RIVERSIDE COUNTY TRANSPORTATION COMMISSION

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*WORKSHOP AGENDA**

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

***Times are estimated**

February 20 – 21, 2025

Temecula Creek Inn
44501 Rainbow Canyon Road
Temecula, CA 92592

In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting at the Commission office, 4080 Lemon Street, Third Floor, Riverside, CA, and on the Commission's website, www.rctc.org.

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if you need special assistance to participate in a Commission meeting, please contact the Clerk of the Board at (951) 787-7141. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

The start times listed on the agenda are approximate and are included for guidance only. Agenda items may be taken out of the order listed on the agenda.

THURSDAY, FEBRUARY 20, 2025

PUBLIC COMMENTS – *Each individual speaker is limited to speak three (3) continuous minutes or less. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three minute time limitation. Depending on the number of items on the Agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.*

Under the Brown Act, the Commission should not take action on or discuss matters raised during public comment portion of the agenda that are not listed on the agenda. Commission members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

1:00 p.m. – 1:10 p.m. **CHAIR'S WELCOME AND WORKSHOP OBJECTIVES**

Karen Spiegel, Chair
Aaron Hake, Executive Director

1:10 p.m. – 1:30 p.m. **COMMISSION UPDATE**

This item is for the Commission to:

1) Receive an update on the Commission's work and where we are headed.

1:35 p.m. – 1:55 p.m. **MEASURE A – PAST, PRESENT & FUTURE**

This item is for the Commission to:

1) Receive a presentation on Measure A.

2:00 p.m. – 2:20 p.m. **TRAFFIC RELIEF PLAN**

This item is for the Commission to:

1) Consider next steps on the Traffic Relief Plan (TRP).

2:20 p.m. – 2:50 p.m. **REFRESHMENT BREAK**

2:55 p.m. – 3:15 p.m. **APPROVAL TO ADVERTISE INNOVATIVE FINANCING FEASIBILITY STUDY FOR THE STATE ROUTE 79 REALIGNMENT PROJECT**

Page 1

This item is for the Commission to:

1) Authorize the Innovative Financing Feasibility Study (IFFS) procurement for the State Route 79 (SR-79) Realignment Project (Project); and
2) Bring back the results for further Commission action.

3:20 p.m. – 3:50 p.m. **COACHELLA VALLEY RAIL PROJECT UPDATE**

This item is for the Commission to:

1) Receive an update on the CV Rail Project.

3:55 p.m. – 4:25pm **INTERSTATE 10 SAN GORGONIO PASS AREA PROPOSED MOBILITY IMPROVEMENT PROJECTS**

Page 25

This item is for the Commission to:

1) Direct staff to initiate a Design Engineering Evaluation Report (DEER) for Interstate 10 Ramp Metering through the cities of Beaumont and Banning; and
2) Direct staff to initiate a Project Study Report – Project Development Support (PSR-PDS) for I-10 Express Lanes from State Route 60 to SR-111.

4:30 p.m. **BREAK**

6:00 p.m. **DINNER**

7:00 p.m. **ADJOURNMENT**

The workshop will continue at 8:30 a.m., Friday, February 21, 44501 Rainbow Canyon Road, Temecula, CA 92592

FRIDAY, FEBRUARY 21, 2025

7:30 a.m. – 8:30 a.m. **BREAKFAST**

PUBLIC COMMENTS – *Each individual speaker is limited to speak three (3) continuous minutes or less. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three minute time limitation. Depending on the number of items on the Agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.*

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8:30 a.m. – 9:00 a.m. **FEDERAL LEGISLATIVE UPDATE**

This item is for the Commission to:

1) Receive an update from the Commission's federal legislative advocates based in Washington, D.C.

9:05 a.m. – 9:35 a.m. **NEXT GEN TOLL FEASIBILITY STUDY 2.0**

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This item is for the Commission to:

1) Direct staff to update the Next Gen Toll Feasibility Study completed in 2019.

9:40 a.m. – 10:00 a.m. **CORE CAPACITY INNOVATIVE TRANSIT STUDY PRESENTATION**

This item is for the Commission to:

1) Receive a presentation on the Core Capacity Innovative Transit Study.

10:30 a.m. – 10:45 a.m. **CLOSING REMARKS**

Karen Spiegel, Chair
Aaron Hake, Executive Director

10:45 a.m. **ADJOURNMENT**

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	February 20, 2025
TO:	Riverside County Transportation Commission
FROM:	Joie Edles Yanez, Capital Projects Manager Erik Galloway, Project Delivery Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Approval to Advertise Innovative Financing Feasibility Study for the State Route 79 Realignment Project

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Authorize the Innovative Financing Feasibility Study (IFFS) procurement for the State Route 79 (SR-79) Realignment Project (Project); and
2) Bring back the results for further Commission action.

Project Objective

The overall SR-79 Realignment Project proposes to build a 12-mile limited access county expressway extending from south of Domenigoni Parkway north to Gilman Springs Road (Attachment 1). The Project will provide a safer and more direct north-south route, serving the unincorporated community of Winchester, the cities of Hemet and San Jacinto, and other areas of unincorporated Riverside County.

BACKGROUND INFORMATION:

The Project is named in the Western County highway portion of the Measure A Expenditure Plan, the voter-approved half-cent sales tax measure for transportation improvements in Riverside County. State and federal funding sources are not available in the manner that the authors of Measure A assumed, nor will they be. Additionally, costs for all projects named in Measure A are significantly higher than what the authors of Measure A assumed in 2002. For example, Measure A estimated the SR-79 Realignment would cost $132 million. During the Project's development, the cost estimate for the Project has varied from $1 billion to nearly $2 billion. Staff has reviewed the typical funding sources from the federal, state, and local sources and has not able to locate the funds in the amount required to design and construct the complete project. For these reasons, there are insufficient funds dedicated for the Project and the Commission has not been able to proceed with construction.

The Project was developed jointly with Caltrans and Federal Highway Administration (FHWA), which subjected it to state and federal environmental review requirements. Caltrans was the lead agency under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for NEPA environmental review, consultation, and other actions in accordance with applicable federal laws for this Project, was carried out by Caltrans under its assumption of NEPA responsibility pursuant to 23 United States Code Section 327. On December 8, 2016, Caltrans approved the CEQA Final Environmental Impact Report (EIR). A Notice of Determination (NOD) was filed for CEQA compliance on January 26, 2017. On December 16, 2016, Caltrans approved the NEPA Final Environmental Impact Statement (EIS). The Record of Decision (ROD) was published in the Federal Register on March 15, 2017, and the statute of limitations expired on August 14, 2017. The EIR/EIS received no legal challenges. On January 26, 2017, the Riverside County Transportation Commission (Commission), as a CEQA responsible agency, adopted the CEQA findings and Mitigation Monitoring Reporting Program (MMRP) that imposes mitigation measures to reduce many of the Project' s environmental impacts to below a level of significance.

On February 2, 2023, at its Commission Workshop, the Commission directed staff to take a fresh look at the Project and evaluate the potential to accelerate its delivery. Staff immediately undertook this effort as a Corridor Analysis. The Corridor Analysis evaluated conversion of the Project from a State Route to a County Expressway. This slightly reduced the Project's footprint due to the implementation of County standards rather than State Highway requirements. The Corridor Analysis also included trails, multimodal features, connections to existing transit facilities, and identified cost-effective buildable segments that could be constructed in phases with logical termini and independent utility. The Corridor Analysis also presented the necessary steps required for Caltrans to relinquish CEQA lead to the Commission. Per federal requirements, Caltrans, on behalf of FHWA, must remain the NEPA lead.

