGHTS: DECEMBER 2021 AND JANUARY, FEBRUARY, AND MARCH 2022

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Overview

This item is to receive and file the December 2021 and January, February, and March 2022 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 May 16, 2022, 10:00 a.m.

MINUTES

TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Monday, November 15, 2021

1. CALL TO ORDER

The meeting of the Riverside County Transportation Commission Technical Advisory Committee was called to order by Chair Jonathan Hoy at 10:02 a.m., in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

2. CHAIR JONATHAN HOY READ THE HOUSEKEEPING NOTES.

3. ROLL CALL

Members Present

By Teleconference:

Art Vela, City of Banning
Robert Vestal, City of Beaumont
Michael Thornton, City of Calimesa
Albert Vergel De Dios, Caltrans
John A. Corella, City of Cathedral City
Andrew Simmons, City of Coachella
Jonathan Hoy, Coachella Valley Association of Governments
Savat Khamphou, City of Corona
Paul Toor, City of Jurupa Valley
Bryan McKinney, City of La Quinta
Yu Tagai, City of Lake Elsinore
Michael Lloyd, City of Moreno Valley
Bob Moehling, City of Murrieta
Ryan Stendell, City of Rancho Mirage
Gilbert Hernandez, City of Riverside
Mark Lancaster, Riverside County
Kristin Warsinski, Riverside Transit Agency
Travis Randel, City of San Jacinto
Rohan Kuruppu, Sunline Transit Agency
Patrick Thomas, City of Temecula
Cameron Brown, Western Riverside Council of Governments
Cameron Luna, City of Wildomar

4. APPROVAL OF JULY 19, 2021 MINUTES

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

5. PUBLIC COMMENTS

There were no public comments.

6. RECOGNITION OF SHIRLEY GOODING

Chair Jonathan Hoy, CVAG, recognized Shirley Gooding who has supported the TAC for many years. Chair Hoy offered heartfelt thanks to Ms. Gooding on behalf of the TAC for her over 20 years of service. While Ms. Gooding will no longer be serving the TAC, she is not leaving RCTC, but has taken on different duties. Ms. Gooding was given a certificate of appreciation, flowers, and a card as a small token of the TAC's appreciation.

Shirley Gooding, RCTC, thanked the TAC for their kindness, support, and cooperation. The members of the TAC were always easy to work with and totally cooperative. Ms. Gooding also thanked the Planning and Programming team for their support and guidance.

John Corella, Cathedral City, thanked Ms. Gooding for a job well done and noted that she would be missed.

7. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL DEDICATED TRANSIT LANES STUDY

Martha Masters, RCTC, introduced Priscilla Freduah-Agyemang, Senior Regional Planner, Mobility Planning and Good Movement Department, SCAG.

Ms. Freduah-Agyemang provided a presentation on the Regional Dedicated Transit Lanes Study update. The Connection SoCal was SCAG's 2020 Original Transportation Plan and Sustainable Communities Strategy. A published transit expansion plan is a way to improve the various mobility needs in the region and also a way to reduce single occupancy vehicles, reducing greenhouse gas emissions. Prior to the pandemic, transit agencies and communities were seeing a ridership decline, even in national trends. A study done by UCLA in 2018 recommended that transit agencies could increase the quality of service to make transit more appealing. A major factor for ridership declines is speed and reliability. Strategies that have been used to address transit speed and reliability are dedicated lanes and transit priority treatment, such as transit signal priority.

The Regional Dedicated Transit Lanes Study will continue the support of the development of dedicated lanes and priority treatments. This would be to improve transit services, mobility, accessibility, sustainability, and the implementation of Connect SoCal. The study will identify key benefits of dedicated bus lanes and primary factors for successful implementation. The study will provide a preliminary assessment on where dedicated bus lanes might be more feasible and beneficial and provide recommendations and guidance for local jurisdictions that are seeking to pilot or implement dedicated lanes.

Transit lanes are a portion of the street designated by signs and markings for the preferential or exclusive use of transit, sometimes with limited use by other vehicles. Transit lanes, unlike on-street transit ways, are not physically separated from other transit. Transit priority treatment, such as Transit Signal Priority (TSP), the most common, allows buses to bypass traffic. TSP reduces travel times and increases the reliability of connection with other modes of transportation.

From a rider's perspective, the most important factors are reliability and the ability to go from point A to B with ease. With dedicated lanes and priority treatments, times are more consistent, giving riders the ability to access different connections to other transportation networks.

From an agencies' perspective, transit priority can provide cost effective solutions to improve speed and/or reliability and can be integrated into existing implementation plans. Transit priority can also blend improvements to technology and infrastructure which requires partnership between transit agencies and municipalities. With the implementation of Senate Bill (SB) 288, the CEQA process can be streamlined for sustainable transportation solutions such as transit priority and lane treatments.

Some examples of success include the SFTMA Geary Street, where transit lanes were used, there were 50-75% travel time savings, travel times were 4% quicker than fall 2020, and there were minimal traffic impacts. The LA Metro Rapid Bus Program used signal priority and there was a 33% reduction in traffic signal delays, and an increase in bus travel speed by 29% on Wilshire Blvd. and 23% on Ventura Blvd. The Select Bus Service, NYMTA, used an Off Board Payment Fare which saw a 16-22% transit travel time reduction across four corridor projects. The Queue Jump in King County had a 5% improvement in AM peak on-time performance and an 8-second travel time savings during AM and PM commutes.

