



MEETING AGENDA

TIME/DATE: 9:30 a.m. / Wednesday, May 11, 2022
LOCATION: BOARD ROOM
County of Riverside Administrative Center
4080 Lemon Street, First Floor, Riverside

COMMISSIONERS

Chair – V. Manuel Perez
Vice Chair – Bob Magee
Second Vice Chair – Lloyd White

Kevin Jeffries, County of Riverside, District 1
Karen Spiegel, County of Riverside, District 2
Chuck Washington, County of Riverside, District 3
V. Manuel Perez, County of Riverside, District 4
Jeff Hewitt, County of Riverside, District 5
Mary Hamlin / Alberto Sanchez, City of Banning
Lloyd White / David Fenn, City of Beaumont
Joseph DeConinck / Johnny Rodriguez, City of Blythe
Linda Molina / Wendy Hewitt, City of Calimesa
Jeremy Smith / Larry Greene, City of Canyon Lake
Raymond Gregory / Mark Carnevale, City of Cathedral City
Steven Hernandez / Denise Delgado, City of Coachella
Wes Speake / Jim Steiner, City of Corona
Scott Matas / Russell Betts, City of Desert Hot Springs
Clint Lorimore / Todd Rigby, City of Eastvale
Linda Krupa / Malcolm Lilienthal, City of Hemet
Dana Reed / Donna Griffith, City of Indian Wells

Waymond Fermon / Oscar Ortiz, City of Indio
Brian Berkson / Guillermo Silva, City of Jurupa Valley
Kathleen Fitzpatrick / Robert Radi, City of La Quinta
Bob Magee / Natasha Johnson, City of Lake Elsinore
Bill Zimmerman / Dean Deines, City of Menifee
Yxstian Gutierrez / Edward Delgado, City of Moreno Valley
Lisa DeForest / Cindy Warren, City of Murrieta
Ted Hoffman / Katherine Aleman, City of Norco
Jan Harnik / Kathleen Kelly, City of Palm Desert
Lisa Middleton / Dennis Woods, City of Palm Springs
Michael M. Vargas / Rita Rogers, City of Perris
Ted Weill / Charles Townsend, City of Rancho Mirage
Chuck Conder / Patricia Lock Dawson, City of Riverside
Michael Heath / Alonso Ledezma, City of San Jacinto
Maryann Edwards / Zak Schwank, City of Temecula
Ben J. Benoit / Joseph Morabito, City of Wildomar
Mike Beauchamp, Governor's Appointee Caltrans District 8

Comments are welcomed by the Commission. If you wish to provide comments to the Commission, please complete and submit a Speaker Card to the Clerk of the Board.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

www.rctc.org

MEETING AGENDA*

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

9:30 a.m.

Wednesday, May 11, 2022

Board Room

County of Riverside Administrative Center

4080 Lemon Street, First Floor, Riverside, CA

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 on the Commission's website, www.rctc.org.

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, Executive Order N-29-20, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a Commission meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. 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.

5. ADDITIONS / REVISIONS – *The Commission may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*

6. PUBLIC HEARING – PROPOSED BUDGET FOR FISCAL YEAR 2022/23

Page 1

Overview

This item is for the Commission to:

- 1) Discuss, review, and provide guidance on the proposed Fiscal Year (FY) 2022/23 Budget; and
- 2) Conduct a public hearing in order to receive input and comments on the proposed FY 2022/23 Budget on May 11 and June 8, 2022, and thereafter close the public hearing.

7. CONSENT CALENDAR – All matters on the Consent Calendar will be approved in a single motion unless a Commissioner(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.

7A. AB 361 DETERMINATION

Page 28

Overview

This item is for the Commission to Reaffirm the findings in Resolution No. 22-007, “A Resolution of the Board of Commissioners of the Riverside County Transportation Commission Authorizing Virtual Board and Committee Meetings Pursuant to AB 361.” The findings are as follows:

- a. The Governor proclaimed a State of Emergency on March 4, 2020, related to the COVID-19 pandemic, which continues to exist today; and
- b. State or local officials have recommended measures to promote social distancing.

7B. APPROVAL OF MINUTES – APRIL 13, 2022

Page 33

7C. SINGLE SIGNATURE AUTHORITY REPORT

Page 44

Overview

This item is for the Commission to receive and file the Single Signature Authority report for the third quarter ended March 31, 2022.

7D. ADOPTED 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Page 46

Overview

This item is for the Commission to receive and file the California Transportation Commission (CTC) adopted 2022 State Transportation Improvement Program (STIP).

7E. 91 EASTBOUND CORRIDOR OPERATIONS PROJECT

Page 50

Overview

This item is for the Commission to authorize staff to proceed with the Project Approval and Environmental Document (PA/ED) phase for the 91 Eastbound Corridor Operations Project.

7F. SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AMENDMENT FOR BI-COUNTY RIDESHARE PROGRAM SERVICES AND COMMUTER ASSISTANCE UPDATE

Page 53

Overview

This item is for the Commission to:

- 1) Approve Agreement No. 20-41-090-02, Amendment No. 2 to Agreement No. 20-41-090-00 with the San Bernardino County Transportation Authority (SBCTA) for a two-year term to reimburse the Commission for an additional amount of \$2.4 million, and a total amount not to exceed of \$4,800,000, for commuter/employer rideshare (IE Commuter) programs and vanpool program support administered by the Commission, on behalf of both agencies; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

8. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 58

Overview

This item is for the Commission to:

- 1) Receive and file an update on state and federal legislation; and
- 2) Adopt the following bill position:
 - a) AB 2237 (Friedman)—Oppose;
 - b) SB 1410 (Caballero) —Support.

9. MID COUNTY PARKWAY PROJECT STATUS AND REPROGRAMMING OF FUNDS

Page 70

Overview

This item is for the Commission to:

- 1) Receive and file an update on negotiations with the city of Perris (City) regarding Mid County Parkway (MCP) since the March 28, 2022, Western Riverside County Programs and Projects Committee meeting;

- 2) Direct staff to defer work on the Mid County Parkway Construction Package 2 from Redlands Avenue to Ramona Expressway (MCP2) as currently scoped within the city;
- 3) Direct staff to work with the county of Riverside (County) to scope a different construction package within County jurisdiction, along Ramona Expressway, to address ongoing safety issues and continue progress on the overall MCP project; and
- 4) Direct staff to return to the Commission at a future date with recommendations to reprogram funds currently committed to MCP2 onto the newly scoped package.

10. APPOINTMENT OF EXECUTIVE COMMITTEE MEMBER

Page 102

Overview

This item is for the cities of Corona, Jurupa Valley, Moreno Valley, Murrieta, Riverside, and Temecula to select a representative to set on the Executive Committee.

11. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

12. EXECUTIVE DIRECTOR REPORT

13. COMMISSIONER COMMENTS

Overview

This item provides the opportunity for brief announcements or comments on items or matters of general interest.

14. ADJOURNMENT

The next Commission meeting is scheduled to be held at 9:30 a.m. on **Wednesday, June 8, 2022.**

AGENDA ITEM 6

PUBLIC HEARING

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	May 11, 2022
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Sergio Vidal, Chief Financial Officer
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Proposed Budget for Fiscal Year 2022/23

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Discuss, review, and provide guidance on the proposed Fiscal Year (FY) 2022/23 Budget; and
- 2) Conduct a public hearing in order to receive input and comments on the proposed FY 2022/23 Budget on May 11 and June 8, 2022, and thereafter close the public hearing.

BACKGROUND INFORMATION:

Staff completed the initial budget preparation process and the attached executive summary for the proposed FY 2022/23 Budget. The policy goals and objectives approved by the Commission on March 9 formulate the basis for the upcoming FY 2022/23 budget. The long-term policy goals that support the Commission’s objectives considered during the preparation of the budget relates to promoting quality of life; achieving operations excellence; connecting the economy; being a responsible partner; and maintaining fiscal accountability.

At the meeting, staff will present highlights of significant items included in the budget and seeks review and input on the proposed FY 2022/23 Budget. Additionally, staff recommends opening of the public hearing on May 11. As a result of input received from the public and the Commission and any final staff revisions to budget amounts, staff will make the necessary changes to the budget document for the Commission’s final review, closing of the public hearing, and formal adoption at its June 8 Commission meeting. If any amendments to budget amounts after the May 11 Commission meeting are needed, staff will provide a detailed reconciliation of such revisions.

DISCUSSION:

The Commission’s budget is primarily project-driven and includes service-driven enterprise operations such as the express lanes operations. As a project driven-agency, the Commission accumulates funds, or reserves, for specific projects and programs – resulting in flexibility to

adjust project development or programs during times of economic downturns. The proposed FY 2022/23 Budget anticipates that total uses will exceed sources by approximately \$109 million. Similar to prior years, the accumulated reserves, will fund the deficiency. In the executive summary, Tables 18-20 provide a summary of budgeted sources and uses from different perspectives (comparative, operating and capital, and fund).

Since the Commission is primarily project-driven, personnel costs represent less than two percent of budgeted expenditures totaling approximately \$17 million. As approved by the Executive Committee, on March 9, budgeted personnel costs reflect the following changes for the upcoming fiscal year:

Changes in Personnel Costs - FY 2022/23:

New Positions:

- Accountant
- Administrative Assistant
- Human Resources Assistant
- Regional Conservation Deputy Director

Reclassification of Existing Positions:

<u>Current Title</u>	<u>New Title</u>
• Regional Conservation Deputy Executive Director	Regional Conservation Director
• Technical Information Program Manager	Senior Management Analyst – GIS
• Administrative Services Manager / Clerk of the Board	Administrative Services Director / Clerk of the Board
• Human Resources Administrator	Human Resources Manager

Other Items:

- Four (4) percent pool for performance merit-based salary increases;
- Four (4) percent annual salary range cost of living adjustment (COLA). The COLA only applies to the Commission’s salary range structure and is not automatically applied to the current employees’ salaries. In June 2019, the Board approved the COLA will be predicated on the percent change in the Consumer Price Index (CPI) – All Urban Wage Earners, covering Riverside, CA for the 12-month period ending December 31, rounded to the nearest half a percent, with a maximum adjustment of 4 percent. The COLA will be equal to the CPI, but no less than 0 percent and no greater than 4 percent. The CPI for the All Urban Wage Earners, covering Riverside, CA for the 12-month period ending December 31, 2021 was 6 percent. In accordance with the Board’s action, CPI was capped at 4 percent and applied to the Commission’s salary range structure for FY 2022/23; and
- Additional \$750 monthly increase towards the employer’s contribution for health care (total Commission maximum contribution for each employee is \$1,500 per month).