On October 16, 2023, a Project update and presentation of the findings from the Corridor Analysis were presented to the SR-79 Corridor Ad Hoc Committee. The Corridor Analysis segmented the Project into three segments, as detailed below, and proposed the Project as a County Expressway with active transportation and transit features. Extensive discussions were held among the SR-79 Ad Hoc Committee members regarding the merits of the various options including potential impacts by extending the proposed southerly Segment 3 to Simpson Road. However, the Committee did not reach a consensus on segment prioritization or segment limits. This was followed by a staff report submitted to the full Commission acknowledging and responding to comments and clarifications requested during the SR-79 Ad Hoc Committee meeting. Other suggestions included utilizing available funding for corridor right of way (ROW) acquisition as a priority.

Proposed Segments (Attachment 2) for the SR-79 Realignment

- Segment 1 – Sanderson to Florida
- Segment 2 – Florida to Simpson
- Segment 3 – Simpson to Newport

At its January 26, 2024 Commission Workshop, the results of the SR-79 Corridor Analysis were presented and the Commission voted unanimously to:

1. Direct staff to develop the necessary agreement(s) with Caltrans to modify the State Route 79 Realignment Project from a State Route to a future County Expressway;
2. Direct staff to develop the necessary agreements or documentation to designate the Commission as the CEQA lead agency;
3. Adopt the proposed segments of the Project identified by the Corridor Analysis Study;
    a. Direct staff to draft a Request for Qualifications (RFQ) for the Plans, Specifications & Estimates (PS&E) phase of the Project and continue the acquisition of ROW for the SR-79 Segment 3 Modified Limits (Attachment 3), 0.35 miles south of Newport Road to Simpson Road, or SR-79 Segment 3, 0.35 miles south of Newport Road to Domenigoni Parkway;
    b. Amend the 2019-2029 Measure A Western Riverside County Highway Delivery Plan to add SR-79 Segment 3 Modified or Segment 3 to "Group 2: Partially Funding Likely Available" of the Commission-adopted Delivery Plan; and
    c. Direct staff to identify and recommend funding sources and any other prioritization changes necessary to the 2019-2029 Measure A Western Riverside County Highway Delivery Plan to complete PS&E and ROW phases for the selected segment.

As approved by the Commission, the facility will be designed to County of Riverside Transportation & Land Management Agency (CRTLMA) standards and be maintained by CRTLMA. As detailed in the Corridor Analysis, a Caltrans facility is no longer viable due to funding constraints and state policy changes related to Vehicle Miles Traveled (VMT). The proposed cross section will include a future transit corridor and multi-use trail, see Attachment 4. The facility will include at-grade intersections in lieu of freeway interchanges.

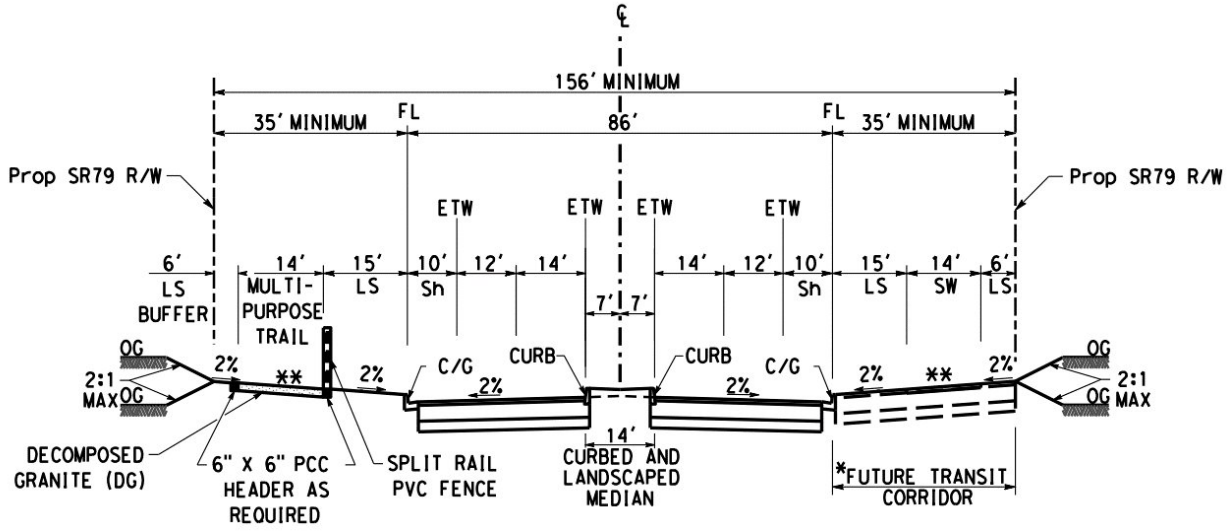
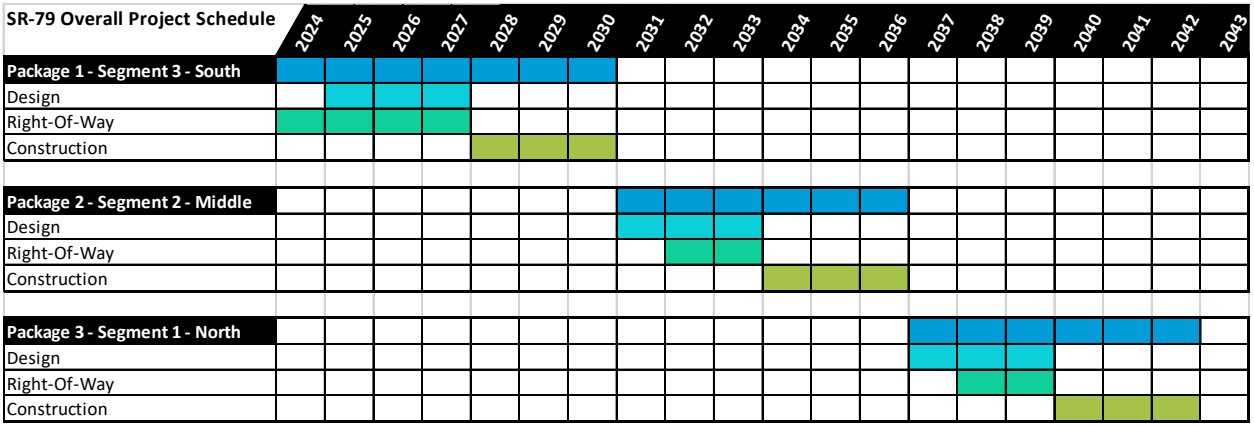


Figure 1 – SR79 Project Cross-section

On June 18, 2024, Caltrans responded to the letter from the Commission requesting (Attachment 5) that RCTC be designated as the CEQA lead agency and that Caltrans maintain NEPA lead (Attachment 6). In addition, the Project will no longer be designed as a Caltrans facility but rather as a County Expressway. Caltrans response concurred with the Commission's requests and the project team commenced the design procurement for Segment 3 of the Project.

On December 11, 2024, the Commission approved the award of the design for the Segment 3 from Simpson to Newport along with the cooperative agreement with CRTLMA for PS&E, ROW, construction and maintenance and the memorandum of understanding with Western Riverside Council of Governments to allocate $35,000,000 towards the Project. It is anticipated that the design will be completed in 2027 with construction starting in 2028. Funding sources need to be identified by 2028 for the construction and construction management costs of Segment 3, which are currently estimated to be approximately $220,000,000. Ongoing cost escalation in the construction market may increase this amount substantially by 2028. Additionally, funding sources need to be identified for the design, ROW, and construction of the remaining Segments 1 and 2. See cost needs outlined in the table below.



*Schedule contingent upon funding

SR-79 Project Funding Needs	Cost (2024)
Segment 1 (Design, ROW, Construction)	$340,000,000
Segment 2 (Design, ROW, Construction)	$499,000,000
Segment 3 (Construction)	$220,000,000
Total	**$1,050,000,000**

Discussion

Given funding constraints, the high project cost, and evolving state policy changes, staff recommends the Commission explore alternative financing methods to deliver the Project sooner than later. Reliance on traditional financing methods such as Measure A revenue and state and federal competitive grants are likely to result in delay of construction of Segment 3 and an indefinite postponement of Segments 1 and 2. Voter approval of the Traffic Relief Plan and a new

countywide 1 percent sales tax would accelerate construction of the Project, but should not be counted on as a strategy at this time.