The study started in June 2021, and the final report should be ready by June 2022. The timeline for the study also had stakeholder engagement efforts that included a kickoff meeting, and SCAG is still connecting with relevant stakeholders to continue the conversation. The next step for the study is the development of the Best Practices Report Toolkit, evaluation of the existing conditions in the SCAG region, and starting the corridor selection process with model sensitivity testing.

Jillian Guizado, RCTC, wanted to know if the SFTMA Geary Street project added a transit lane or took away an existing lane for the bus. Ms. Freduah-Agyemang stated that to her understanding, the project used an existing lane. The project used parking and travel lanes for the dedicated lane.

8. CLIMATE RESOLVE GRANT WRITING ASSISTANCE PROGRAM

Jenny Chan, RCTC, introduced Kristopher Eclarino from Climate Resolve, a grant writing assistance program, who is currently working with the City of Blythe and Palo Verde Valley Transit Agency on the Clean California Grant Application.

Mr. Eclarino, Technical Project Manager, provided a presentation on the Ready for Tomorrow Grant Writing Assistance Program. Climate Resolve believes that climate change is a global problem, however, many solutions are local. Climate Resolve works on: policy and legislation both state and locally; advocates for funding for biking, walking, and public transit; leads community projects including stormwater designs to capture rain; and outreach and research on behalf of utility companies for rebates and resources.

The Ready for Tomorrow program launched in 2019, and in the first year published the Ready for Tomorrow, A Snapshot of Climate Preparedness Planning in Southern California. The report describes where cities are at today with preparing for climate change impacts. The main findings in the report showed municipalities did not have enough funding to pursue climate planning, the main reason for the expansion of the program to provide free of charge grant writing assistance to those serving disadvantaged communities, as defined by CalEnviroScreen and AB 617.

The Ready for Tomorrow Grant Writing Assistance Program focuses on municipalities with a high number of disadvantaged communities to pursue federal, state, and foundation grants for climate planning. The process includes identifying needs, like active transportation or tree canopy, and matching them with related grants. Once a grant is identified, Climate Resolve assists with narrative, brainstorming, grant timeline, GIS mapping, and narrative review of the application. Based on the organization's need, Climate Resolve has authored entire grants as well as worked together to complete an application.

Last year, Climate Resolve was able to help the cities of South El Monte, Compton, and Commerce to receive more than \$3.5 million in climate planning and implementation grants.

Woodrow Covington, Climate Resolve, explained that Climate Resolve has a table of opportunities for various grants that is divided into subject areas.

Mr. Eclarino provided a demonstration of the Climate Grants Opportunities Table. This resource is updated each month and quarter for historical and new state grant opportunities. The types of grant opportunities include Air Quality, Energy, Wildfire Mitigation, Planning/Engagement, Greening, and Transportation, among others.

There is a new grant opportunity called the Clean California Local Grant Program. This new grant is being administered by the California Department of Transportation (Caltrans). In total, this program will provide \$296 million as part of a two-year program to beautify and improve streets, roads, tribal lands, parks, pathways, and transit centers to restore pride in public spaces. The maximum grant amount is \$5 million, but smaller funding requests are acceptable. There is a local match component that ranges from 0-50% of the project costs. There is an upcoming application workshop for this grant on November 18th.

Mr. Covington stated the intent of this presentation was to work with additional partners on this free grant writing assistance program. If any cities are interested, they are encouraged to reach out after this meeting.

Chair Hoy confirmed that only agencies that are serviced by Southern California Edison would be eligible to receive this free service. Mr. Covington noted that most of Climate Resolve's funding comes from Edison, but in the past, they have been able to find additional funds for areas that aren't serviced by Edison.

9. RIVERSIDE COUNTY TRANSPORTATION MODEL AND WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS TRANSPORTATION MODELING SERVICES

Ms. Chan introduced Cameron Brown from WRCOG, to provide a presentation on the Riverside County Traffic Model.

Mr. Brown provided a presentation on the WRCOG Transportation Modeling Service. This modeling service was an initiative that was discussed back in 2020, at the request of the Planning Directors and Public Works Committees for GIS services and traffic modeling. The transportation modeling took on added significance with the addition of SB 743 and Vehicle Miles Traveled (VMT) mitigation.

The service is being released at the same time as the Riverside County Transportation Model (RIVCOM). This RIVCOM model is an update from RIVTAM, updating the model base year to 2018 with a future year of 2045. All the latest forecasts from the SCAG RTP are incorporated into the model along with local input.

The reason for WRCOG becoming a resource for traffic model scenarios is that not all planning and design consultants can take on the complexities of running a full traffic model. Even cities with robust traffic programs do not have a transportation modeler on staff to perform these services. WRCOG is offering these services to cities and consultants at a reduced cost. Examples of output models performed include traffic flow maps for base and future years, volume and capacity maps and analysis, and VMT analysis.

The service is already underway and is provided at the request of consultants and member agencies, including the CVAG region. Any traffic modeling needs should be referred to WRCOG staff. The WRCOG website is currently being updated to include these traffic modeling services and the corresponding price list.

10. CITY OF TEMECULA FUNDING REQUEST FOR CONSTRUCTION OF I-15 AUXILIARY LANE PROJECT

Ms. Guizado noted that the City of Temecula has been working with Caltrans on a package of auxiliary lanes on Interstate (I) 15 to improve circulation within the city, reduce delays, and improve safety. Caltrans is the lead agency on a suite of auxiliary lane improvements on I-15 between Temecula Parkway and Winchester Road. Temecula is the project lead on one of the auxiliary lane projects: two ramps connecting to I-15 at Temecula Parkway and Rancho California Road. The project is called the I-15 ALP.