With the FY 2022/23 Budget, the Commission will continue to move forward current capital projects to construction, thereby providing a stimulus to the local economy. Significant capital projects and its current project phase are as follows:

Construction and/or Design-Build Phase:

- 71/91 Connector in Corona
- 15/91 Express Lanes Connector in Corona

Completion Phase (*Anticipated*):

- 60 Truck Lanes in the Badlands
- I-15 Express Lanes Project in northwestern Riverside County,
- Moreno Valley-March Field station upgrades and grade separation projects
- Design-build activities on the 15/91 Express Lanes Connector in Corona
- RCTC 91 Express Lanes projects
- Mid County Parkway's (MCP)
 - Interstate (I)-215/Placentia Avenue interchange in Perris

Preliminary engineering, final design, and/or right of way acquisitions Phase(s):

- I-15 Express Lanes Project-Southern Extension
- I-15 Express Lanes Corridor Operations Project
- MCP's second construction project
- 71/91 Connector in Corona

Other major capital projects:

- Pass-through funding for Measure A local streets and roads
- SB132 projects in northwestern Riverside County
- Western County TUMF and Measure A regional arterial projects
- Several commuter rail station upgrades and improvements

Table 21 in the executive summary presents a summary of highway, regional arterial, rail, and regional conservation program projects.

A public hearing to allow for public comment on the proposed budget is required prior to the adoption of the proposed budget, including proposed salary schedule. **Accordingly, staff recommends the Commission opens the public hearing on May 11, continues the public hearing to June 8 followed by adoption of the proposed FY 2022/23 Budget.** In accordance with the Commission's fiscal policies, the budget must be adopted no later than June 15 of each year.

A summary of the proposed FY 2022/23 Budget is as follows:

	FY 2022/23 Budget
Revenues and other financing sources:	
Sales taxes-Measure A and Local Transportation Funds	\$ 385,000,000
Reimbursements (federal, state, and local)	247,867,200
Transportation Uniform Mitigation Funds, including reimbursements	31,000,000
State Transit Assistance	30,964,600
Tolls, penalties, and fees	97,771,800
Other revenues	707,000
Interest on investments	1,168,400
Transfers in	244,603,200
Total revenues and other financing sources	<u>1,039,082,200</u>
Expenditures and other financing uses:	
Personnel salaries and fringe benefits	17,367,100
Professional services	17,983,700
Support services	17,865,000
Projects and operations	752,238,500
Capital outlay	6,348,900
Debt service (principal and interest)	91,756,300
Transfers out	244,603,200
Total expenditures and other financing uses	<u>1,148,162,700</u>
Excess (deficiency) of revenues and other financing sources over (under) expenditures and other financing uses	(109,080,500)
Beginning fund balance (projected)	<u>1,278,326,000</u>
Ending fund balance (projected)	<u>\$ 1,169,245,500</u>

At its June 8 Commission meeting, staff will present the entire budget document with detailed narratives, the FY 2022/23 salary schedule, and Resolution No. 22-009 *“Fixing the Employer Contribution Under the Public Employees’ Medical and Hospital Care Act at an Amount for Employees and Annuitants”*.

Attachment: Executive Summary for the Proposed FY 2022/23 Budget

Approved by the Budget and Implementation Committee on April 25, 2022

In Favor: 10 Abstain: 0 No: 0

Executive Summary

Introduction

The budget for Fiscal Year (FY) 2022/23 is presented to the Board of Commissioners (Board) and the citizens of Riverside County. The budget outlines the projects and programs the Commission plans to undertake during the year and appropriates expenditures to accomplish these tasks. The budget also shows the funding sources and fund balances for these projects and programs. This document serves as the Commission's monetary guideline for the fiscal year. To provide the reader a better understanding of the projects and programs, staff included descriptive information regarding each department and major programs and projects.

In early March 2020, the federal government as well as the California Governor issued emergency declarations related to the COVID-19 pandemic. Further, on March 19, 2020, the Governor issued an executive stay at home order to protect the health and well-being of all Californians and to establish consistency across the State to slow the spread of COVID-19. The County of Riverside also issued a directive to county residents supporting the Governor's executive order. Over the past year, the restrictions have been revoked in response to the changing nature of the pandemic. The end of the COVID-19 pandemic appears to be in sight with vaccine distributions widely dispersed, more Californians returning to work or leisure activities, and financial relief to families and businesses most impacted by the pandemic.

The COVID-19 pandemic will likely remain a public health and economic challenge in future years and continue its negative impacts on the local, regional, state, and federal economies; the magnitude and duration of post COVID-19 pandemic impacts remain uncertain. This budget is presented based on the best available economic information. The Board and staff will continuously monitor, assess, and re-prioritize the budgeted revenues and expenditures as necessary throughout these challenges and duration of economic recovery.

Policy Goals and Objectives

As approved at its March 9, 2022 meeting, the Commission is driven by four core mission statements and underlying goals for the residents of Riverside County and the transportation system upon which they rely:

QUALITY OF LIFE <i>RCTC is focused on improving life for the people of Riverside County and empowering them to live life at their pace.</i>	
Choice	RCTC empowers the residents of Riverside County to choose how to safely get to where they are going.
Environmental Stewardship	RCTC protects and preserves the County's environment for its residents.
Mobility	RCTC provides access, equity, and choice in transportation; RCTC is a multimodal mobility partner.
Equity	RCTC supports transportation services and projects that address inequities, including those in rural, low income, and disadvantaged communities.
Access	RCTC projects and programs are the connection to employment, housing, schools, community institutions, parks, medical facilities, and shopping in the region.
Goods Movement	RCTC facilitates the funding and delivery of projects that mitigate the impact of increased goods movement flow through Riverside County and advocates for a reasonable balance between the need to create jobs and to protect public health.

OPERATIONAL EXCELLENCE <i>RCTC is a responsible and conservative steward of taxpayer dollars.</i>	
State of Good Repair	RCTC invests in road safety and maintenance in its residents' neighborhoods and sustainable practices to maintain its stations and facilities.
Promises Fulfilled	Projects are completed on-time, on-budget; RCTC delivers on its promises as a steward of Riverside County residents' investment.
Efficiency	RCTC operates in an efficient and cost-effective manner.
Innovation	Program and project delivery innovations drive results, savings, and greater economic opportunities for Riverside County residents.
Information	RCTC operations are transparent and easily accessible; customers get prompt, reliable, quality service.

CONNECTING THE ECONOMY <i>RCTC is a driver of economic growth in Riverside County.</i>	
Workforce Mobility	RCTC improves the economy by creating a robust workforce to workplace system; RCTC fosters workforce development by improving transportation access to major employment and education centers.
Population Growth	Since 1976, RCTC has been responsible for connecting the County's economy as the County's population has quadrupled from 550,000 to over 2.4 million today. RCTC is sensitive to each geographic area's unique needs.
Economic Impact	RCTC has invested over \$4.6 billion in the County's economy thanks to Measure A and toll revenues, which has a multiplier impact in terms of jobs and economic opportunity throughout Riverside County.

RESPONSIBLE PARTNER <i>RCTC partners with local, regional, and state governments to deliver road and transit projects.</i>	
Streets and Roads	RCTC has invested over \$1.3 billion in local priorities for maintaining streets and roads and fixing potholes.
Transit	RCTC partners with transit operators to provide residents mobility choices, flexibility, intercity and intercounty connectivity, and access—especially during a post-pandemic recovery.
Active Transportation Facilities	RCTC continually improves its stations for better bicycle and pedestrian access and partners with agencies within the County to promote active transportation alternatives, including the building of regional trails and bicycle and pedestrian facilities in accordance with local general master and active transportation plans.
Grants	RCTC is a steward of state and federal grants to leverage Measure A dollars and improve mobility for our communities.
Local Measure A Value	RCTC invests Measure A dollars into projects and programs that benefit local communities throughout the County.

Staff used these core mission statements and goals to prepare this budget and develop the following short-term objectives to further guide the planning for the FY 2022/23 budget.

Capital Project Development and Delivery

- Continue preliminary engineering, design, right of way acquisition, and/or construction of projects included in the Western County Highway Delivery Plan, and projects to improve operations of Metrolink commuter rail service.
- Continue to support operations planning and design of projects led by other agencies.
- As lead agency for partner agency projects, closeout the I-15/Railroad Canyon Interchange project, commence preliminary engineering of the I-10/Highland Springs Avenue Interchange project, and continue environmental clearance efforts for the Santa Ana River Trail.

- Consider opportunities to implement technology-based strategies, or Smart Freeway projects, to manage traffic, reduce congestion and pollution, increase safety, and improve the quality of commutes. Commence Plans, Specifications and Estimates (PS&E) for the Smart Freeway project on I-15 in Temecula.
- Maintain and enhance communication and collaboration with the California Department of Transportation (Caltrans) to improve the Commission's ability to deliver critical projects.
- Collaborate with local jurisdictions to implement Transportation Uniform Mitigation Fee (TUMF) regional arterial program projects and facilitate the delivery of eligible arterial improvements in western Riverside County (Western County).
- Continue active engagement in state and federal efforts to streamline and modernize the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to improve the Commission's ability to deliver critical projects.

Operations

- Efficiently operate express lanes and achieve high customer satisfaction through reduction in congestion, mobility improvements, and management of demand.
- Efficiently and cost effectively operate the commuter rail stations and facilities and 91/Perris Valley Line (PVL) rail corridor to ensure reliable high quality commuter rail service.
- Efficiently provide motorist assistance services so that motorists can conveniently travel and use transportation facilities as safely as possible.