Staff proposed at the September 11, 2024, SR-79 Ad Hoc committee to develop a scope of work for the IFFS. The ad hoc committee expressed interest in such a study, opposed the concept of tolling passenger vehicles on the corridor, and recommended the full Commission consider the IFFS at the annual Workshop.

The IFFS aims to identify and evaluate opportunities to finance, design and deliver the Project including but not limited to:

- Funding / Financing:
  - Special district tax
  - Loans
  - Financing
  - Bonding
- Design Enhancements to be more competitive for grants:
  - Dedicated tolled truck lane
  - Signal preemption for trucks
  - Congestion Pricing
  - Signal interconnection
  - Bus Rapid Transit (BRT) corridor
  - New innovative opportunities
- Alternative Project Delivery Methods:
  - Design Build
  - Progressive Design Build
  - Construction Management General Contractor (CM/GC)
  - Public Private Partnership (PPP) that have the potential to fund or fully fund, the Project

The various funding/financing, design enhancements, and alternative project delivery methods listed above are provided as examples of possible alternatives. The scope of work (SOW) for the IFFS is detailed in the attached document (Attachment 7). The study is divided into two distinct phases with specific deliverables as described herein.

Phase 1

Phase 1 involves the identification and preliminary analysis of a minimum of nine potential funding strategies that will enable the Commission to advance the Project. These strategies may involve innovative funding, financing, project delivery methods, or other alternatives that contribute to the Project objectives. Each strategy shall include a narrative description of the strategy and an assessment of how the strategy contributes to the Project objectives. Additionally, the consultant will provide the Commission with a mutually agreed upon set of evaluation criteria to evaluate and rank the nine or more initial strategies. The consultant will provide four preferred alternatives.

Phase 2

Phase 2 encompasses a comprehensive assessment of the four preferred funding alternatives presented in Phase 1, including any conceptual engineering, cost estimating, traffic modeling, revenue forecasting, financial modeling, and overall project feasibility evaluation. Provide one preferred alternative. Provide one preferred alternative.

Staff will present the top four preferred funding alternatives to the Commission after Phase 2 and provide a preferred alternative for feedback and direction.

The SOW was written with the intent to generally describe services to be provided by the consultant, who will be selected through a procurement process.

Schedule

The proposed schedule for the bid process is as follows:

Calendar of Events	
Advertise Request for Bids	March 2025
Pre-Bid Meeting	April 2025
Bid Submittal Deadline	May 2025
Commission Approval of SR-79 IFFS Contract Award	August 2025
Notice to Proceed (NTP)	September 2025
Phase I Completion	December 2025
Phase II Completion	April 2026
Project Final Report	June 2026
Present Results to Commission for Feedback & Direction	September 2026

FISCAL IMPACT:

Funding Source Breakdown

	Item	Dollar Amount	Fund Source
1	SR-79 Innovative Financing Feasibility Study	$750,000	TUMF Regional Arterials
	Total	**$750,000**	

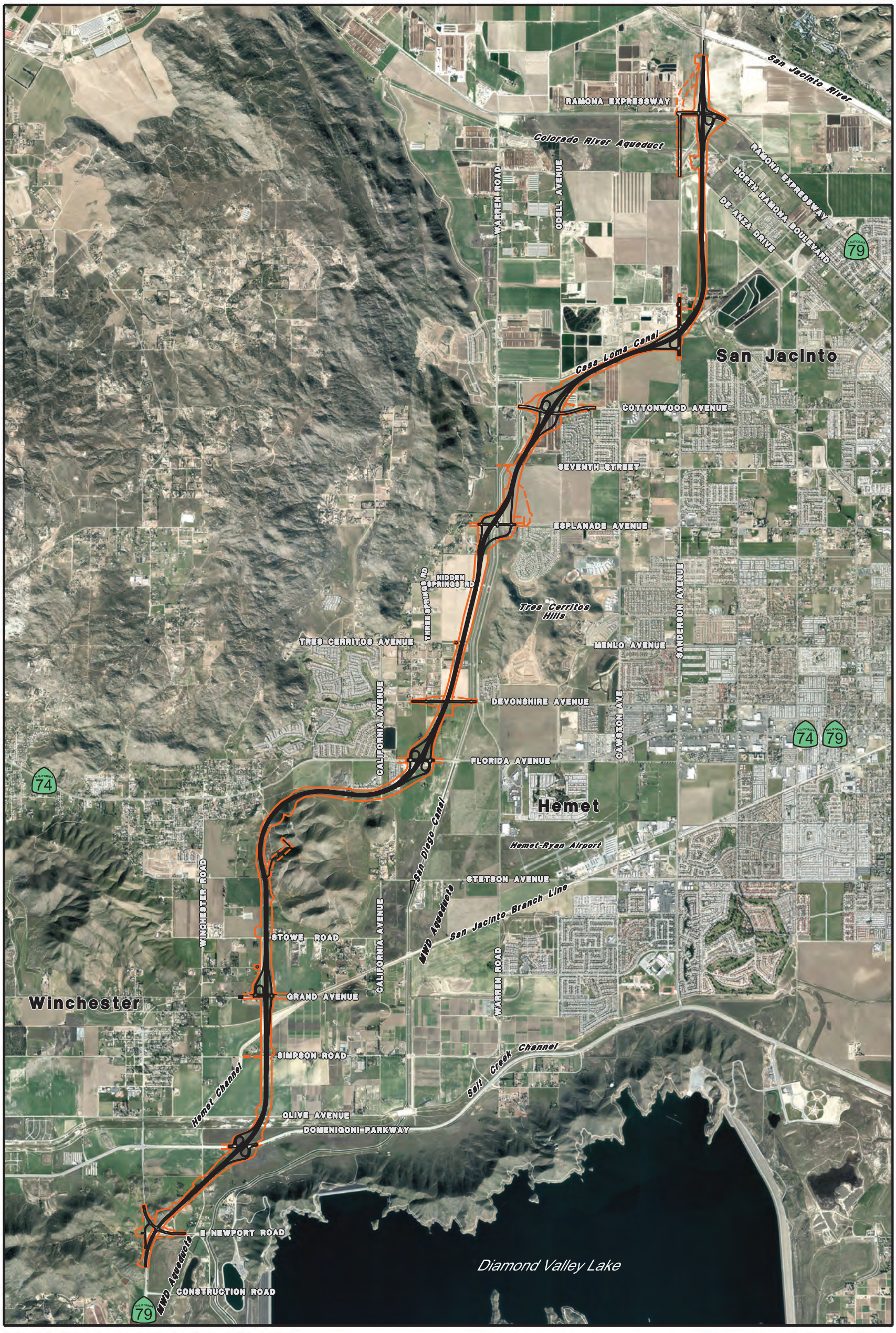
Expenditure Schedule

	Item	FY 2024/25	FY 2025/26+	Project Accounting No.
1	SR-79 Innovative Financing Feasibility Study	$0	$750,000	003003
	Total	**$0**	**$750,000**	

Financial Information						
In Fiscal Year Budget:	n/a	Year:	FY 2025/26+	Amount:	$750,000	
Source of Funds:	TUMF Regional Arterials			Budget Adjustment:		No
GL/Project Accounting No.:	003003 81501 00000 0000 210 72 81501 Special Studies					
Fiscal Procedures Approved:				Date:	02/24/2025	

Attachments:

1) Exhibit Maps – SR-79 Realignment
2) Exhibit Maps – SR-79 Segments
3) Exhibit Map – SR-79 Cross Section
4) Scope of Work for the Innovative Financing Feasibility Study