Since Temecula is the project lead, rather than Caltrans, the I-15 ALP will be delivered up to two years earlier. The environmental document is underway for the project and design is scheduled for completion early next summer. On September 20th, Temecula submitted a request to RCTC to help close the funding gap on the I-15 ALP, in the amount of \$3.5 million. Once the project is fully funded, construction would be advertised in the coming summer.

Temecula, the City of Murrieta, the Pechanga Band of Luiseño Indians, and Caltrans are all funding partners, collectively bringing \$5.47 million to the project. In 2020, Temecula sought additional state funding through Cycle 2 of the SB 1 Local Partnership Program competitive call for projects. Ultimately, the project did not receive SB 1 funds. If Temecula were to wait to submit another competitive grant application in Cycle 3, it would delay construction by at least one year without an actual guarantee of funding.

The I-15 ALP compliments the RCTC-led Smart Freeway pilot project on I-15 in Temecula. Each project would enhance the other with both improving operations along the corridor. With RCTC joining Temecula as a funding partner on the project, it will ensure the timely delivery of the I-15 ALP improvements.

Staff is seeking concurrence from the TAC on the City of Temecula's request for \$3.5 million to complete the funding needed to construct the I-15 ALP. The color of money proposed to be used is Transportation Uniform Mitigation Fee (TUMF) Community Environmental Transportation Acceptability Process (CETAP) funds. Staff has checked with WRCOG that there is programming capacity available in the TUMF maximum share of both interchanges, which are identified in the Nexus Study.

Patrick Thomas, Temecula, noted that this project is the one auxiliary lane between Temecula Parkway and Rancho California northbound. The City of Temecula is the lead on this project through an arrangement with Caltrans. The other auxiliary lane projects were added to the Caltrans SHOPP program in 2020, and Caltrans is planning to proceed with that project starting in 2024.

Michael Thornton, Calimesa, wanted to know how much of each funding source would be going into the \$3.5 million. Ms. Guizado stated that the \$3.5 million requested would all be from one fund source, TUMF CETAP. The other \$5.5 million would be coming from the city and other funding partners. The TUMF money that comes from WRCOG gets split at RCTC, 50% to TUMF Regional Arterial and 50% to TUMF CETAP.

B/C/A (Corella/Khamphou) to approve the City of Temecula's funding request. There were no objections to this motion.

Abstain: 2 (Tagai and Brown)

11. PROPOSED 2022 TAC MEETING SCHEDULE

Ms. Chan presented the 2022 TAC Meeting schedule. The TAC will continue to meet on the 3rd Monday of every odd month, except for January, which will be on the 4th Monday due to the holiday.

B/C/A (Hoy/Thornton) to adopt the 2022 TAC meeting schedule. There were no objections to this motion.

12. SENATE BILL 1 CYCLE 2022 PROGRAMS UPDATE

Ms. Masters presented an update on the SB 1 Cycle 2022 Programs. In April 2017, the California State Legislature passed SB 1, a \$5.2 billion transportation funding bill for the state of California. The primary intent behind SB 1 was to be a fix-it first measure, which infused nearly half of all annual revenues into state facilities. Several portions of SB 1 are administered by the CTC and are competitively awarded.

Competitive programs created and/or funded with SB 1 revenues include: Transit and Intercity Rail Capital Program (TIRCP); Active Transportation Program (ATP); Solutions for Congested Corridors Program (SCCP); Local Partnership Program (LPP); and Trade Corridor Enhancement Program (TCEP). The CTC is currently developing guidelines for all programs except TIRCP, as the guidelines have already been finalized. A summary of the five programs and the tentative dates is included in the agenda packet.

Riverside County cities, transit operators, and the County can partner with RCTC to pursue SCCP funding. Like past cycles, Caltrans will be partnering with interested applicants on SCCP and TCEP pursuits. Each district will submit five projects for each program for Caltrans headquarters' consideration. Caltrans headquarters will evaluate all nominations and determine which projects each district will partner on as a joint applicant. Caltrans created a SCCP and TCEP nomination intake form, which is attached to the agenda, to start the communication process if agencies are interested in partnering with Caltrans. The form is due to the Caltrans District 8 contact, Ronnie Escobar, by January 7th.

At the November 8th LPP guidelines workshop and November 9th ATP workshop, staff from the California Department of Housing and Community Development (HCD) presented the newly implemented Pro-Housing Designation Program available to local cities. The concept is still being worked through, with the main idea being that cities can apply to have the Pro-Housing Designation and receive additional points on ATP and LPP applications. To receive the Pro-Housing Designation, a city's housing element must demonstrate certain codes that promote housing development like accelerating housing production or providing financial subsidies.

Ms. Guizado emphasized that RCTC staff is doing their best to disseminate SB 1 information to the TAC. The call for projects is anticipated to be summer 2022. Staff is making sure any

information is being provided timely so that cities can have a say with the CTC who is responsible for developing and adopting the guidelines and so the work can begin on potential projects.

Chair Hoy noted that the Pro-Housing Designation could make a significant difference and each agency should really review this criteria.