Regional Programs

- Proactively engage state and federal legislators and agencies to advance principles identified in the adopted Legislative Platform to ensure that the Commission receives proper consideration for transportation projects and funding.
- Monitor transit trends and the associated economic, social, and public health factors that impact ridership and create barriers to transit growth.
- Subsidize reliable and cost-effective Metrolink commuter rail service to and from Riverside County; SCRRRA is the operator of Metrolink.
- Provide continued leadership in the planning and development for the Coachella Valley-San Geronio Pass Rail Corridor Service.
- Support innovative programs that provide transit assistance in hard to serve rural areas or for riders with special transit needs.
- Promote cost controls and operating efficiency for transit operators.
- Maintain effective partnerships among commuters, employers, and government to increase the efficiency of our transportation system by encouraging and promoting telework and motorized and non-motorized transportation alternatives such as vanpools.

Management Services

- Maintain close communication with Commissioners and educate policy makers on all issues of importance to the Commission.
- Develop and execute a communications and public engagement strategy for the purposes of education, information, and customer service.
- Maintain administrative program delivery costs below the policy threshold of 4% of Measure A revenues; the FY 2022/23 Management Services budget is 1.86% of Measure A revenues.
- Maintain administrative salaries and benefits at less than 1% of Measure A revenues; the FY 2022/23 administrative salaries and benefits is 0.73% of Measure A revenues.
- Maintain prudent cash reserves to provide some level of insulation for unplanned expenditures or economic downturns.
- Maintain current strong bond ratings with rating agencies.
- Establish and maintain revenues and reserves generated from toll operations to be available for debt service in accordance with toll supported debt agreements; maintenance, repair, rehabilitation, administration, and operations; and capital projects within the corridor.

Linking Commission and Departmental Mission Statements

The following matrix (Table 1) illustrates the linkage of the Commission's core mission statements described in this section to the individual departmental mission statements included in each department's section.

Table 1 – Relationship between Commission and Departmental Mission Statements

Department	Quality of Life	Operational Excellence	Connecting the Economy	Responsible Partner
Management Services				
Executive Management	X	X	X	X
Administration		X		
External Affairs	X	X	X	X
Finance		X		
Regional Programs				
Planning and Programming	X	X	X	X
Rail Maintenance and Operations	X	X	X	X
Public and Specialized Transit	X	X	X	X
Commuter Assistance	X	X	X	X
Motorist Assistance	X	X	X	X
Regional Conservation	X	X	X	X
Capital Project Development and Delivery	X	X	X	X
Toll Operations	X	X	X	X

Budget Overview

Total sources (Table 2) are budgeted at \$1,039,082,200, an increase of 5% over FY 2021/22 projected sources and 40% decrease over the FY 2021/22 budget. The decrease is largely as a result in the reduction in debt proceeds due to the refinancing of the 91 Express Lanes 2013 Toll Revenue Bonds and TIFIA loan pre-payment (2021 Refunding). Total sources are comprised of revenues of \$794,479,000 and transfers in of \$244,603,200. The projected fund balance at June 30, 2022 available for expenditures/expenses (excluding amounts restricted for debt service of \$11,538,600 and advances receivable of \$17,491,500) is \$1,249,295,900. Accordingly, total funding available for the FY 2022/23 budget totals \$2,288,378,100.

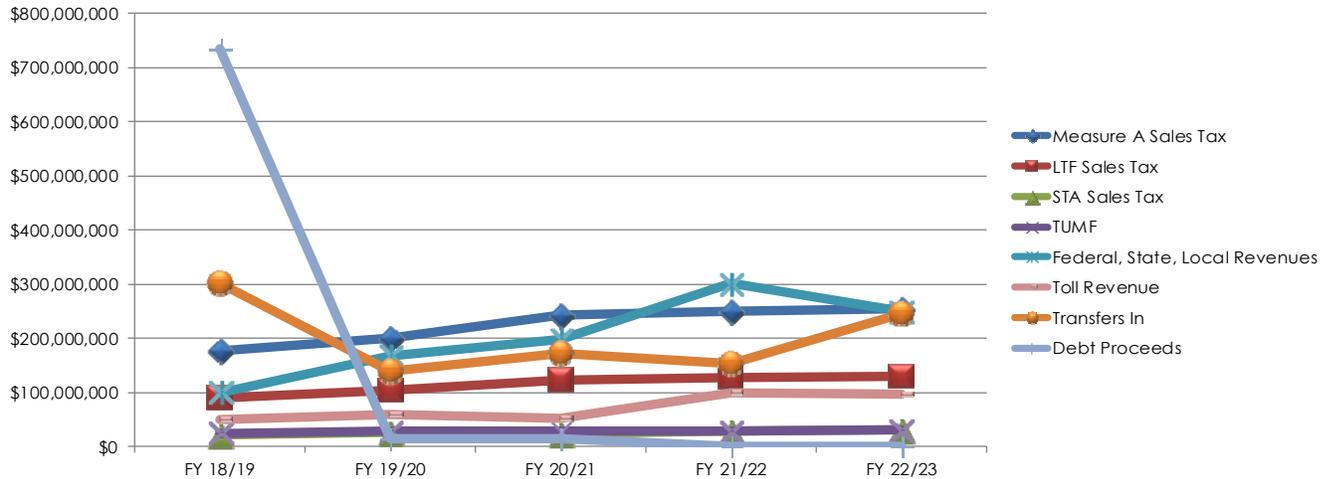
Table 2 – Sources FY 2021-2023

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Measure A Sales Tax	\$ 242,943,800	\$ 250,000,000	\$ 250,000,000	\$ 255,000,000	\$ 5,000,000	2%
LTF Sales Tax	123,038,700	127,000,000	127,000,000	130,000,000	3,000,000	2%
STA Sales Tax	23,576,900	23,909,100	28,465,200	30,964,600	7,055,500	30%
Intergovernmental	189,518,200	340,267,000	295,114,800	247,867,200	(92,399,800)	-27%
TUMF Revenue	28,301,500	30,000,000	30,100,000	31,000,000	1,000,000	3%
Tolls, Penalties, and Fees	51,769,400	65,123,700	98,646,900	97,771,800	32,648,100	50%
Other Revenue	6,733,900	658,600	1,403,000	707,000	48,400	7%
Investment Income	2,711,100	910,100	5,012,900	1,168,400	258,300	28%
Transfers In	173,536,200	198,692,000	153,217,400	244,603,200	45,911,200	23%
Debt Proceeds	15,661,000	685,197,000	-	-	(685,197,000)	-100%
TOTAL Sources	\$ 857,790,700	\$ 1,721,757,500	\$ 988,960,200	\$ 1,039,082,200	\$ (682,675,300)	-40%

Riverside County has specific competitive advantages over nearby coastal counties (Los Angeles, Orange, and San Diego), including housing that is more available and affordable as well as plentiful commercial real estate and land available for development at lower costs. Prior to the COVID-19 pandemic in early 2020, Riverside County's economy benefitted from employment gains due to the

County's ability to attract businesses with lower commercial rents and a skilled labor force. Population migration to the Inland Empire (i.e., Riverside and San Bernardino counties) occurred due to these employment opportunities and a lower cost of living compared to the coastal counties. Stability in the local labor market and housing advantages has increased economic activity and post COVID-19 pandemic recovery contributing to stable sales tax revenue growth as noted on Chart 3.

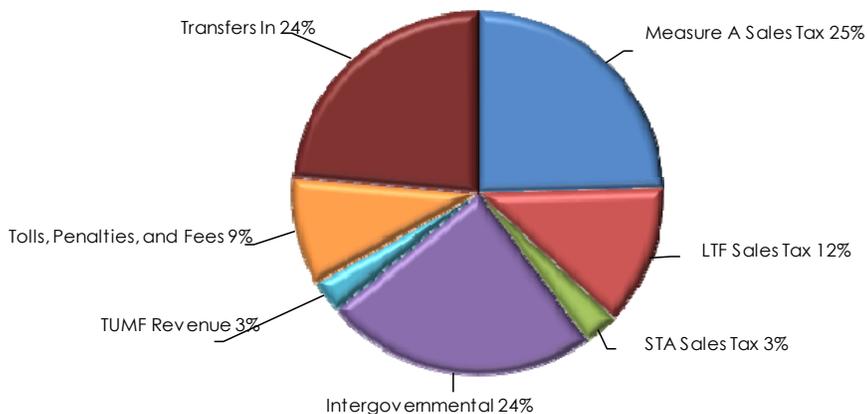
Chart 3 – Sources: Five-Year Trend



Regardless of the current and future economic conditions, the Commission faces formidable ongoing challenges in terms of providing needed infrastructure enhancements to support a population and an economy that has outgrown the capacity of its existing infrastructure. Fortunately, the foundation of the regional economy continues to retain many of the fundamental positive attributes that fueled its earlier growth, including more affordable real estate with proximity to coastal communities, a large pool of skilled workers, and increasing wealth and education levels.

While the Commission's primary revenues are the Measure A and LTF sales taxes, other revenues and financing sources are required to fund the Commission's programs and projects as illustrated in Chart 4. The Commission receives Measure A and LTF sales tax revenues from the California Department of Tax and Fee Administration (CDTFA), as statutorily created and authorized successor to the former California State Board of Equalization.

Chart 4 – Sources: Major Categories



After considering the state of the local economy, staff projects Measure A sales tax revenues of \$255,000,000 for FY 2022/23. This is a 2% change from the FY 2021/22 revised projection of \$250,000,000. Generally, the Commission reassesses its sales tax revenue projections at midyear based on the economy and revenue trends; however, the Commission anticipates more frequent reviews throughout FY 2022/23 as the post COVID-19 impacts become known along with other key economic indicators.

On behalf of the County, the Commission administers the LTF for public transportation needs, local streets and roads, and bicycle and pedestrian facilities. The majority of LTF funding received by the County and available for allocation is distributed to all public transit operators in the County. The Commission receives allocations for administration, planning, and programming in addition to funding for Western County rail operations included in the commuter rail Short Range Transit Plan (SRTP). LTF sales tax revenue is budgeted at \$130,000,000, a 2% change from the FY 2021/22 revised \$127,000,000 projection.