Aerial Date: February 2011

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Alternative 1b with Refinements

State Route 79 Realignment Project

FOR DISCUSSION PURPOSES ONLY. SUBJECT TO CHANGE

PROPOSED SEGMENTS

ATTACHMENT 3

FIGURE 3

PROPOSED CROSS SECTION

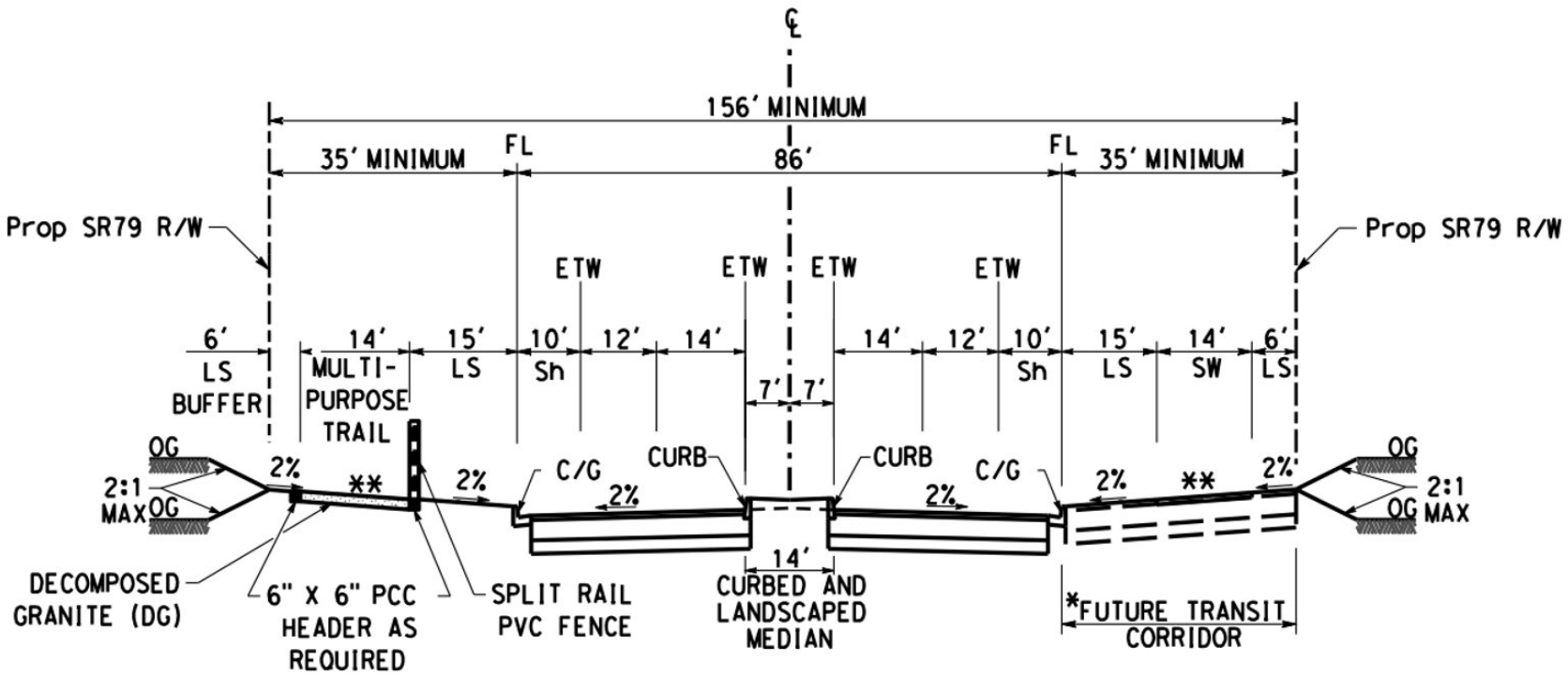

EXHIBIT "A"

Background

The State Route 79 Realignment Project (Project) was developed jointly with Caltrans and Federal Highway Administration (FHWA), which subjected it to state and federal environmental review requirements. Caltrans was the lead agency under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for NEPA environmental review, consultation, and other actions in accordance with applicable federal laws for this Project, was carried out by Caltrans under its assumption of NEPA responsibility pursuant to 23 United States Code Section 327. On December 8, 2016, Caltrans approved the CEQA Final Environmental Impact Report (EIR). A Notice of Determination (NOD) was filed for CEQA compliance on January 26, 2017. On December 16, 2016, Caltrans approved the NEPA Final Environmental Impact Statement (EIS). The Record of Decision (ROD) was published in the Federal Register on March 15, 2017, and the statute of limitations expired on August 14, 2017. The EIR/ EIS received no legal challenges. On January 26, 2017, the Riverside County Transportation Commission (Commission), as a CEQA responsible agency, adopted the CEQA findings and Mitigation Monitoring Reporting Program (MMRP) that imposes mitigation measures to reduce many of the Project's environmental impacts to below a level of significance.

On February 2, 2023, at its Commission Workshop, the Commission directed staff to take a fresh look at the Project and evaluate the potential to accelerate its delivery. Staff immediately undertook this effort as a Corridor Analysis. The Corridor Analysis evaluated conversion of the Project from a State Route to a County Expressway. This slightly reduced the Project's footprint due to the implementation of County standards rather than State Highway requirements. The Corridor Analysis also included trails, multimodal features, connections to existing transit facilities, and identified cost-effective buildable segments that could be constructed in phases with logical termini and independent utility. The Corridor Analysis also presented the necessary steps required for Caltrans to relinquish CEQA lead to the Commission. Per federal requirements, Caltrans, on behalf of FHWA, must remain the NEPA lead.

On October 16, 2023, a Project update and presentation of the findings from the Corridor Analysis were presented to the SR-79 Corridor Ad Hoc Committee. The Corridor Analysis segmented the Project into three segments, as detailed below, and proposed the Project as a County Expressway with active transportation and transit features. Extensive discussions were held among the SR-79 Ad Hoc Committee members regarding the merits of the various options including potential impacts by extending the proposed southerly Segment 3 to Simpson Road. The Committee did not reach a consensus on segment prioritization or segment limits. This was followed by a staff report submitted to the full Commission, addressing comments and clarification requests raised during the SR-79 Ad Hoc Committee meeting. Additional suggestions included prioritizing the use of available funding for corridor Right-Of-Way (ROW) acquisition.

Proposed Segments for the SR-79 Realignment:

- Segment 1 – Sanderson to Florida
- Segment 2 – Florida to Simpson
- Segment 3 – Simpson to Newport, or Simpson to Domenigoni

At its January 26, 2024 Commission Workshop, the results of the SR-79 Corridor Analysis were presented and the Commission voted unanimously to:

1. Direct staff to develop the necessary agreement(s) with Caltrans to modify the State Route 79 Realignment Project from a State Route to a future County Expressway;
2. Direct staff to develop the necessary agreements or documentation to designate the Commission as the CEQA lead agency;
3. Adopt the proposed segments of the Project identified by the Corridor Analysis Study;
    a. Direct staff to draft a Request for Qualifications (RFQ) for the PS&E phase of the Project and continue the acquisition of ROW for the SR-79 Segment 3 Modified Limits, 0.35 miles south of Newport Road to Simpson Road, or SR-79 Segment 3, 0.35 miles south of Newport Road to Domenigoni Parkway;
    b. Amend the 2019-2029 Measure A Western Riverside County Highway Delivery Plan to add SR-79 Segment 3 Modified or Segment 3 to “Group 2: Partially Funding Likely Available” of the Commission-adopted Delivery Plan; and
    c. Direct staff to identify and recommend funding sources and any other prioritization changes necessary to the 2019-2029 Measure A Western Riverside County Highway Delivery Plan to complete PS&E and ROW phases for the selected segment.