13. OBLIGATION DELIVERY PLAN UPDATE - FEDERAL FISCAL YEAR 2020/21 AND 2021/22

Ms. Chan provided an update on the Obligation Delivery Plan for Federal Fiscal Year 2020/21 and 2021/22. The agenda packet included the final Obligation Plan for Fiscal Year 2020/21 and the draft plan for 2021/22. Last year, a total of \$54 million was obligated with three projects carrying over. This year, it is projected the obligations will be \$70 million. As a reminder, RCTC staff is available to assist local agencies with the Request for Allocations (RFA) and CTC allocation processes.

14. CALTRANS DISTRICT 8 LOCAL ASSISTANCE UPDATE

Albert Vergel De Dios, Caltrans, provided an update on Caltrans Local Assistance. The Quarterly Project Delivery Status Meeting with headquarters and FHWA has been cancelled as all the statuses have already been submitted. The Clean California guidelines are being developed by Caltrans. Caltrans is currently providing comments with the final guidelines being sent out next week.

Leslie Avila, Caltrans, noted that last week an update was sent out to local agencies called the D8 Local Assistance Pins, which should be reviewed. On the first page of the attachment, on the right-hand side, there are links to subscribe to receive updates. The purpose of the pins is to consolidate information and provide it all in one location. The pins include Local Assistance blog updates, project accountability updates, funding information, as well as training opportunities.

Caltrans highlighted the project accountability section of the D8 Local Assistance Pins, which includes information on inactive projects and those that have been inactive over 24 months, the Project End Dates (PED), Preliminary Engineering over 10, and anything to do with Cooperative Work Agreements (CWA).

Mr. Vergel De Dios added that the Highway Bridge Program management just finalized the financially constrained list. It is not currently posted on the website, but it was sent out via email.

15. CALIFORNIA TRANSPORTATION COMMISSION MEETING HIGHLIGHTS: AUGUST, OCTOBER, AND NOVEMBER 2021

Ms. Guizado noted that since the last TAC meeting in July, the CTC has held three meetings, two regular CTC meetings and one of the statutorily required joint meetings with the California Air Resources Board (CARB) and HCD.

At the August 2021 meeting, the CTC approved California's Climate Action Plan for Transportation Infrastructure (CAPTI) which was developed pursuant to an executive order that directs the state's transportation investments to be aligned with the state's climate goals. Participation in the SB 1 guidelines workshop is showing that the CTC is working to integrate the direction in CAPTI into the guidelines.

At the October 2021 meeting, the CTC approved Caltrans' 2021 Interregional Transportation Strategic Plan (ITSP) which focuses primarily on interregional routes, particularly goods movement corridors throughout the state. These corridors tend to be in less urbanized areas, and in Riverside County it calls out I-10 and State Route 86. RCTC received approval to program a couple fund types on important regional projects. As those projects move into the next project delivery phase, RCTC will be returning to the CTC to request the funding allocations to move forward.

In early November, the CTC held two required joint meetings with CARB and HCD. These meetings are intended to discuss policies that jointly affect transportation, housing, and air quality. The meetings had a strong focus on equity, vehicle miles traveled reduction, and housing production.

The next CTC meeting will be held on December 8th and 9th to be held in a hybrid format. Many CTC commissioners are expected to attend the meeting in person, in Riverside at the County Administrative Center, but there will also be a virtual option for members of the public.

16. RCTC COMMISSION MEETING HIGHLIGHTS: SEPTEMBER, OCTOBER, AND NOVEMBER 2021

Ms. Guizado noted at the Commission's September meeting, the Board accepted grant funding from Caltrans to prepare a zero-emission bus transition plan in Riverside County. RTA and Sunline have already prepared their own plans for transitioning to zero-emission, so this plan would cover the other transit operators in the County. The Commission was able to complete a refinance of the 91 Express Lanes which facilitated the pay-off of the \$508 million USDOT TIFIA loan that was received to help finance the project. The Commission also approved moving forward with an interim I-15 Corridor Operations Project to assist with the congestion occurring at the southern terminus of the recently opened I-15 Express Lanes.

At the October Commission meeting, the Board approved additional Measure A Regional Arterial funding for Lake Elsinore on the I-15/Main Street Interchange Project. This was a result of the bids on the construction phase coming in higher than expected. Lake Elsinore was able to come up with 40% of the cost increase and asked RCTC help with the remaining \$2.5 million. The Commission approved staff's recommendation for 2022 State Transportation Improvement Program (STIP) programming as was presented at the July TAC meeting. RCTC will move forward with funding four projects with the 2022 STIP funding, which will not be available until 2026/2027. Those projects are the I-10/Highland Springs Interchange, Temescal Canyon Road widening, I-10/Monroe Street Interchange, and Coachella Valley Rail Tier 2 Environmental Document.

At the November Commission meeting, the Commission approved a resolution to adopt Chapter 10 of Caltrans' Local Assistance Procedure Manual, applicable to federally funded architectural and engineering services procurements. The Commission also approved funding assistance for the construction of the McKinley Street Grade Separation Project in Corona. The project recently received construction bids \$11 million over the Engineer's Estimate. The city was able to come up with 33% of the overage, and the Commission agreed to assist with the remainder. This will ensure that the SB 132 project, which has a statutory deadline for the \$84 million it received back in 2017, will be completed timely.

Finally, the Commission had a robust discussion about AB 361, which was the urgency bill approved in September to allow public meetings to continue virtually. Ultimately, the RCTC Board approved a resolution to allow virtual meetings, but the intent was for this approval to apply to the Commission's committees and sub-committees, including the TAC. The Commission itself will operate in a hybrid format. At this time, staff is expecting the January TAC to be virtual, where hopefully information can be brought forward about the future format of the 2022 TAC meetings.