A statewide sales tax on motor vehicle diesel fuel generates STA funds, which the State Controller allocates by formula to the Commission for allocations to the County's public transit operators. SB 1 provides additional STA revenues, including State of Good Repair (SGR) funds for transit maintenance, rehabilitation, and capital projects. The FY 2022/23 STA/SGR allocations, based on recent State estimates, is \$30,964,600.

Intergovernmental revenues include reimbursement revenues from federal sources of \$83,605,900, state sources of \$147,821,900, and local agencies of \$16,439,400 for highway and rail capital projects, rail operations and station maintenance, commuter assistance, and motorist assistance programs as well as planning and programming activities. The decrease of 27% in FY 2022/23 compared to the FY 2021/22 budget is related to decreases in federal, state, and local agency reimbursements. Senate Bill 132 (SB 132) enacted in April 2017 provides state funding for the 15/91 Express Lanes Connector and pass-through funding to the County for the Hamner Bridge widening and to both the County and city of Corona for various grade separation projects. Other state reimbursements will fund the SR-60 Truck Lanes, 71/91 Connector, Mid County Parkway (MCP) I-215/Placentia Avenue Interchange, MCP second construction contract package, Smart Freeways, and station rehabilitation projects. Federal reimbursements provide funding for the I-15 Express Lanes–Southern Extension, I-15 Smart Corridor, SR-91 East Corridor Operations Project, 71/91 Connector, MCP second construction contract package, Smart Freeways, and station rehabilitation projects. Local reimbursements will fund the I-15 Express Lanes – Northern Extension, MCP I-215/Placentia Avenue Interchange, Santa Ana River Trail Extension, rideshare services, and regional conservation. Reimbursement revenues vary from year to year depending on project activities and funding levels.

Based on an amended Memorandum of Understanding (MOU) with the Western Riverside Council of Governments (WRCOG), the Commission receives 45.7% of TUMF revenues (as updated by the most recent Nexus study). TUMF represents fees assessed on new residential and commercial development in Western County. The Commission projects FY 2022/23 TUMF fees at \$31,000,000.

FY 2021/22 marked the fifth complete fiscal year of toll operations for the RCTC 91 Express Lanes following substantial completion of the 91 Project in March 2017. Since opening and through February 2020, the RCTC 91 Express Lanes traffic and toll revenues surpassed initial 2013 financing assumptions and an updated Riverside County 91 Express Lanes Extension Investment Grade Traffic and Revenue Study approved by the Commission in December 2018. Based on the impacts of post COVID-19 on the RCTC 91 Express Lanes, the Commission cautiously estimates FY 2022/23 toll revenues, penalties and fees of \$64,044,800 — comparable to the FY 2021/22 projected revenues of \$64,516,800.

FY 2021/22 marked the first full year of toll operations for the 15 Express Lanes following substantial completion of the I-15 Express Lanes Project and opening of the 15 Express Lanes in April 2021. For FY 2022/23, the Commission projects \$33,727,000 in toll revenues, penalties and fees for the 15 Express Lanes — comparable to the FY 2021/22 projected revenues of \$34,130,100.

Other revenue of \$707,000 includes property management generated from properties acquired in connection with various highway and rail properties.

The Commission anticipates a 28% increase in FY 2022/23 investment income from the FY 2021/22 budget due to higher cash and investment balances. The FY 2022/23 budget conservatively projects investment income at a 0.10% investment yield, no change from the prior year budget.

Transfers in of \$244,603,200 relate to the transfer of LTF funding for general administration, planning and programming, rail operations, and grade separation project allocations; approved interfund allocations for specific projects and administrative cost allocations; and debt service requirements from highway, new corridors, and regional arterial funds.

Debt proceeds decreased 100% in FY 2022/23 due to the one-time refinancing of the 91 Project toll debt with proceeds from the 2021 Refunding Bonds in FY 2021/22. Additionally, the Commission issued the final draw on the Transportation Infrastructure Finance and Innovation Act loan for the I-15 Express Lanes project.

Total uses (Table 3), including transfers out of \$244,603,200, are budgeted at \$1,148,162,700 a 36% decrease from the prior year budget amount of \$1,799,414,100. Program expenditures and transfers out totaling \$1,031,709,400 represent 90% of total budgeted uses in FY 2022/23. Program costs increased by 2% from \$1,010,081,000 in FY 2021/22 due to projects and programs identified below.

Table 3 – Uses FY 2021-2023

	FY 20/21	FY 21/22	FY 21/22	FY 22/23	Dollar	Percent
	Actual	Revised Budget	Projected	Budget	Change	Change
Capital Highway, Rail, and Regional Arterials	\$ 378,394,900	\$ 645,053,500	\$ 469,790,600	\$ 541,533,500	\$ (103,520,000)	-16%
Capital Local Streets and Roads	73,745,400	75,897,300	75,897,300	77,101,900	1,204,600	2%
Commuter Assistance	3,071,800	4,783,700	3,788,400	4,645,100	(138,600)	-3%
Debt Service	76,880,600	766,693,600	96,911,800	91,756,300	(674,937,300)	-88%
Management Services	17,872,900	22,639,500	20,251,800	24,697,000	2,057,500	9%
Motorist Assistance	6,452,000	9,096,600	8,443,900	9,537,100	440,500	5%
Planning and Programming	2,814,400	8,129,400	6,732,100	9,065,600	936,200	12%
Public and Specialized Transit	57,562,800	146,873,800	109,878,900	198,802,200	51,928,400	35%
Rail Maintenance and Operations	18,456,900	42,781,900	30,884,900	54,879,400	12,097,500	28%
Regional Conservation	1,721,400	5,768,200	5,530,200	10,353,700	4,585,500	79%
Toll Operations	19,342,500	71,696,600	38,491,500	125,790,900	54,094,300	75%
TOTAL Uses	\$ 656,315,600	\$ 1,799,414,100	\$ 866,601,400	\$ 1,148,162,700	\$ (651,251,400)	-36%

Note: Management Services includes Executive Management, Administration, External Affairs, and Finance.

Capital highway, rail, and regional arterials budgeted uses of \$541,533,500 are 16% lower compared to the FY 2021/22 budget due to significant completion on the SR-60 Truck Lanes and 91 COP; project activity on the 15/91 Express Lanes Connector, County's Hamner Bridge widening, County and various City of Corona grade separation projects, MCP I-215/Placentia Avenue Interchange; and completion and close-out activities on the I-15 Express Lanes Project.

Local streets and roads expenditures of \$77,101,900 reflect an increase of \$1,204,600 over the FY 2021/22 budget and represent the disbursements of 2009 Measure A sales tax revenues to local jurisdictions for the construction, repair, and maintenance of local streets and roads.

Commuter assistance budgeted expenditures of \$4,645,100 are 3% lower than the FY 2021/22 budget due to restructuring of rideshare/vanpool platforms.

Debt service of \$91,756,300 decreased 88% in FY 2022/23 due to the one-time refinancing of the 91 Project toll debt with proceeds from the 2021 Refunding Bonds in FY 2021/22.

Management services expenditures of \$24,697,000 increased 9% due to the addition of three Full-Time Equivalents (FTE) approved by the Commission's Executive Committee in March 2022. These positions were identified and necessary for workload management and continuance of service levels specifically for the Administration, Human Resources, and Finance departments; strengthened communication and engagement efforts; and technology equipment upgrades and maintenance.

Motorist assistance expenditures of \$9,537,100 increased 5% due to transfers out for SAFE matching funds to FSP, commuter assistance special projects, and increased towing rates in the FSP program.

Planning and programming budgeted expenditures of \$9,065,600 increased 12% due to increased projects and operation activities in connection with LTF disbursements for planning and programming, other agency projects, and special studies.

Public and specialized transit budgeted expenditures of \$198,802,200 are 35% higher than the FY 2021/22 budget due to the use of federal stimulus funds available in the prior year to help respond to COVID-19 impacts rather than traditional operating subsidies to public transit operators.

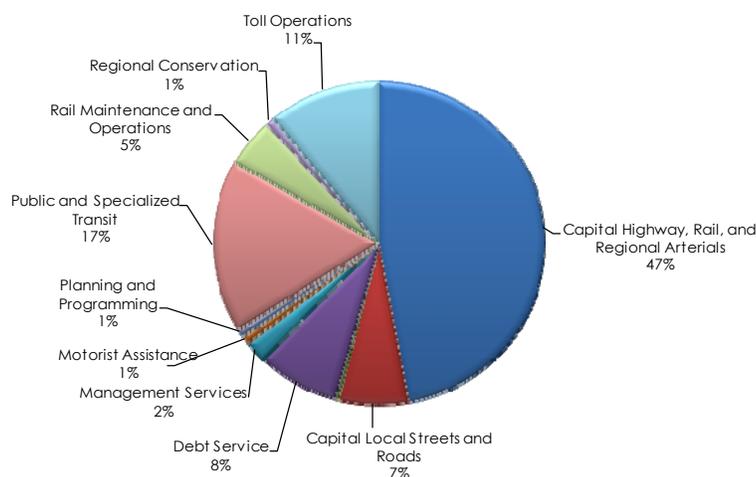
The rail maintenance and operations budgeted expenditures of \$54,879,400 are 28% higher than the FY 2021/22 budget due to the use of federal stimulus funds for COVID-19 impacts available in the prior year to fund Metrolink operations, rather than traditional operating subsidies.

Regional conservation budgeted expenditures of \$10,353,700 reflects a second full year serving as the managing agency for the RCA. FY 2022/23 reflects an increase of \$4,826,300 or 87% primarily due to the Commission's Finance department assuming the accounts payable invoice processing for the RCA. RCA will reimburse the Commission 100% of costs incurred. Additionally, the FY 2022/23 budget reflects the addition of one FTE for a Regional Conservation Deputy Director approved in March 2022 by the Commission's Executive Committee to manage RCA workload and continuance of service.