As presented to the Commission, the facility will be designed to County of Riverside Transportation & Land Management Agency (CRTLMA) standards and be maintained by CRTLMA. As detailed in the Corridor Analysis, a Caltrans facility is no longer viable due to funding constraints and state policy changes related to Vehicle Miles Traveled (VMT). The proposed cross section will include a future transit corridor and multi-use trail, see Figure 1. The facility will include at-grade intersections in lieu of freeway interchanges.

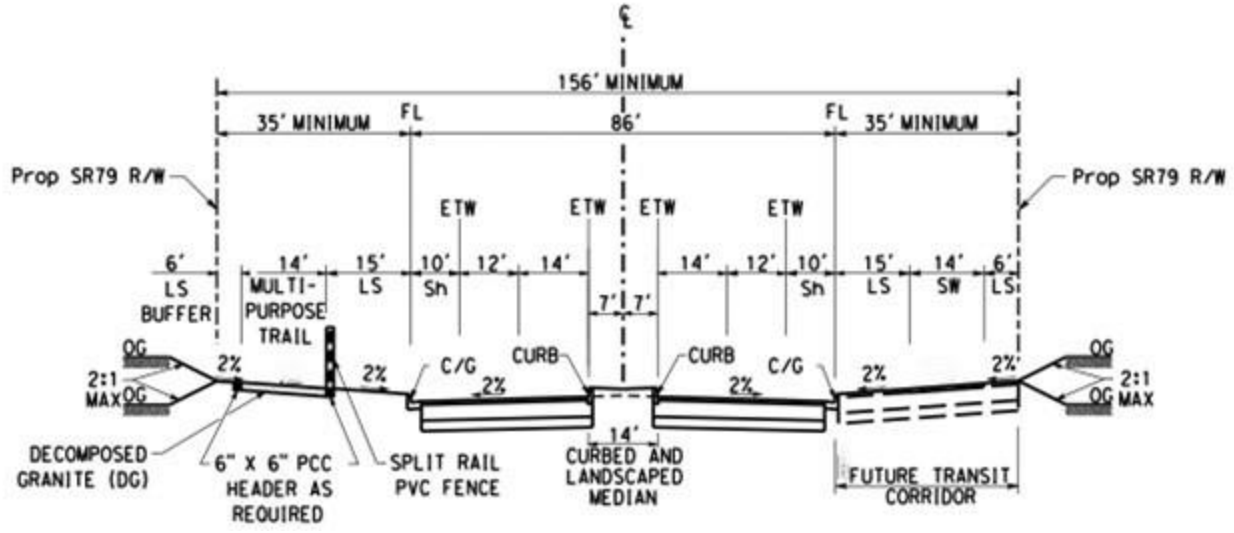

Figure 1 – SR79 Project Cross-section

On June 18, 2024, Caltrans responded to the letter from the Commission requesting that RCTC be designated as the CEQA lead agency and that Caltrans maintain NEPA lead. In addition, the Project will no longer be designed as a Caltrans facility but rather as a County Expressway. Caltrans response concurred with the Commission's requests and the project team commenced the design procurement for Segment 3 of the Project.

On December 11, 2024, the Commission approved the award of the design for the SR-79 Segment 3 Modified Limits 0.35 miles south of Newport Road to Simpson Road, or SR-79 Segment 3, 0.35 miles south of Newport Road to Domenigoni Parkway. It is anticipated that the design phase will take between 18 to 24 months. During this period, funding sources need to be identified for the construction and construction management costs of Segment 3, which are estimated to be $220 million. Additionally, funding sources need to be identified for the remaining segments design, ROW, and construction.

Project Objective:

The Project proposes to build a 12-mile County Expressway extending from Newport Road north to Gilman Springs Road. The Project will provide a safer and direct north-south route, serving the community of Winchester, the cities of Hemet and San Jacinto, and unincorporated Riverside County. The Project will:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley by implementing a new roadway corridor;
- Improve operational efficiency and enhance safety conditions;
- Allow regional traffic, including truck traffic, to bypass local roads; and
- Reduce the diversion of traffic from state routes onto local roads.

Project Challenges:

Funding Constraints

The Project is named in the Western County highway portion of the Measure A expenditure plan, the voter-approved half-cent sales tax measure for transportation improvements in Riverside County. State and federal funding sources are not available in the manner that the authors of Measure A assumed, nor will they be, given the policy changes discussed later in this report. For these reasons, there are insufficient funds dedicated for the Project and the Commission has not been able to proceed with construction. In 2019, the Commission adopted the 2019-2029 Measure A Western County Highway Delivery Plan, which placed the Project in "Group 4: Not Part of the 2019-2029 Delivery Plan: RCTC Projects."

Low Benefit / Cost

Following completion of the Project's environmental phase and associated cost estimate, it became apparent that the available funding does not align with the high project cost, which is approximately $100 million per mile. This discrepancy presents significant constraints for the construction process for the new SR-79 corridor. In addition to the high project cost, the corridor also has relatively low traffic volumes in comparison to other corridors, such as: State Routes 60 and 91 and Interstates 10, 15, and 215. The existing average daily traffic volumes on SR-79 are between approximately 30,000 and 50,000 vehicles per day. Other corridor volumes extend up to 340,000 vehicles per day with a corresponding project cost of $30 million per mile.

State Policy Changes

California Senate Bill (SB) 743, which was signed into law in 2013 and the updated CEQA guidelines, which took effect July 1, 2020, require lead agencies under CEQA to identify new methodologies for transportation analyses that will encourage "land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and contribute to the reductions in greenhouse gas emissions required in the California Global Warming Solutions Act of 2006." SB 743 replaced Level of Service (LOS) with VMT for land use and transportation projects, which is intended to reduce future VMT growth. This shift in transportation impact focus is intended to align transportation impact analyses and mitigation outcomes with the state's goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through more active transportation. Although the approved environmental document anticipated that the Project will ultimately be a state-owned facility, it is important to note that Caltrans may not have accepted ownership or maintenance of the Project due to current policies that discourage new auto-oriented transportation facilities or additional vehicle capacity on the state highway system. Due to the continued need for this regional corridor, funding constraints, and policy changes at the state level, a new approach was needed for the Project which led to the development of the 2023 Corridor

Analysis and the determination to convert the facility to a County Expressway and not pursue it as a Caltrans facility.

SCOPE OF WORK (SOW)

General

The Commission requires professional services to provide an Innovative Financing Feasibility Study (IFFS) for the SR-79 Realignment Project. The objective of the IFFS is to identify and propose funding alternatives to assist in implementing the Project as determined by the 2023 Corridor Analysis; County Expressway with two (2) lanes in each direction, Class I protected bike lanes and future transit, or other corridor as detailed in Figure 1. The future transit corridor shown in Figure 1 is protected ROW where the Commission can opt to construct lane(s) to accommodate bus, truck, autonomous vehicle, EV charging, light rail, or new technology, other than general purpose, to generate revenue in the corridor or improve people movement. The Offeror may provide recommendations on the utilization of the proposed future transit corridor that can serve as an option to generate revenue and can be incorporated into the scope items listed below.

The SR-79 IFFS aims to identify and evaluate opportunities to finance, design and deliver the Project such as:

- For funding / financing:
  - Special district tax
  - Loans
  - Financing
  - Bonding
- For design alternatives
  - Dedicated tolled truck lane(s)
  - Signal preemption for trucks
  - Congestion pricing
  - Signal interconnection
  - Bus Rapid Transit (BRT) corridor
  - New innovative opportunities
  - Use options for the future transit corridor
- For Project delivery
  - Design Build
  - Progressive Design Build
  - Construction Management General Contractor (CM/GC)
  - Public Private Partnership (PPP) to partially fund or fully fund the Project

The various funding/financing, project delivery methods, and design alternatives listed above are provided as examples of possible alternatives. Offerors shall provide recommendations that, in their assessment, will achieve the goals for the IFFS. The Offerer shall have representatives on their team that are experts in these three areas or

have the skills and experience necessary to provide detailed information on these various innovative funding opportunities.