The next RCTC Commission Meeting will be held on December 8th, the same day as the CTC meeting.

17. COMMITTEE MEMBER / STAFF REPORT

There were no committee member or staff comments.

18. ADJOURNMENT

There being no further business for consideration by the Technical Advisory Committee, the meeting adjourned at approximately 11:24 a.m. The next meeting will be on January 24, 2022, at 10:00 a.m.

Respectfully submitted,



Jillian Guizado

Planning and Programming Director

AGENDA ITEM 6

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	March 21, 2022
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Planning and Programming Manager
SUBJECT:	Riverside County Public Health Active Transportation Program Grant Pursuits

STAFF RECOMMENDATION:

This item is to receive a presentation from Riverside University Health System (Riverside County Public Health) on its past and future Active Transportation Program (ATP) grant pursuits.

BACKGROUND INFORMATION:

Since ATP Cycle 1, Riverside County Public Health has been successful receiving ATP funds for its safe routes to school/all programs. Project activities include education, encouragement, engineering, engagement, and evaluation. Most notably, in Cycle 5, one of the most competitive cycles in ATP history, Riverside County Public Health received funding for one of its non-infrastructure projects. Only two non-infrastructure projects received funding at the statewide level.

DISCUSSION:

As cities prepare for ATP Cycle 6, it provides an opportunity to think about potential partnership opportunities with Riverside County Public Health as a standalone non-infrastructure application or to bundle with an infrastructure project.

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	March 21, 2022
TO:	Technical Advisory Committee
FROM:	Jenny Chan, Planning and Programming Manager
SUBJECT:	Active Transportation Program – Southern California Association of Governments 2023 Regional Program Guidelines – Selection Criteria for Riverside County Applications

STAFF RECOMMENDATION:

This item is to discuss and provide input on staff’s selection criteria for the 2023 Regional Active Transportation Program (ATP) Guidelines.

BACKGROUND INFORMATION:

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

Based on the approved ATP Fund Estimate, SCAG is expected to receive \$137.68 million for the upcoming cycle, Cycle 6. Like past cycles, the SCAG share is split 95% to implementation projects and 5% to non-infrastructure (NI) projects and plans. However, for this cycle, SCAG will not be utilizing the 5% share to supplement its Sustainable Communities Program. Instead, the 5% share will be distributed to the county transportation commissions based on population. Table 1 illustrates this cycle’s programming capacity for each county. The Commission will have approximately \$17.69 million to award for Cycle 6 - \$16.8 million for implementation projects and \$884 thousand for NI and planning projects.

Table 1: County Share for Implementation and NI and Planning Projects (\$ in 1,000s)

County	Population %	Implementation	NI and Planning	Total Capacity
Imperial	1%	\$1,249	\$66	\$1,314
Los Angeles	53%	\$69,579	\$3,662	\$73,241
Orange	17%	\$22,144	\$1,165	\$23,309
Riverside	13%	\$16,802	\$884	\$17,686
San Bernardino	12%	\$15,159	\$798	\$15,956
Ventura	4%	\$5,863	\$309	\$6,172
	100%	\$130,795	\$6,884	\$137,679

DISCUSSION:

Implementation Projects

As part of the development of the regional program guidelines, SCAG allows each county transportation commission to assign up to 20 points to the CTC’s project scores. Each county transportation commission in the SCAG region is responsible for defining “plans” and developing its guidance and methodology for assigning the 20 points.

The points distribution approved for the last cycle, Cycle 5, is provided in Table 2. The points distribution allowed the Commission to meet its goal of awarding projects that were construction ready and rewarding agencies that invested in pre-construction activities. Additionally, as an unexpected result, the Commission was able to award projects that competed a handful of times in prior cycles.

Table 2: ATP Cycle 5 20-Point Distribution

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

For Cycle 6, staff is suggesting minor revisions to the points distribution methodology. With the passage of the new federal transportation bill, Infrastructure Investment and Jobs Act (IIJA), Cycle 6 has more federal dollars than were in Cycle 5. This may lead to more projects being subject to National Environmental Policy Act (NEPA) and may prolong the project delivery timeline. To manage this program change, Commission staff is proposing a revision to the methodology, as seen in Table 3. The revised point distribution continues to reflect the Commission’s goal of funding projects that are construction-ready and reward agencies that invested or will invest in pre-construction activities.

Proposed changes are as follows:

1. Award 4 points for projects with construction funding in the first three years of the program cycle.
2. Award 7 points for projects with California Environmental Quality Act (CEQA) and/or NEPA approved.
3. Award 3 points for projects identified in WRCOG Sub-regional Active Transportation Plan or CVAG Non-Motorized Plan; or an adopted local active transportation plan, bike or pedestrian master plan, or Safe Routes to School Plan.

Table 3: Recommended 20-Point Distribution

	Criteria	Points
1.	Requesting construction-only funding	6
2.	Construction funding in the first three years of programming	4
3.	PA/ED completed – either CEQA, NEPA, or both	7
4.	Projects identified in WRCOG Sub-regional Active Transportation Plan or CVAG Non-Motorized Plan; or an adopted local active transportation plan, bike or pedestrian master plan, or Safe Routes to School Plan	3

In the last cycle, to satisfy criterion number three, a copy of the CEQA and or NEPA signature page had to be provided. Commission staff provided applicants an additional six months from application deadline to submit the CEQA and or NEPA clearance. If a project was already federalized, the agency had to provide the NEPA signature page. This criterion was beneficial in the last cycle as it was the main criterion for award, leading to the Commission receiving all state funding because projects cleared CEQA.