Toll operations expenses are budgeted at \$125,790,900 to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes and 15 Express Lanes and to pay interest on 91 Express Lanes toll revenue debt. The 75% increase is due to operations and maintenance on the RCTC 91 Express Lanes; required repair and rehabilitation activity on the RCTC 91 Express Lanes; 91 Express Lanes eastbound lane to McKinley Avenue project funding; and transfer of toll operations surplus revenues for the 15/91 Express Lanes Connector project.

Chart 5 is an illustration of total uses included in the FY 2022/23 budget by major categories.

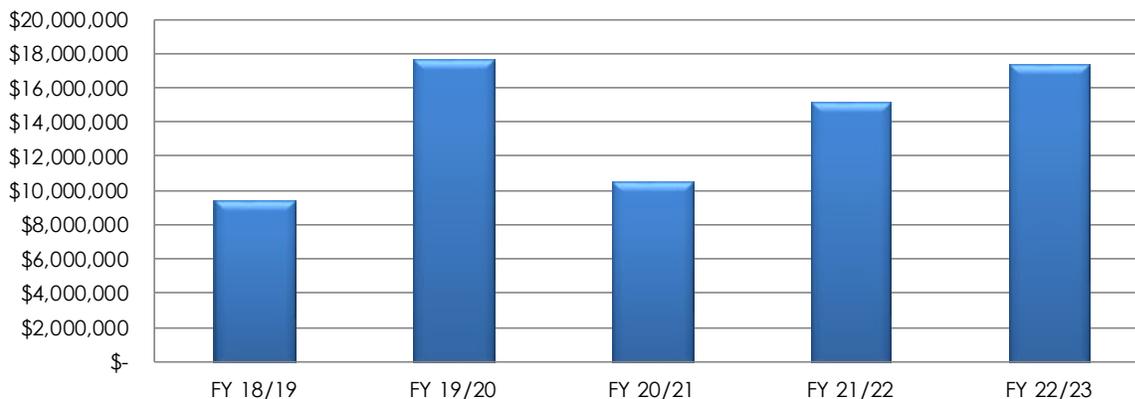
Chart 5 – Uses: Major Categories



Commission Personnel

The Commission's salaries and benefits total \$17,367,100 for FY 2022/23. This represents an increase of \$1,153,900 or 7% over the FY 2021/22 budget of \$16,213,200 (Chart 6). The increase relates primarily to the addition of four staff positions – Accountant, Administrative Assistant, Human Resources Assistant, and Regional Conservation Deputy Director; reclassification of four existing positions – Administrative Services Director/Clerk of the Board, Human Resources Manager, Regional Conservation Director, and Senior Management Analyst; an increase to the Commission's contribution to employee health benefits; a 4% pool for performance merit-based salary increases; and a 4% annual salary range cost of living adjustment (COLA). The COLA only applies to the Commission's salary range structure and is not automatically applied to the current employees' salaries. In June 2019, the Board approved the COLA will be predicated on the percent change in the Consumer Price Index (CPI) – All Urban Wage Earners, covering Riverside, CA for the 12-month period ending December 31, rounded to the nearest half a percent, with a maximum adjustment of 4%. The COLA will be equal to the CPI, but no less than 0% and no greater than 4%. The CPI for the All Urban Wage Earners, covering Riverside, CA for the 12-month period ending December 31, 2021 was 6%. In accordance with the Board's action, CPI was capped at 4% and applied to the Commission's salary range structure for FY 2022/23. Significant variances in prior years (Chart 6) are primarily due to the Commission's one-time disbursement to pay down the California Public Employees Retirement System (CalPERS) unfunded actuarial pension liability of \$8.6 million in FY 2019/20; six months serving as the managing agency for the RCA in FY 2020/21; and reorganization of the toll program, the addition of three new positions, and a full year serving as the managing agency for the RCA in FY 2021/22. The Commission's salary schedule for FY 2022/23 is included in Appendix B and complies with Government Code §20636 "Compensation Earnable" and California Code of Register §570.5, "Requirements for a Publicly Available Pay Schedule."

Chart 6 – Salaries and Benefits Cost: Five-Year Comparison



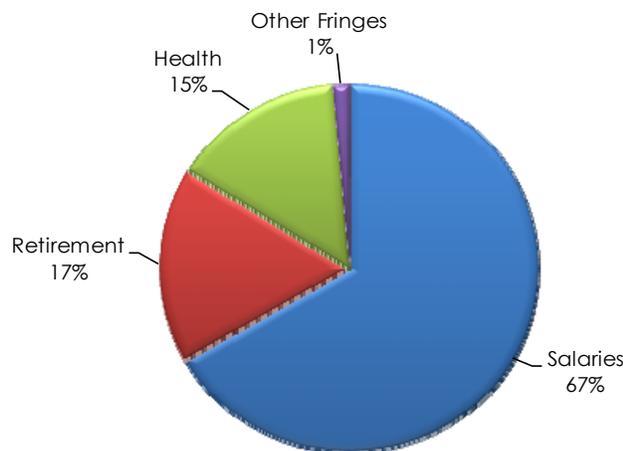
The 81 FTE positions included in the FY 2022/23 budget (Table 4) reflects an increase of four FTEs from the FY 2021/22 budget and along with an increase of 18 FTE from FY 2020/21. The 81 FTE positions include 16 regional conservation positions. Management continues its commitment with its intent for the Commission's enabling legislation requiring a lean organization. The Commission will continue providing staff the tools needed to ensure an efficient and productive work environment. However, small should not be viewed in an absolute context; it is relative to the required tasks and the demands to be met.

Table 4 – Full-Time Equivalents by Department FY 2021—2023

	FY 20/21	FY 21/22	FY 22/23
Executive Management	1.1	1.0	0.5
Administration	5.4	5.7	8.9
External Affairs	3.1	4.2	5.3
Finance	8.8	9.4	10.5
Planning and Programming	5.2	5.6	5.7
Rail Maintenance and Operations	4.4	4.4	4.0
Public and Specialized Transit	2.8	2.7	2.9
Commuter Assistance	1.7	1.7	1.3
Motorist Assistance	1.0	1.4	1.4
Regional Conservation	12.9	17.5	18.2
Capital Project Development and Delivery	12.4	14.5	14.9
Toll Operations	4.2	8.9	7.4
TOTAL	63.0	77.0	81.0

The Commission provides a comprehensive package of benefits to employees. The package includes health, dental, vision, life insurance, short and long-term disability, workers' compensation, tuition assistance, sick and vacation leave, retirement benefits in the form of participation in the CalPERS, postretirement health care, deferred compensation, and employee assistance program. Chart 7 illustrates the compensation components.

Chart 7 – Personnel Salaries and Benefits



Department Initiatives

Staff prepared each department's budget based on key assumptions, accomplishments in FY 2021/22, major initiatives for FY 2022/23, and department goals and related objectives. Tables 5 through 16 present the key initiatives and summary of expenditures/expenses for each department. The department budgets section contains detailed discussions about each department.

Executive Management

- Continue project development and delivery as the key Measure A priority.
- Foster growth in usage of express lanes and ensure their financial success.
- Actively monitor, assess, and manage financial implications of the COVID-19.
- Continue planning efforts to advance passenger rail service in the Coachella Valley-San Gorgonio Pass Corridor.
- Advocate for state and federal investments in transportation to fund needed transportation priorities in the County and stimulate the local economy.

- Maintain regional cooperation and collaboration as a significant effort consistent with the philosophy and mission of the Commission.
- Support a comprehensive social media outreach program to build awareness of the Commission and its role in the community.
- Maintain an effective mid-sized transportation agency with dedicated staff.

Table 5 – Executive Management

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 482,900	\$ 388,900	\$ 384,700	\$ 330,900	\$ (58,000)	-15%
Professional	142,300	300,000	113,900	300,000	-	0%
Support	64,700	91,800	62,100	96,700	4,900	5%
TOTAL	\$ 689,900	\$ 780,700	\$ 560,700	\$ 727,600	\$ (53,100)	-7%

Administration

- Provide high quality support services to the Commission and to internal and external customers.
- Maintain transparency and public accessibility to Commission business during COVID-19.
- Maintain an accurate and efficient electronic records management system.
- Provide timely communications and high-quality support services to Commissioners.
- Update technology to improve internal processes and interaction with the public.
- Support and develop a motivated workforce with a framework of activities and practices that comply with employment laws and regulations.

Table 6 – Administration

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 714,000	\$ 881,200	\$ 715,400	\$ 1,241,400	\$ 360,200	41%
Professional	1,016,100	1,241,600	1,071,000	1,194,000	(47,600)	-4%
Support	811,600	1,350,400	1,052,400	1,425,200	74,800	6%
Capital Outlay	-	360,000	235,000	325,000	(35,000)	-10%
Debt Service	15,800	-	-	-	-	N/A
TOTAL	\$ 2,557,500	\$ 3,833,200	\$ 3,073,800	\$ 4,185,600	\$ 352,400	9%

External Affairs

- Develop effective partnerships with transportation providers to communicate a unified message to Congress regarding mobility needs.
- Advocate on behalf of Riverside County's interests regarding the State's Climate Action Plan for Transportation Infrastructure.
- Advocate positions in the State Legislature and in Congress that advance the County's transportation interests.
- Continue a leadership role in formulating a countywide direction on federal transportation policies.
- Conduct a concerted outreach effort to new federal and state representatives on local transportation issues.
- Use modern technology to support a robust public communication and engagement effort focusing on accessible and transparent communication of the Commission's projects and programs.
- Engage and seek understanding of the Riverside County's community-based stakeholders to build trust and gain support to inform the decision-making process.
- Build awareness and support for the RCA and the implementation of the MSHCP.