The study is divided into two (2) distinct phases with specific deliverables as described herein.

Phase 1

Phase 1 involves the identification and preliminary analysis of a minimum of nine (9) potential funding strategies that will enable the Commission to advance the Project. These strategies may involve innovation in funding, financing, project delivery methods, or other alternatives that contribute to the Project objectives. Each strategy shall include a narrative description of the strategy and an assessment of how the strategy contributes to the Project objectives. Additionally, the Offeror will provide the Commission with a mutually agreed upon set of evaluation criteria to evaluate and rank the nine or more initial strategies.

Once the strategy evaluation and ranking receive concurrence from the Commission, the Offeror shall then draft four (4) Project funding alternatives that make use of one or more of the strategies from Phase 1. Upon the Commission's approval, a detailed evaluation of the funding alternatives will be performed in Phase 2.

Phase 2

Phase 2 encompasses a comprehensive assessment of the four (4) funding alternatives presented in Phase 1, including any conceptual engineering, cost estimating, traffic modeling, revenue forecasting, financial modeling, and overall project feasibility evaluation.

The Offeror shall provide the Commission with the proposed staff and resources through the completion of the IFFS services. The Offeror shall provide the necessary resources to provide adequate information on the innovative funding options that will be proposed in the final deliverables.

This SOW was written with the intent to generally describe services to be provided by the Offeror. The Commission desires that Offerors propose specific deliverables in their Statement of Qualifications to efficiently accomplish the goals of the IFFS and to demonstrate their experience with comparable work. Given the preliminary nature of these IFFS services, the SOW and/or deliverables may change somewhat during the work. The Commission is open to preapproved SOW and/or deliverable changes, provided they improve the value of the work and remain within the IFFS budget and schedule to complete.

The Commission desires to have the final deliverable complete by June 2026. The Offeror shall structure their proposed SOW, delivery schedule, staffing level, direct expenses, and total billings to meet the final deliverable schedule.

Study Criteria and Assumptions

Offeror shall establish key study criteria and assumptions early in the engagement to reach alignment with the Commission. Key study criteria and assumptions are to include, but are not limited to the following:

- Proposed overall study schedule milestones;
- Proposed approach and detailed schedule;
- Use of existing, available information vs. generation of new information;
- Specific policy goals, requirement policies, business rules, and O&M assumptions;
- Currently available funding or likelihood of future funding;
- Funding feasibility based on traffic volume and flow, cost, environmental impact, land use and zoning, geographic and topographic conditions, public input, regulatory compliance, construction feasibility, long-term maintenance, integrations with existing infrastructure, economic impact, and aesthetics; and
- Appropriate level and assumptions related to conceptual engineering, cost estimating, traffic modeling, revenue forecasting, and financial modeling.

Traffic Modeling

Offeror shall perform traffic modeling to identify existing and future travel demand, travel patterns, and traffic volumes. Offeror shall integrate the proposed Project improvements into the traffic model to determine the travel/traffic impacts. The first task will be a reanalysis of the traffic report to study the traffic behavior and conditions from Newport Road to Gilman Springs Road. All work shall be performed to meet the latest Riverside County standards and specific Caltrans standards as directed by the County. This information is intended to assist in the determination of the potential funding opportunities that can be recommended. Offerors are hereby advised that the Commission has made the determination that tolling of the general-purpose lane(s) will not be considered is not a viable option from a political or economic standpoint, but the potential for truck toll lane(s) remain viable.

Conceptual Engineering

Offeror shall perform conceptual engineering for each funding alternative if it involves technology, i.e. congestion pricing, truck tolling, truck signal preemption, or potential to use the dedicated transit corridor for other alternative transportation methods that result in additional federal, state, or private funding. This concept engineering effort shall include drawings that incorporate, but are not limited to, layouts, conceptual design, horizontal and vertical alignments, cross sections, environmental impact, and drainage to facilitate a thorough understanding of the proposed funding alternative.

Cost Estimating

Offeror shall estimate capital costs for all applicable financial advisory services, financing costs, traffic and revenue services, legal advisory services, agency staffing, project management services, construction management services, planning services, system testing and commissioning, etc. Offeror shall estimate annual and long-term operations and maintenance costs, if applicable to the proposed funding alternative, including maintenance, back-office software and hardware maintenance, traffic operations center monitoring and incident coordination, California Highway Patrol (CHP) enforcement services, freeway service patrol services, routine roadway maintenance (e.g., debris removal, channelizer replacement), life-cycle pavement rehabilitation/replacement.

Revenue Forecasting

Offeror shall forecast future system transactions and transaction revenue based on current and projected socio-economic factors (e.g., number of households, employment, population, etc.), traffic modelling volumes, and other necessary inputs. If deemed necessary to compare project alternatives, Offeror shall forecast account-based revenue, violation revenue, uncollectible revenue/revenue leakage. Financial Modeling Offeror shall create a financial model incorporating various inputs including capital costs, operating costs (e.g., annual operating and maintenance costs, system life cycle upgrade costs, pavement life cycle rehabilitation costs, etc.), revenue, reserve accounts (e.g., financing, O&M), project delivery schedule, debt structure, debt service, interest rates, etc.

The project funding plan shall provide the projected revenue, annual operating and maintenance costs, and life cycle costs; to identify if there is an opportunity to borrow against future revenue to pay for up-front capital costs. If debt is proposed as part of the project financing plan, then Offeror shall include a potential financing debt structure for each project or combination of projects to include a “Sources and Uses” of funds for construction, loan and/or bond sizing, needed financing reserve funds, and other elements consistent with a public agency project financing.

Offeror’s financial model shall be provided to the Commission in its native/original working format. The working financial model details shall be presented and provided in a transparent manner to the Commission.

Feasibility Assessment

Offeror shall establish key factors and their weighting to compare various funding alternatives based on the mutually agreed evaluation criteria. Offeror shall consider the opportunity and benefit for each alternative in a clear and simple manner to allow the Commission to determine which options they wish to advance to a more detailed assessment and analysis.

Project Management, Project Controls, and Administration

Offeror shall:

- Cooperate and coordinate with Commission staff and other Commission consultants and advisors;
- Plan, schedule, and conduct or attend meetings, as required, and provide all necessary meeting materials (i.e., agendas, minutes, action items, presentations, reports, and documents) necessary to support meetings and other activities;
- Provide project controls management and contract administration services for Offeror's contract; and
- Report progress monthly as part of the invoicing process.

Project Delivery

The Commission has established the following tentative Project milestones:

1.	Consultant Notice to Proceed	Sep 2025
2.	Phase 1 Report Submission	Dec 2025
3.	Phase 2 Report Submission	April 2026
4.	Complete Study	June 2026

General Requirements

The Offeror shall prepare all reports, studies and plans to meet the requirements of the County of Riverside, City of Hemet, City of San Jacinto and FHWA. Commission staff will provide overall Project coordination and will handle administrative matters.

DATA COLLECTION

The Project will involve the review and assimilation of the existing and approved Project Approval and Environmental Document for the SR-79 Realignment Project. The Offeror is expected to make the best use of existing data to minimize waste and duplication of work efforts.