Staff is seeking feedback from TAC members on the suggested 20-point distribution and target deadline for receiving CEQA and or NEPA clearance. ATP Cycle 6 applications are due June 15, 2022, and the final list of Commission recommended projects is due to SCAG on January 30, 2023. To meet SCAG’s deadline, staff must bring the item to the January 2023 Commission meeting for approval. To meet the staff report deadline for the January Commission, staff must receive all CEQA and or NEPA clearances by November 1, 2022. An alternative approach is to request the Commission to grant staff authority to award projects first, then present the award list as an information item at the next available Commission meeting. This approach would extend the deadline to provide CEQA and or NEPA documentation to January 3, 2023 – providing an additional two months to meet criterion number three. Staff is seeking feedback from TAC members on the two approaches and staff will also consider other 20-point distribution methodologies.

Non-infrastructure and Planning

As previously stated, SCAG will not be utilizing the 5% share to supplement its Sustainable Communities Program for this cycle. Instead, the 5% share is distributed to the Commission based on population share. The Commission will have \$884 thousand dollars to award to NI and planning projects that are not awarded at the statewide level. Like the implementation projects, SCAG allows each county transportation commission to assign up to 20 points to the CTC’s project scores and allows the commission to establish any other eligibility criteria. Staff is suggesting the

Commission not establish a 20-point distribution methodology for the NI and planning projects. Instead, staff is suggesting to award projects with a minimum score of 80 points in the state scores with a maximum award amount of \$442 thousand dollars. Staff is seeking feedback from TAC members on this suggestion.

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	March 21, 2022
TO:	Technical Advisory Committee
FROM:	Martha Masters, Senior Management Analyst
SUBJECT:	2021 and 2023 Federal Transportation Improvement Program and 2020 Regional Transportation Plan Amendment Update

STAFF RECOMMENDATION:

This item is to receive and file an update on the 2021 and 2023 Federal Transportation Improvement Program (FTIP) and the 2020 Regional Transportation Plan Amendment.

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 vehicle lanes, active transportation facilities and activities, signal synchronization, intersection improvements, freeway ramps, and more. 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 (#21-00) and Amendments #21-01 through #21-18 have received SCAG/federal approvals as of today. All approved 2021 FTIP amendments are available on SCAG’s website: <https://scag.ca.gov/2021-approved-ftip>.

The 2021 FTIP Amendment #21-19 is currently undergoing public review and can be viewed on SCAG’s website: <https://scag.ca.gov/2021-proposed-amendments>. Approval of Amendment #21-19 is anticipated in late June.

Commission Planning and Programming staff should be notified by agencies of any FTIP project changes so they can be properly incorporated into the FTIP to avoid project delays, especially as it relates to federal funds that require programming in the FTIP for obligation. Both formal and administrative amendments are due to SCAG on Tuesday, April 5, 2022. Staff requests that any revisions to project sheets be provided by Tuesday, March 29, 2022, to meet the SCAG deadline. The 2021 FTIP Amendment schedule is provided as Attachment 1. Agencies can check their most

recently approved FTIP projects by visiting SCAG's website: <https://scag.ca.gov/2021-approved-ftip>. The 2021 FTIP will expire in December 2022, once the 2023 FTIP is approved. Therefore, staff urges local agencies' staff to review their current projects in the 2021 FTIP and submit any revisions to prevent delays in federal obligations required between now and December 2022.

2021 FTIP Guidelines

The 2021 FTIP Guidelines provide a framework for federal, state, and regional requirements in developing the FTIP for the SCAG region. The guidelines are a good resource for agencies that may have questions regarding, for example, what types of projects need to be modeled and what information is required to model those projects. The 2021 FTIP Guidelines are accessible to all agencies and can be found here for future reference: <https://scag.ca.gov/sites/main/files/file-attachments/f2021-ftip-guidelines.pdf?1614888031>. SCAG updates the FTIP guidelines every two years. Commission staff are always available to assist with questions.

2023 FTIP

In January 2022, staff submitted 310 projects (totaling approximately \$10 billion in funds) to SCAG for the 2023 FTIP. The 2023 FTIP is anticipated to be fully approved in December 2022. The 2023 amendment schedule has been provided by SCAG and is attached for your information (Attachment 2).

RCTC Planning and Programming staff are available to assist with any questions about on-going projects that may require updates in the 2021 or 2023 FTIP for federal approvals and/or federal obligations.

As a general reminder, staff can provide agencies all their project sheets from the FTIP upon request at any time throughout the year. Non-modeling updates can be submitted to SCAG almost every month. Staff will work with agencies on a case-by-case basis if modeling updates are needed, however, these changes are recommended to be brought up to staff as soon as possible as the opportunities to update modeled projects are rare.

2020 RTP Amendment

On January 26, 2022, an e-mail was sent out to all TAC members regarding the 2020 RTP Amendment opportunity. This opportunity means that SCAG is accepting model updates for capacity increasing (non-exempt) projects such as scope changes and completion date updates, as well as new projects that will be starting environmental work within the next two years. As mentioned above, opportunities such as these do not occur often as it takes at least a year to approve an RTP amendment. Note that staff did not hear from all agencies. If an agency determines that a new project needs to be added to the model, or that a current project needs modeling updates, contact Commission staff as soon as possible. The next opportunity to make modeling changes will be in fall 2022 for inclusion in the 2024 RTP, which is anticipated to be approved in early summer 2024.