Table 7 – External Affairs

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 640,000	\$ 974,600	\$ 737,200	\$ 1,318,100	\$ 343,500	35%
Professional	505,800	1,014,900	950,000	1,347,000	332,100	33%
Support	15,100	230,500	175,500	235,100	4,600	2%
Capital Outlay	-	-	-	5,000	5,000	N/A
TOTAL	\$ 1,160,900	\$ 2,220,000	\$ 1,862,700	\$ 2,905,200	\$ 685,200	31%

Finance

- Proactively monitor, assess, manage, and minimize COVID-19 financial impacts on the Commission's programs and projects to the maximum extent possible.
- Continue appropriate uses of long- and short-term financing to advance the Commission's 2009 Measure A projects.
- Provide support to the RCTC 91 Express Lanes and 15 Express Lanes toll operations contractor back offices to ensure the proper accounting of toll revenues and operations and maintenance costs.
- Keep abreast of Governmental Accounting Standards Board (GASB) technical activities affecting the Commission's accounting and financial reporting activities and implement new pronouncements.
- Upgrade the Enterprise Resource Planning (ERP) system to benefit all staff in the management of accounting and project information and automation of a paperless workflow system.
- Manage a centralized procurements process in order to strengthen controls and ensure consistency in the application of procurement policies and procedures and adherence to applicable laws and regulations.
- Support outreach activities to encourage disadvantaged business enterprise (DBE) and small business enterprise (SBE) participation in various contracts.

Table 8 – Finance

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 1,421,800	\$ 1,706,200	\$ 1,706,200	\$ 1,973,800	\$ 267,600	16%
Professional	1,377,900	2,217,000	1,697,100	2,450,300	233,300	11%
Support	591,500	933,800	868,700	1,059,800	126,000	13%
Capital Outlay	73,300	870,000	404,000	1,313,900	443,900	51%
Transfers Out	10,015,900	10,078,600	10,078,600	10,080,800	2,200	0%
TOTAL	\$ 13,480,400	\$ 15,805,600	\$ 14,754,600	\$ 16,878,600	\$ 1,073,000	7%

Planning and Programming

- Monitor funding authority and responsibility related to the State Transportation Improvement Program (STIP).
- Ensure administration and implementation of STIP/Regional Improvement Program (RIP), Active Transportation Program (ATP), and other funded projects consistent with California Transportation Commission (CTC), Caltrans, and Southern California Association of Governments (SCAG) policies.
- Continue to strategically program projects for all local agencies countywide into the Federal Transportation Improvement Program (FTIP) and obligate funds in an expeditious manner for the maximum use of all available funding, including monitoring the use of such funding to prevent from lapsing.
- Monitor all projects programmed to receive 2009 Measure A, TUMF, state, and federal funds to ensure timely delivery and prevent funds from lapsing.
- Focus on interregional concerns and maintain effective working relationships involving various multi-county transportation issues.
- Coordinate planning efforts with regional and local agencies relating to the development of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and greenhouse gas reduction (GHG) implementation guidelines.
- Administer the Bicycle and Pedestrian Facilities Program (SB 821).
- Implement a customized database system to assist in the administration of 2009 Measure A local streets and roads and LTF SB 821 programs.

Table 9 – Planning and Programming

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 864,700	\$ 1,265,600	\$ 917,600	\$ 1,359,100	\$ 93,500	7%
Professional	46,300	133,000	31,000	111,500	(21,500)	-16%
Support	4,500	28,600	33,200	84,500	55,900	195%
Projects and Operations	1,578,800	5,520,200	4,555,900	5,315,500	(204,700)	-4%
Capital Outlay	29,500	340,000	352,400	200,000	(140,000)	-41%
Transfers Out	290,600	842,000	842,000	1,995,000	1,153,000	137%
TOTAL	\$ 2,814,400	\$ 8,129,400	\$ 6,732,100	\$ 9,065,600	\$ 936,200	12%

Rail Maintenance and Operations

- As a member of the SCRRA, continue active participation in the governance and operations of the Metrolink commuter rail system.
- Continue the planning and implementation of capital improvements at the commuter rail stations in the County, including security and rehabilitation projects and meeting parking requirements.
- Continue to support and evaluate activities related to the PVL service, such as promoting ridership especially for weekend service.
- Establish the best approach to build, maintain, and operate cost effective and environmentally sustainable facilities that meet the public's transportation needs.
- Lead the service development process and actively coordinate with all stakeholders along the Coachella Valley-San Gorgonio Pass Corridor for intercity passenger rail service.
- Advance the next generation rail feasibility study to evaluate future growth opportunities for passenger rail in the County.

Table 10 – Rail Maintenance and Operations

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 679,600	\$ 930,300	\$ 930,300	\$ 844,600	\$ (85,700)	-9%
Professional	1,032,000	2,231,900	1,912,600	1,065,300	(1,166,600)	-52%
Support	2,287,800	3,630,400	2,414,600	2,844,400	(786,000)	-22%
Projects and Operations	13,860,200	33,213,700	23,412,500	47,421,700	14,208,000	43%
Capital Outlay	167,900	1,867,700	1,307,100	1,680,000	(187,700)	-10%
Transfers Out	429,400	907,900	907,800	1,023,400	115,500	13%
TOTAL	\$ 18,456,900	\$ 42,781,900	\$ 30,884,900	\$ 54,879,400	\$ 12,097,500	28%

Public and Specialized Transit

- Coordinate the operation of all public transportation services, especially for disadvantaged communities and essential workers, within the County by promoting program efficiency between transit operators.
- Monitor and coordinate federal stimulus (CARES Act, Coronavirus Response and Relief Supplemental Appropriations Act, and American Rescue Plan Act of 2021) allocations for COVID-19-related service impacts with transit operators, with an emphasis on recovery.
- Monitor and coordinate state and federal regulations for operating and/or capital impacts with transit operators.
- Continue public transit operator oversight and fiduciary responsibilities to ensure completion of annual fiscal audits and state triennial performance audits in accordance with TDA regulations.
- Support innovative programs that provide transit assistance in hard to serve rural areas or for riders having very special transit needs and monitor funding of these programs.
- Continue long-range planning activities to ensure that anticipated revenues are in line with projected levels of service by transit operators.

Table 11 – Public and Specialized Transit

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 494,100	\$ 547,700	\$ 471,900	\$ 593,000	\$ 45,300	8%
Professional	255,100	1,179,700	237,700	949,900	(229,800)	-19%
Support	69,600	115,600	93,500	111,600	(4,000)	-3%
Projects and Operations	39,668,100	124,531,400	91,674,700	165,663,400	41,132,000	33%
Transfers Out	17,075,900	20,499,400	17,401,100	31,484,300	10,984,900	54%
TOTAL	\$ 57,562,800	\$ 146,873,800	\$ 109,878,900	\$ 198,802,200	\$ 51,928,400	35%

Commuter Assistance

- Operate a cost-effective Transportation Demand Management (TDM) program within the County that results in a reduction of single occupant vehicles, vehicle miles traveled, and emissions.
- Transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform/database.
- Maintain and grow employer partnerships through value-added services and tools for rideshare and telework programs.
- Continue to pilot expanding Commuter Assistance services and incentives to the Coachella Valley to stimulate countywide employer and TDM participation.
- Maintain the long-term partnership with San Bernardino County Transportation Authority (SBCTA) to manage and implement a "sister" commuter assistance program for residents and employers in San Bernardino County; release a request for proposals for the Commission and SBCTA's next evolution of the region's TDM program.
- Optimize Park and ride facilities to support shared-ride arrangements and facilitate transit connections.

Table 12 – Commuter Assistance

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 324,600	\$ 319,400	\$ 260,100	\$ 269,200	\$ (50,200)	-16%
Professional	255,900	509,200	357,700	369,700	(139,500)	-27%
Support	2,300	57,900	30,200	59,900	2,000	3%
Projects and Operations	2,301,000	3,600,600	2,898,800	3,686,600	86,000	2%
Transfers Out	188,000	296,600	241,600	259,700	(36,900)	-12%
TOTAL	\$ 3,071,800	\$ 4,783,700	\$ 3,788,400	\$ 4,645,100	\$ (138,600)	-3%

Motorist Assistance

- Maintain a high benefit-to-cost ratio related to the performance of the FSP program.
- Support regional mobility by providing 24/7 access to real-time traffic information, transportation options, and services.
- Enhance highway safety and reduce congestion by providing a roving motorist assistance service that patrols designated urban freeways and assists stranded or disabled vehicles.
- Continue to pilot focused effort that expands access to transportation demand management services and incentives to eastern Riverside County constituents.

Table 13 – Motorist Assistance

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 134,800	\$ 223,500	\$ 199,100	\$ 253,900	\$ 30,400	14%
Professional	282,000	535,300	449,000	205,500	(329,800)	-62%
Support	114,000	203,600	181,600	186,000	(17,600)	-9%
Projects and Operations	3,765,700	5,227,000	4,707,000	5,459,500	232,500	4%
Transfers Out	2,155,500	2,907,200	2,907,200	3,432,200	525,000	18%
TOTAL	\$ 6,452,000	\$ 9,096,600	\$ 8,443,900	\$ 9,537,100	\$ 440,500	5%

Regional Conservation

- Maintain commitment to protecting sensitive habitat and ensuring open space is a key component in enhancing the quality of life for local residents.
- Enhance communications to stakeholders, members of the public, and elected officials to be transparent about the RCA's conservation efforts, funding, and collaboration opportunities.
- Build upon relationships with local, state, and federal agencies to manage lands purchased or controlled by the RCA.

Table 14 – Regional Conservation

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 1,176,200	\$ 3,550,100	\$ 3,550,100	\$ 3,660,800	\$ 110,700	3%
Professional	48,600	243,900	158,300	3,614,100	3,370,200	1382%
Support	8,100	60,300	7,900	369,800	309,500	513%
Projects and Operations	124,300	500,000	400,000	839,600	339,600	68%
Transfers Out	364,200	1,413,900	1,413,900	1,869,400	455,500	32%
TOTAL	\$ 1,721,400	\$ 5,768,200	\$ 5,530,200	\$ 10,353,700	\$ 4,585,500	79%

Capital Project Development and Delivery

- Continue project work on the 91 COP, I-15 Express Lanes–Southern Extension, 15/91 Express Lanes Connector, I-15 Corridor Operations Project (15 COP), MCP I-215/Placentia Avenue Interchange, MCP second construction contract package, 71/91 Connector, SR-60 Truck Lanes, and Smart Freeway projects included in the Western County Delivery Plan as well as projects on behalf of other agencies, including the I-15/Railroad Canyon Interchange, I-10/Highland Springs Road Interchange, and Santa Ana River Trail.
- Continue design and operations planning of the 15/91 Express Lanes Connector, 91 Express Lanes eastbound lane to McKinley Avenue, and design and development led by other agencies related to the 241/91 Express Lanes Connector and I-15 Express Lanes–Northern Extension.
- Provide 2009 Measure A funding to the incorporated cities and the County for local streets and roads maintenance, repair, and construction and to the Coachella Valley Association of Governments (CVAG) for highways and regional arterials.
- Provide TUMF regional arterial funding and support to local jurisdictions for regional arterial project engineering, right of way acquisition, and construction.
- Maintain a right of way acquisition and management program in support of capital projects and in the most cost-effective manner within project schedules, while adhering to federal and state regulations.
- Maintain and manage the access, use, safety, and security of Commission-owned properties including commuter rail stations, properties in acquisition process, and income-generating properties.
- Develop strategies to implement alternative financing structures including public express lanes.