MEETINGS/PUBLIC INVOLVEMENT

The Offeror shall be required to meet with the Commission and potentially others that may include County of Riverside, Community of Winchester, the City of Hemet, City of San Jacinto, Caltrans (also acting as an agent for FHWA), Riverside Transit Agency, other public agencies, and private entities located within the Project boundaries on a regular basis. Offeror is required to prepare an agenda, exhibits for discussion, and meeting minutes for distribution for each meeting. Offeror shall assume the following meeting schedule for the purposes of its proposal:

Phase 1 One (1) Project kick-off
Three (3) PDT meetings
Two (2) Trend meetings
One (1) Criteria and assumptions workshop
Two (2) meetings to review and agree to the evaluation criteria
One (1) meeting to present draft Phase 1 report

Phase 2 One (1) Phase 2 Kickoff
One (1) Traffic analysis means and methods
Four (4) PDT meetings
Three (3) Trend meetings
Six (6) Focus meetings

Prepare presentation for and be available to present to the Commission

Other Resources

All referenced documents will be posted to Planet Bids.

Documents Available to Review for SOQ Preparation

	TITLE	DATE	PREPARER
1.	Final Project Report	October 2016	Jacobs
2.	Environmental Document Four Volumes	October 2016	Jacobs
3.	Geometric Approval Drawings (GADs)	February 2015	Jacobs
4.	Traffic Technical Report	September 2014	Jacobs

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	February 20, 2025
TO:	Riverside County Transportation Commission
FROM:	David Thomas, Toll Project Delivery Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Interstate 10 San Gorgonio Pass Area Proposed Mobility Improvement Projects

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Direct staff to initiate a Design Engineering Evaluation Report (DEER) for Interstate 10 Ramp Metering through the cities of Beaumont and Banning; and
2) Direct staff to initiate a Project Study Report – Project Development Support (PSR-PDS) for I-10 Express Lanes from State Route 60 to SR-111.

BACKGROUND INFORMATION:

At its 2023 Commission Workshop, staff was directed to evaluate the feasibility to implement Express Lanes on I-10 through the San Gorgonio Pass Area (Pass Area). Subsequently, staff was also asked to consider the feasibility and effectiveness of implementing Coordinated Adaptive Ramp Metering (CARM) within the same limits. Staff has recently completed these two feasibility efforts.

I-10 Pass Area

The I-10, situated between SR-60 and SR-111, currently operates as an eight-lane freeway, with four lanes allocated for each direction of travel. The I-10 fulfills a variety of transportation needs: it provides connections to several local arterial roads that cater to the burgeoning populations of Banning and Beaumont, facilitates both commuter and leisure travel to the Morongo Casino, Cabazon Outlets and the tribal lands, serves as a crucial corridor for regional and national travel and commerce, and stands as the sole freeway link between the Inland Empire Basin and the Coachella Valley.

Operations within the corridor were found to be fairly unique: weekday AM and PM commuter traffic is generally free-flow with the greatest mainline congestion experienced over the weekends. Fridays see building demand in the eastbound direction as travelers head to desert recreational destinations and congestion is evident in the westbound direction on most Sundays as travelers return. Within this general traffic pattern there is a high degree of volatility;

operational breakdowns occur occasionally during mid-week travel and some seasonal weekend travel is free from congestion. Existing conditions along this stretch of the corridor are further characterized below for three distinct segments.

Segment 1 – Beaumont to Banning

The adjacent cities of Beaumont and Banning are growing, and this is leading to increased congestion on this segment of I-10. There are a total of nine local street interchanges and one freeway junction (I-10/SR 60) within the eight mile stretch of I-10 within Beaumont and Banning. The close proximity of these interchange ramps, non-standard features, and closely spaced intersections on the local streets are contributing factors to intermittent congestion on I-10 on typical weekdays and weekends.

Segment 2 – Banning to Cabazon

This five-mile segment of I-10 includes a California Highway Patrol (CHP) truck weigh station and three local interchanges that provide access to the Morongo Casino, Cabazon Outlets and tribal lands. Traffic is generally free-flow with intermittent congestion experience on weekdays. Traffic is generally free-flow on weekends except westbound on Sundays which experiences recurring delays primarily attributed to the heavy corridor demand and trips from shopping and recreational areas in Cabazon.

Segment 3 – Cabazon to SR-111

The final five-mile segment can be characterized as rural containing only one local street interchange in addition to the I-10 junction with SR-111. Traffic is generally free-flow on weekdays and weekends with the exception of moderate congestion experienced in the westbound direction on Sundays.

One of the unique aspects of the I-10 Pass Area corridor is that it serves as the primary access for various special events in the Coachella Valley. Depending on the size of the venue, these events can attract significant attendance and contribute to significant delays on I-10 in addition to the recurring delays.

Without any significant improvements, it is projected that travel time along this 18-mile corridor will exceed 60 minutes on westbound I-10 on Sundays on a recurring basis by 2035. By 2055, recurring travel time on westbound I-10 on Sundays is projected to be more than two hours. Recurring travel time on eastbound I-10 on Fridays is also projected to be more than two hours by 2055. In both 2035 and 2055, I-10 would operate with minimal delay on typical weekdays but still experience intermittent periods of delay due to reasons stated above.

There are currently several projects identified in Measure A or under development by others that would provide some level of mobility improvement along the I-10 Pass Area corridor. These include: I-10 Eastbound Truck Climbing Lane (San Bernardino county line to SR-60); I-10/SR-60

Interchange Improvements; I-10/SR-79 (Beaumont Avenue) Interchange Improvements; I-10 Highland Springs Avenue Interchange Improvements; Cabazon Connector; Pennsylvania Avenue Grade Separation; Hargrave Street Grade Separation; Sun Lakes Boulevard Extension; and Coachella Valley Rail. There is currently a significant funding gap to deliver these projects already planned within the I-10 Pass Area corridor.

DISCUSSION:

CARM and Ramp Metering

The managed freeways concept – also known as managed motorways or smart freeways – was initially developed by the Victoria Department of Transport and Planning (VicDTP) in Melbourne, Australia in the late 2000s. The managed freeways concept applies a comprehensive, holistic approach to operating freeways to optimize traffic flows and reduce congestion. CARM is a component of managed freeways that would manage the flow of traffic entering I-10 from local ramps as a system of interconnected ramp meters by dynamically monitor mainline traffic volumes aimed at reducing the duration and severity of bottlenecks along the corridor. Currently, the Commission is working with Caltrans on a pilot project to implement a CARM system on three ramps on northbound I-15 in Temecula with results expected over the next two to three years. The results of this pilot project will inform decisions for future implementation of this CARM system in California.

One of the main features of CARM is the installation of ramp meters at local street onramps. Ramp meters, even operating independently, offer a benefit of helping to maintain free-flow conditions on the mainline. As part of the CARM feasibility study, the closely spaced ramps within the cities of Beaumont and Banning were evaluated for ramp meter installation to determine ramp storage capacity for metering. A total of 9 out of 17 onramps within the study limits do not provide adequate storage for implementing ramp metering in a CARM system and will require widening and other civil improvements.

While successful results are expected from the I-15 Temecula CARM pilot project, the final outcome is still uncertain along with Caltrans adoption for future implementation. Therefore, Staff recommends moving forward with an initial ramp metering project that would be compatible with both a Caltrans operated system or future implementation of CARM if approved by Caltrans. The total escalated cost to implement ramp meters without CARM is estimated between $37 million-$46 million based on an implementation year of 2030.

The next step in the project development process for a ramp metering project is to prepare a DEER. A no-cost cooperative agreement with Caltrans will be required and a sole-source contract with WSP is recommended for efficiency due to their efforts and familiarity with the I-10 CARM feasibility study as well as their expertise with CARM as the Commission's lead consultant on the I-15 Temecula pilot project. Staff will return to the Commission with the details of the Caltrans cooperative agreement and the WSP contract.