Attachments:

- 1) 2021 FTIP Amendment Schedule
- 2) 2023 FTIP Amendment Schedule

2021 FTIP AMENDMENT/ADMINISTRATIVE MODIFICATION SCHEDULE		
Due Date (by Noon)	Amendments	Administrative Modifications
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, September 24, 2021	2022 STIP - FTIP #21-99	STIP-RTIP submittal for SCAG to perform regional evaluation of system performance and cost-effectiveness. Project information details will be held for 2023 FTIP.
Tuesday, October 5, 2021	Amendment #21-12	
Tuesday, October 5, 2021		Administrative Modification #21-13
Thursday, September 30	Emergency Amendment #21-14 (RCTC)	
Tuesday, November 9, 2021		Administrative Modification #21-15
Tuesday, December 7, 2021		Administrative Modification #21-16
Tuesday, December 7, 2021	Amendment #21-17	
Thursday, January 6, 2022	2023 County TIPs	DEADLINE -- County Submissions
Tuesday, February 8, 2022		Administrative Modification #21-18 §
Tuesday, February 8, 2022	Amendment #21-19 §	
Tuesday, March 8, 2022		Administrative Modification #21-20 §
Tuesday, April 5, 2022		Administrative Modification #21-21 §
Tuesday, April 5, 2022	Amendment #21-22 §	

Updated 9/03/21

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

§ Amendments submitted during this period should only be **emergency type** (necessary changes for obligations) as the 2023 FTIP is being developed. Dates and amendment types may change based on future guidance from FHWA/FTA as it relates to the Infrastructure Investment and Jobs Act

2023 FTIP AMENDMENT/ADMINISTRATIVE MODIFICATION SCHEDULE		
Due Date (by Noon)	Amendments	Administrative Modifications
Tuesday, March 15, 2022	A-23-99 - Modeling Amendment - Will become Amendment #23-03 *	Amendment to update/add modeling projects once EMFAC2021 is approved
Tuesday, July 19, 2022	Amendment #23-01*	Catch up Amendment - 2022 STIP, 2020 SHOPP, HBP and emergency type changes to address comments received on Draft 2023 FTIP only. Concurrent with 2021 FTIP base
Tuesday, October 25, 2022		Administrative Modification #23-02*
Tuesday, October 11, 2022	Conformity Amendment #23-03 *	
Tuesday, January 3, 2023		Administrative Modification #23-04

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	March 21, 2022
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)	

AGENDA ITEM 10

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	March 21, 2022
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	Future Technical Advisory Committee Meeting Locations

STAFF RECOMMENDATION:

This item is to discuss and provide direction on future Technical Advisory Committee (TAC) meeting locations.

BACKGROUND INFORMATION:

Currently, the Commission’s TAC falls under the monthly resolution approved by the Commission pursuant to Assembly Bill (AB) 361, which allows public meetings to be held in a virtual setting. This is permissible under the state of emergency declared by the state of California as a result of the ongoing COVID-19 pandemic.

DISCUSSION:

In anticipation of the emergency declaration being lifted and/or the expiration of AB 361, staff will discuss with and receive direction from the TAC regarding in-person meeting locations. Staff is suggesting the TAC continue to meet virtually until virtual meetings are no longer permissible.

AGENDA ITEM 11

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	March 21, 2022
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	California Transportation Commission Meeting Highlights: January and March 2022

STAFF RECOMMENDATION:

This item is to receive and file the January and March 2022 California Transportation Commission (CTC) meeting highlights.

BACKGROUND INFORMATION:

January 26 – 27, 2022 CTC Meeting ([Agenda](#))

TAB 92 Request of \$14,386,000 for two locally-administered Local Partnership Program (Formulaic and Competitive) projects, off the State Highway System; Resolution LPP-A-2122-15

March 16 – 17, 2022 CTC Meeting ([Agenda](#))

- TAB 19 Adoption of the 2023 Active Transportation Program Guidelines; Resolution G-22-30
- TAB 24 Adoption of the 2022 State Transportation Improvement Program (STIP); Resolution G-22-34
- TAB 69 Adoption of the 2022 State Highway Operation and Protection Program (SHOPP); Resolution G-22-29
- TAB 108 Request of \$68,177,000 for the locally-administered multi-funded Trade Corridor Enhancement Program / STIP Route 71/91 Interchange EB-NB Connector project, on the State Highway System, in Riverside County, programmed in FY 2022-23 (PPNO 0077G); Resolutions TCEP-A-2122-11 and FP-21-68

AGENDA ITEM 12

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	March 21, 2022
TO:	Technical Advisory Committee
FROM:	Jillian Guizado, Planning and Programming Director
SUBJECT:	RCTC Commission Meeting Highlights: December 2021 and January, February, and March 2022

STAFF RECOMMENDATION:

This item is to receive and file the December 2021 and January, February, and March 2022 Commission meeting highlights.

BACKGROUND INFORMATION:

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

Item 6I – City of Temecula Funding Request for Construction of the Interstate 15 Auxiliary Lane Project

The Commission:

1. Approved programming \$3.5 million of Transportation Uniform Mitigation Fee (TUMF) Community Environmental Transportation Acceptability Process (CETAP) funds for the city of Temecula’s (Temecula) Interstate 15 (I-15) Auxiliary Lane Project (ALP);
2. Approved Agreement No. 22-73-032-00 between the Commission and Temecula for the programming of \$3.5 million of TUMF CETAP for the construction phase of the I-15 ALP; and
3. Authorized the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement.