Table 15 – Capital Project Development and Delivery

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 2,796,300	\$ 3,569,800	\$ 3,558,000	\$ 3,839,300	\$ 269,500	8%
Professional	2,285,400	4,683,300	2,698,500	2,765,400	(1,917,900)	-41%
Support	1,414,800	1,174,000	378,000	1,496,600	322,600	27%
Projects and Operations	305,958,100	565,724,000	423,679,600	489,915,700	(75,808,300)	-13%
Capital Outlay	4,552,900	4,482,000	2,950,000	2,700,000	(1,782,000)	-40%
Debt Service	69,744,900	70,037,700	69,594,300	69,555,300	(482,400)	-1%
Transfers Out	135,132,800	141,317,700	112,423,800	117,918,400	(23,399,300)	-17%
TOTAL	\$ 521,885,200	\$ 790,988,500	\$ 615,282,200	\$ 688,190,700	\$ (102,797,800)	-13%

Toll Operations

- Manage the operations of the RCTC 91 Express Lanes and 15 Express Lanes adhering to the Commission's Express Lanes toll policies.
- Manage toll operations using investment grade traffic and revenue studies and cost estimate assumptions specific to each express lane facility.
- Provide timely and effective reporting of toll operation metrics including revenue, transactions, carpool usage, and performance indicators.
- Support the design-build activities related to the 15/91 Express Lanes Connector and 91 Express Lanes eastbound lane to McKinley Avenue; and the design and development led by other agencies related to the 241/91 Express Lanes Connector and I-15 Express Lanes–Northern Extension.
- Participate in the California Toll Operators Committee (CTOC) to advance regional and statewide tolling initiatives, technology, interoperability, and coordination among California toll agencies.

Table 16 – Toll Operations

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 816,400	\$ 1,855,900	\$ 1,710,900	\$ 1,683,000	\$ (172,900)	-9%
Professional	1,419,900	5,327,000	2,423,200	3,611,000	(1,716,000)	-32%
Support and Maintenance	3,438,300	8,775,500	5,152,300	9,895,400	1,119,900	13%
Projects and Operations	11,309,500	35,129,500	22,159,900	33,936,500	(1,193,000)	-3%
Capital Outlay	-	180,000	43,800	125,000	(55,000)	-31%
Debt Service	7,119,900	696,655,900	27,317,500	22,201,000	(674,454,900)	-97%
Transfers Out	2,358,400	20,428,700	7,001,400	76,540,000	56,111,300	275%
TOTAL	\$ 26,462,400	\$ 768,352,500	\$ 65,809,000	\$ 147,991,900	\$ (620,360,600)	-81%

Fund Balances

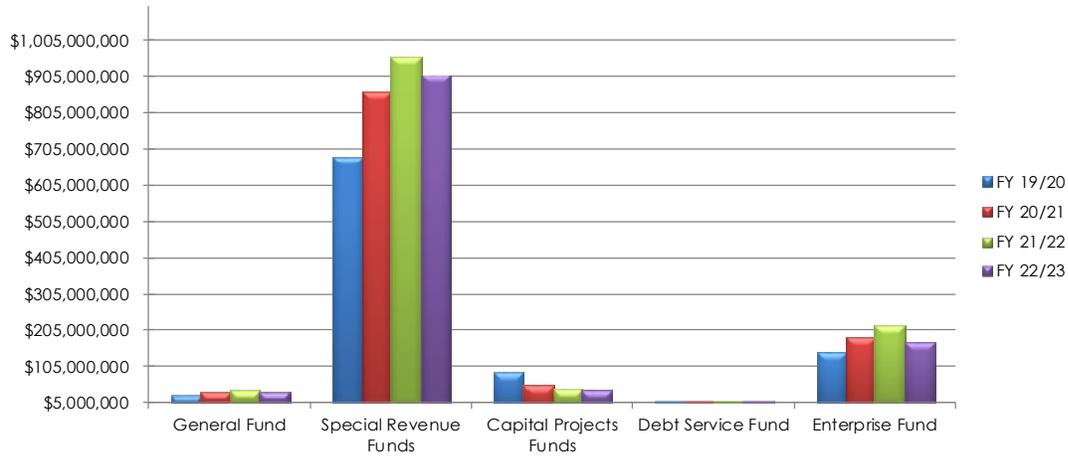
The projected total fund balance as of June 30, 2022 is \$1,278,326,000. The Commission expects the FY 2022/23 budgeted activities to result in an \$109,080,500 decrease of total fund balance at June 30, 2023 to \$1,169,245,500. The primary cause of the decrease is project activities in FY 2022/23 related to the 15/91 Express Lanes Connector, 15 COP, 91 COP, SR-60 Truck Lanes completion, MCP projects, I-15/Railroad Canyon Interchange, close-out activity on the 91 Project, rail station rehabilitation and maintenance, Western County Measure A and TUMF regional arterial projects, and public transit allocations. Table 17 presents the components of the projected fund balance by program at June 30, 2023.

Table 17 – Projected Fund Balances by Fund Type and Program at June 30, 2023

	Measure A Sales Tax				Total
	Western County	Coachella Valley	Palo Verde	Other	
<i>Restricted:</i>					
Bond Financing	\$ 28,849,300	\$ -	\$ -	\$ -	\$ 28,849,300
Commuter Assistance	19,418,400	-	-	-	19,418,400
Debt Service	-	-	-	11,550,100	11,550,100
Economic Development	9,396,600	-	-	-	9,396,600
Highways	96,183,800	66,546,900	-	41,754,200	204,484,900
Local Streets and Roads	900	300	-	-	1,200
New Corridors	63,243,600	-	-	-	63,243,600
Planning and Programming	-	-	-	2,186,100	2,186,100
Public and Specialized Transit	13,274,900	767,900	-	372,578,700	386,621,500
Rail	46,550,400	-	-	28,428,400	74,978,800
CETAP	-	-	-	74,523,400	74,523,400
Regional Conservation	-	-	-	200	200
Regional Arterials	73,107,900	-	-	33,198,600	106,306,500
Motorist Assistance	-	-	-	9,702,000	9,702,000
Toll Operations	-	-	-	171,605,000	171,605,000
<i>Assigned:</i>					
Management Services	-	-	-	6,377,900	6,377,900
TOTAL Fund Balance	\$ 350,025,800	\$ 67,315,100	\$ -	\$ 751,904,600	\$ 1,169,245,500

Chart 8 illustrates the actual and projected trends in fund balances for each governmental and enterprise fund type from FY 2019/20 through FY 2022/23.

Chart 8 – Projected Fund Balance Trends by Fund Type FY 2020 – 2023



Budget Summary

The overall budget for FY 2022/23 is presented in Table 18 by summarized line items, Table 19 by operating and capital classifications, and Table 20 by fund type. Highway, regional arterial, rail, and regional conservation program projects expenditures are summarized in Table 21.

Table 18 – Budget Comparative by Summarized Line Item FY 2021—2023

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 242,943,800	\$ 250,000,000	\$ 250,000,000	\$ 255,000,000	\$ 5,000,000	2%
LTF Sales Tax	123,038,700	127,000,000	127,000,000	130,000,000	3,000,000	2%
STA Sales Tax	23,576,900	23,909,100	28,465,200	30,964,600	7,055,500	30%
Federal Reimbursements	60,679,800	107,438,700	68,130,000	83,605,900	(23,832,800)	-22%
State Reimbursements	115,962,800	210,931,000	212,859,800	147,821,900	(63,109,100)	-30%
Local Reimbursements	12,875,600	21,656,500	14,125,000	16,439,400	(5,217,100)	-24%
TUMF Revenue	28,301,500	30,000,000	30,100,000	31,000,000	1,000,000	3%
Tolls, Penalties, and Fees	51,769,400	65,123,700	98,646,900	97,771,800	32,648,100	50%
Other Revenue	6,733,900	658,600	1,403,000	707,000	48,400	7%
Investment Income	2,711,100	910,100	5,012,900	1,168,400	258,300	28%
TOTAL Revenues	668,593,500	837,627,700	835,742,800	794,479,000	(43,148,700)	-5%
Expenditures/Expenses						
Personnel Salaries and Benefits	10,545,400	16,213,200	15,141,500	17,367,100	1,153,900	7%
Professional and Support						
Professional Services	8,667,300	19,616,800	12,100,000	17,983,700	(1,633,100)	-8%
Support Costs	8,822,300	16,652,400	10,450,000	17,865,000	1,212,600	7%
TOTAL Professional and Support Costs	17,489,600	36,269,200	22,550,000	35,848,700	(420,500)	-1%
Projects and Operations						
Program Operations	24,449,100	41,108,600	32,059,200	38,950,700	(2,157,900)	-5%
Engineering	18,315,900	27,562,300	16,064,500	29,503,200	1,940,900	7%
Construction	115,376,900	271,061,600	174,120,000	223,273,900	(47,787,700)	-18%
Design Build	61,861,100	96,159,000	75,635,500	82,493,500	(13,665,500)	-14%
Right of Way/Land	19,539,300	69,467,200	53,560,500	57,471,000	(11,996,200)	-17%
Operating and Capital Disbursements	52,159,900	155,885,400	114,971,200	211,200,900	55,315,500	35%
Special Studies	181,700	2,021,000	1,180,200	2,243,400	222,400	11%
Local Streets and Roads	73,745,400	75,897,300	75,897,300	77,101,900	1,204,600	2%
Regional Arterials	12,936,400	34,284,000	30,000,000	30,000,000	(4,284,000)	-12%
TOTAL Projects and Operations	378,565,700	773,446,400	573,488,400	752,238,500	(21,207,900)	-3%
Debt Service						
Principal Payments	28,505,100	555,986,600	29,995,000	31,405,000	(524,581,600)	-94%
Interest Payments	48,375,500	60,335,600	56,400,100	60,351,300	15,700	0%
Cost of Issuance	-	2,883,400	3,783,000	-	(2,883,400)	-100%
TOTAL Debt Service	76,880,600	619,205,600	90,178,100	91,756,300	(527,449,300)	-85%
Capital Outlay	4,823,600	8,099,700	5,292,300	6,348,900	(1,750,800)	-22%
TOTAL Expenditures/Expenses	488,304,900	1,453,234,100	706,650,300	903,559,500	(549,674,600)	-38%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	180,288,600	(615,606,400)	129,092,500	(109,080,500)	506,525,900	-82%
Other Financing Sources (Uses)						
Transfers In	173,536,200	198,692,000	153,217,400	244,603,200	45,911,200	23%
Transfers Out	(168,010,700)	(198,692,000)	(153,217,400)	(244,603,200)	(45,911,200)	23%
Debt Proceeds	-	638,300,000	-	-	(638,300,000)	-100%
TIFIA Loan Proceeds	15,661,000	6,919,000	-	-	(6,919,000)	-100%
Bond Premium	-	39,978,000	-	-	(39,978,000)	-100%
Payment to Escrow Agent	-	(147,488,000)	(6,733,700)	-	147,488,000	-100%
Net Financing Sources (Uses)	21,186,500	537,709,000	(6,733,700)	-	(537,709,000)	-100%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	201,475,100	(77,897,400)	122,358,800	(109,080,500)	(31,183,100)	40%
Beginning Fund Balance	954,492,100	1,155,967,200	1,155,967,200	1,278,326,000	122,358,800	11%
ENDING FUND BALANCE	\$ 1,155,967,200	\$ 1,078,069,800	\$ 1,278,326,000	\$ 1,169,245,500	\$ 91,175,700	8%