Express Lanes

Express lanes would offer an alternative to drivers through the I-10 Pass Area and provide several benefits in this unique corridor where other travel options are not available:

- Reliable travel time for a fee
- Support buses, carpools, emergency responders
- Greater separation between cars and trucks
- Detour for emergency conditions
- Potential funding source for financing a portion of the project cost

The I-10 Express Lanes feasibility study evaluated a range of alternatives to provide one or two express lanes in each direction. Preliminary traffic analysis indicates that implementation of express lanes within this corridor not only provides express lanes that travel at free-flow conditions but also improves travel time in the general-purpose lanes by 60 minutes or more on eastbound I-10 on Fridays and westbound I-10 on Sundays in 2055. The total escalated cost to implement express lanes on I-10 through the Pass Area is estimated between $800 million-$1.2 billion based on an implementation year of 2035. The year 2035 is identified for cost estimation purposes only. It is premature to assume an implementation date. The project must go through a PSR-PDS, environmental study pursuant to state and federal laws, financial modeling and financing, tolling agreements with Caltrans and the Federal Highway Administration, and design and construction.

Staff recommends moving forward with the next step in the project development process for an Express Lanes project which is to prepare a PSR-PDS. A cooperative agreement with Caltrans will be required and a sole-source contract with WSP is recommended for efficiency due to their efforts and familiarity with the I-10 express lanes feasibility study. Staff will return to the Commission with the details of the Caltrans cooperative agreement and the WSP contract.

FISCAL IMPACT:

There is no fiscal impact for either action at this time. The I-10 Ramp Metering DEER effort is estimated to cost approximately $1 million and require approximately 1 year to complete.

The I-10 Express Lanes PSR-PDS is estimated to cost approximately $2.5 million and require approximately 1½ years to complete. The Caltrans cooperative agreement for the PSR-PDS is estimated to cost $300,000.

Funding for both of these efforts has been identified from Measure A Economic Development funds.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	February 21, 2025
TO:	Riverside County Transportation Commission
FROM:	David Thomas, Toll Project Delivery Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Next Gen Toll Feasibility Study 2.0

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Direct staff to update the Next Gen Toll Feasibility Study completed in 2019.

BACKGROUND INFORMATION:

At its January 28, 2016, Workshop, the Commission adopted a comprehensive Strategic Assessment that evaluated the current and future transportation needs of Riverside County, and proposed several policy actions to prepare the Commission to address those needs. As part of that action, the Commission directed staff to procure a "next generation" toll feasibility study to, "Evaluate new and existing corridors to assess feasibility of tolling…," recognizing the role that pricing could play in congestion reduction and financing of needed infrastructure improvements. This study became known as the "Next Gen Toll Feasibility Study" (Study).

In 2019, the Study was completed and recommended four potential Express Lane (EL) projects for further development in Western Riverside County (see Figure 1).

Figure 1 – 2019 Next Gen Toll Feasibility Study Corridor Rankings

The Study ranked these potential projects based on financial feasibility considering the cost of each project and the potential toll revenue that could be generated to contribute toward project financing and considering the cost of operations, maintenance, and debt service. The details and ranking of each potential project are listed below from highest to lowest financial feasibility ranking.

Rank	Project Description
Rank 1:	**60/215 Riverside-Moreno Valley (Option 1)**
	- 1 HOV lane conversion to **EL** on I-215 from SR 91 to SR 60 - 1 new **EL** on I-215 from SR 91 to SR 60 - 1 HOV lane conversion to **EL** on SR 60 from I-215 to Redlands Blvd - 1 new **EL** on I-215 from SR 60 to Van Buren Blvd
Rank 2:	**91 through Downtown Riverside**
	- 1 HOV lane conversion to **EL** on SR 91 from I-15 to I-215
Rank 3:	**60/215 Riverside-Moreno Valley (Option 2)**
	- 1 HOV lane conversion to **EL** on I-215 from SR 91 to SR 60 - 1 HOV lane conversion to **EL** on SR 60 from I-215 to Redlands Blvd
Rank 4:	**60 Jurupa Valley-Riverside**
	- 1 HOV lane conversion to **EL** on SR 60 from I-15 to SR 91 - 1 new **EL** on SR 60 from I-15 to SR-91

The 2019 Study received mixed reviews from Commissioners and the Riverside City Council at the time. The conversion of HOV lanes to tolled Express Lanes without the addition of new capacity was of particular concern. At the direction of the Commission, the 2019 Study was put on the shelf.

DISCUSSION:

According to the Southern California Association of Governments' (SCAG) travel demand model (base year 2018), the population of Western Riverside County is projected to increase by 800,000 by 2045. This is an increase of 42 percent (1.9 million to 2.7 million). Daily vehicle trips are also projected to increase from 4.2 million to 6.0 million by 2045. This results in more segments of corridors identified in the Study to fail or approach failing with travel speeds averaging below 30 mph in some places and below 40 mph in others during peak periods. Truck trips are also projected to continue to place additional demand on the highway network with an increase in warehousing and logistics operations. Analyzing this data has resulted in the need to evaluate potential projects and consider studies that can help identify options to prevent these vital corridors from failing and keep residents moving throughout the County.

The Commission-approved 2024 Traffic Relief Plan (TRP) identified a series of highway projects on the 91, 60, and 215 corridors to help reduce traffic congestion. As part of the outreach for the

TRP, staff met with city of Riverside staff and council members as well as city of Moreno Valley staff to gather input on their priority projects. The conversations also included re-evaluating potential Express Lanes within these cities. These conversations, including a public presentation on November 14, 2024, to the Riverside City Council's Mobility & Infrastructure Committee, yielded a consensus to proceed with updating the Next Gen Toll Feasibility Study.

Next Gen Toll Feasibility Study 2.0

To provide a reliable travel option to improve mobility in the future for Western Riverside County where funding is lacking for significant capital investments, staff proposes that the Commission invest in an update to the 2019 Study. The "Next Gen Toll Feasibility Study 2.0" (Study 2.0) would aim to address the following goals:

1. Consider additional new capacity where HOV lane conversion is necessary;
2. Provide continuous connectivity to the existing Express Lanes network on SR-91;
3. Ensure phased implementation of future projects does not increase congestion at termination points;
4. Update project cost estimates and financial feasibility for today's environment;
5. Estimate what toll rates could be;
6. Identify potential VMT mitigation and equity programs; and
7. Engage cities and Caltrans throughout the development of the study.

The proposed limits of Study 2.0 are shown in Figure 2 followed by the details for each component.

Figure 2 – Next Gen Toll Feasibility Study 2.0

Component 1: **60/215 Riverside-Moreno Valley-Perris**
- 1 HOV lane conversion to **EL** on I-215 from SR 91 to SR 60
- 1 new **EL** on I-215 from SR 91 to SR 60
- 1 HOV lane conversion to **EL** on SR 60 from I-215 to Redlands Blvd
- 1 new truck/operational lane on SR 60 from Frederick St to Redlands Blvd
- 1 new **EL** on I-215 from SR 60 to Nuevo Rd (fulfills a Measure A commitment)

Component 2: **91 through Downtown Riverside**
- 1 HOV lane conversion to **EL** on SR 91 from I-15 to I-215
- 1 new **EL** on SR 91 from I-15 to I-215 (fulfills a Measure A commitment between I-15 and Pierce St)

Component 3: **91/215 EL Direct Connector**
- 1 new **EL Direct Connector** from EB 91 to SB 215
- 1 new **EL Direct Connector** from NB 215 to WB 91

Staff from the cities of Riverside and Moreno Valley, along with Caltrans provided input into the updated scope for the Study 2.0.

A new procurement is anticipated to select the most qualified firm to perform the Study 2.0. It is anticipated that staff will return to the Commission in summer 2025 with a recommendation for award of the Study 2.0 contract. Once the Study 2.0 is completed, the Commission will receive a full presentation on its findings and recommendations before moving forward with any projects.

FISCAL IMPACT:

There is no fiscal impact at this time. The Next Gen Toll Feasibility Study 2.0 is estimated to cost approximately $2 million and require approximately 1½ years to complete. Measure A funds have been identified as the funding source for this project.