January 2022 Commission Meeting ([Agenda](#))

Item 6D – Riverside County 2023 Federal Transportation Improvement Program Financial Resolution

The Commission adopted Resolution No. 22-001, *“Resolution of the Riverside County Transportation Commission Certifying Riverside County has Resources to Fund Projects in the Federal Fiscal Years 2022/23 Through 2027/28 Transportation Improvement Program and Affirming Commitment to Implement All Projects and Phases as Applicable in the Program”*.

Item 7 – Fiscal Year 2021/22 Mid-Year Revised Revenue Projections

The Commission:

1. Approved the mid-year Fiscal Year (FY) 2021/22 revenue projections of \$250 million for Measure A revenues, \$127 million for Local Transportation Fund (LTF) revenues, and \$30 million for TUMF revenues;
2. Approved the budget increase adjustments to Measure A revenues of \$40 million and expenditures of \$16,479,000 to reflect the revised Measure A projection;
3. Approved the budget increase adjustments to LTF revenues of \$22 million, transfers in of \$1,543,000, and expenditures and transfers out of \$1,928,000 to reflect the revised LTF projection; and
4. Approved the budget increase adjustment to TUMF revenues of \$19 million to reflect the revised TUMF projection.

Item 8 – Fiscal Year 2022/23 Revenue Projections

The Commission:

1. Approved the projection for Measure A revenues of \$255 million for Fiscal Year 2022/23;
2. Approved the projection for Local Transportation Fund (LTF) apportionment of \$130 million for the Western Riverside County, Coachella Valley, and Palo Verde Valley areas for FY 2022/23; and
3. Approved the projection for TUMF revenues of \$30 million for FY 2022/23.

February 2022 Commission Meeting [\(Agenda\)](#)

Item 8 – Additional Awards FY 2021/22 SB 821 Bicycle and Pedestrian Facilities Program Funding Recommendations

The Commission:

1. Approved additional project awards for the FY 2021/22 SB 821 Bicycle and Pedestrian Facilities (SB 821) program for an additional amount of \$1,668,071, and a total amount not to exceed \$5,995,543;
2. Directed staff to prepare memorandums of understanding (MOUs) with the project sponsors to outline the project schedules and local funding commitments; and
3. Authorized the Chair or Executive Director, pursuant to legal counsel review, to execute the MOUs with the project sponsors.

Item 9 – County of Riverside Funding Request for Design of the Interstate 10 Bypass Project

The Commission:

1. Approved programming \$8 million of TUMF Regional Arterial funds for the County of Riverside's (County) Interstate 10 (I-10) Bypass Project;

2. Approved Agreement No. 22-72-048-00 between the Commission and County for the programming of \$6 million of TUMF Regional Arterial funding for the design phase and \$2 million for the right of way phase of the I-10 Bypass Project; and
3. Authorized the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement.

March 2022 Commission Meeting ([Agenda](#))

Item 6K – Moreno Valley/March Field Metrolink Station Track and Platform Expansion Project Construction Agreement With Granite Construction Company, Environmental Mitigation, Tribal Monitoring, and Project Funding

1. Award Agreement No. 21-33-095-00 to Granite Construction Company, as the lowest responsive, responsible bidder, for the construction of the Moreno Valley March Field Metrolink Station Track and Platform Expansion Project (Project) in the amount of \$22,111,122, plus a contingency amount of \$2,211,112, for a total amount not to exceed \$24,322,234;
2. Approve Cooperative Agreement No. 21-33-097-00 between the Commission and Southern California Regional Rail Authority (SCRRA) for Construction of the Project in the amount of \$2,421,000, plus a contingency amount of \$242,100, for a total amount not to exceed \$2,663,100;
3. Approve Agreement No. 22-33-035-00 with The Soboba Band of Luiseno Indians for Construction Monitoring of the Moreno Valley/March Field Metrolink Station Track and Platform Expansion Project in an amount not to exceed \$25,000;
4. Approve an amendment to the FY 2021/22 – 2025/26 Short Range Transit Plan to program an additional \$6 million of Federal Transit Administration Section 5307 funds for the Project;
5. Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission; and
6. Authorize the Executive Director or designee to approve contingency work pursuant to the agreement terms up to the total amount.

Item 7 – Proposed Policy Goals and Objectives for Fiscal Year 2022/23 Budget

1. Review and approve the proposed Commission Policy Goals and Objectives for the FY 2022/23 Budget; and
2. Review and approve the Fiscal Accountability Policies for the FY 2022/23 Budget.

Item 9 – Agreement for Construction of the I-15 Interim Corridor Operations Project

1. Award Agreement No. 22-31-031-00 to All American Asphalt to construct the I-15 Interim Corridor Operations Project (I-15 ICOP), in the amount of \$2,645,731, plus a contingency amount of \$396,860 for potential change orders, supplemental

work in the amount of \$119,900, and an incentive budget in the amount of \$250,000, for a total amount not to exceed \$3,412,491;

2. Approve an amendment to the FY 2021/22 budget in the amount of \$2,900,000 for construction and supplemental costs including contingency;
3. Authorize the Chair or Executive Director, or designee, to approve contingency work, supplemental work and incentive payments as may be required for the I-15 ICOP.