Table 19 – Operating and Capital Budget FY 2022/23

	FY 22/23 Operating Budget	FY 22/23 Capital Budget	FY 22/23 TOTAL Budget
Revenues			
Measure A Sales Tax	\$ 35,152,000	\$ 219,848,000	\$ 255,000,000
LTF Sales Tax	130,000,000	-	130,000,000
STA Sales Tax	30,964,600	-	30,964,600
Federal Reimbursements	19,643,800	63,962,100	83,605,900
State Reimbursements	8,739,400	139,082,500	147,821,900
Local Reimbursements	12,654,800	3,784,600	16,439,400
TUMF Revenue	-	31,000,000	31,000,000
Tolls, Penalties, and Fees	-	97,771,800	97,771,800
Other Revenue	-	707,000	707,000
Investment Income	481,500	686,900	1,168,400
TOTAL Revenues	237,636,100	556,842,900	794,479,000
Expenditures/Expenses			
Personnel Salaries and Benefits	11,703,600	5,663,500	17,367,100
Professional and Support			
Professional Services	11,599,800	6,383,900	17,983,700
Support Costs	6,473,000	11,392,000	17,865,000
TOTAL Professional and Support Costs	18,072,800	17,775,900	35,848,700
Projects and Operations			
Program Operations	13,157,400	25,793,300	38,950,700
Engineering	-	29,503,200	29,503,200
Construction	-	223,273,900	223,273,900
Design Build	-	82,493,500	82,493,500
Right of Way and Land	945,000	56,526,000	57,471,000
Operating and Capital Disbursements	210,213,400	987,500	211,200,900
Special Studies	2,143,400	100,000	2,243,400
Local Streets and Roads	-	77,101,900	77,101,900
Regional Arterials	-	30,000,000	30,000,000
TOTAL Projects and Operations	226,459,200	525,779,300	752,238,500
Debt Service			
Principal Payments	-	31,405,000	31,405,000
Interest Payments	-	60,351,300	60,351,300
TOTAL Debt Service	-	91,756,300	91,756,300
Capital Outlay	3,523,900	2,825,000	6,348,900
TOTAL Expenditures/Expenses	259,759,500	643,800,000	903,559,500
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(22,123,400)	(86,957,100)	(109,080,500)
Other Financing Sources (Uses)			
Transfers In	46,786,800	197,816,400	244,603,200
Transfers Out	(50,144,800)	(194,458,400)	(244,603,200)
Net Financing Sources (Uses)	(3,358,000)	3,358,000	-
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(25,481,400)	(83,599,100)	(109,080,500)
Beginning Fund Balance	499,886,200	778,439,800	1,278,326,000
ENDING FUND BALANCE	\$ 474,404,800	\$ 694,840,700	\$ 1,169,245,500

Table 20 – Budget by Fund Type FY 2022/23

	General Fund	Special Revenue	Capital Projects	Debt Service	Enterprise	FY 22/23 TOTAL Budget
Revenues						
Measure A Sales Tax	\$ -	\$ 255,000,000	\$ -	\$ -	\$ -	\$ 255,000,000
LTF Sales Tax	-	130,000,000	-	-	-	130,000,000
STA Sales Tax	-	30,964,600	-	-	-	30,964,600
Federal Reimbursements	19,442,400	61,351,400	-	2,812,100	-	83,605,900
State Reimbursements	3,167,200	144,654,700	-	-	-	147,821,900
Local Reimbursements	1,000	16,438,400	-	-	-	16,439,400
TUMF Revenue	-	31,000,000	-	-	-	31,000,000
Tolls, Penalties, and Fees	-	-	-	-	97,771,800	97,771,800
Other Revenue	-	607,000	-	-	100,000	707,000
Investment Income	36,400	907,400	41,700	11,500	171,400	1,168,400
TOTAL Revenues	22,647,000	670,923,500	41,700	2,823,600	98,043,200	794,479,000
Expenditures/Expenses						
Personnel Salaries and Benefits	7,030,700	8,653,400	-	-	1,683,000	17,367,100
Professional and Support						
Professional Services	6,017,800	8,354,900	-	-	3,611,000	17,983,700
Support Costs	3,252,100	4,717,500	-	-	9,895,400	17,865,000
TOTAL Professional and Support Costs	9,269,900	13,072,400	-	-	13,506,400	35,848,700
Projects and Operations						
Program Operations	-	20,153,700	-	-	18,797,000	38,950,700
Engineering	-	29,503,200	-	-	-	29,503,200
Construction	-	213,517,900	-	-	9,756,000	223,273,900
Design Build	-	77,110,000	-	-	5,383,500	82,493,500
Right of Way/Land	-	57,471,000	-	-	-	57,471,000
Operating and Capital Disbursements	45,050,000	166,150,900	-	-	-	211,200,900
Special Studies	2,143,400	100,000	-	-	-	2,243,400
Local Streets and Roads	-	77,101,900	-	-	-	77,101,900
Regional Arterials	-	30,000,000	-	-	-	30,000,000
TOTAL Projects and Operations	47,193,400	671,108,600	-	-	33,936,500	752,238,500
Debt Service						
Principal Payments	-	-	-	31,405,000	-	31,405,000
Interest Payments	-	-	-	38,150,300	22,201,000	60,351,300
TOTAL Debt Service	-	-	-	69,555,300	22,201,000	91,756,300
Capital Outlay	3,343,900	2,880,000	-	-	125,000	6,348,900
TOTAL Expenditures/Expenses	66,837,900	695,714,400	-	69,555,300	71,451,900	903,559,500
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(44,190,900)	(24,790,900)	41,700	(66,731,700)	26,591,300	(109,080,500)
Other Financing Sources (Uses)						
Transfers In	43,220,600	131,827,300	-	69,555,300	-	244,603,200
Transfers Out	(2,990,800)	(159,223,400)	(3,036,900)	(2,812,100)	(76,540,000)	(244,603,200)
Net Financing Sources (Uses)	40,229,800	(27,396,100)	(3,036,900)	66,743,200	(76,540,000)	-
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(3,961,100)	(52,187,000)	(2,995,200)	11,500	(49,948,700)	(109,080,500)
Beginning Fund Balance	40,030,200	960,454,100	44,749,400	11,538,600	221,553,700	1,278,326,000
ENDING FUND BALANCE	\$ 36,069,100	\$ 908,267,100	\$ 41,754,200	\$ 11,550,100	\$ 171,605,000	\$ 1,169,245,500

Table 21 – Highway, Regional Arterial, Rail, and Regional Conservation Program Projects FY 2022/23

Description	
HIGHWAY ENGINEERING	
15 COP	\$ 3,700,000
15 Interim COP	250,000
71/91 Connector	580,000
91 COP eastbound	1,000,000
Grade separation projects	850,000
I-15 Express Lanes—Southern Extension	6,000,000
I-15 Smart Corridor	1,060,200
I-15 Express Lanes - Ingress/Egress	1,000,000
Mid County Parkway (MCP)	50,000
MCP I-215/Placentia Avenue Interchange	100,000
MCP Sweeney mitigation	10,000
MCP second construction package	5,000,000
Riverside County-Santa Ana River Trail Extension <i>(details presented in Section 3.2 Planning and Programming)</i>	1,710,000
SR-91 corridor operations project	10,000
SR-74 corridor — Ethanac Road	968,000
SR-79 realignment	200,000
SR-60 Truck Lanes	10,000
Smart Freeways	1,400,000
SUBTOTAL HIGHWAY ENGINEERING	23,898,200
REGIONAL ARTERIAL ENGINEERING	
I-15/Railroad Canyon Interchange	300,000
I-10/Highland Springs Avenue Interchange	1,000,000
Various Western County MARA and TUMF regional arterial projects	2,210,000
SUBTOTAL REGIONAL ARTERIAL ENGINEERING	3,510,000
RAIL ENGINEERING	
Moreno Valley - March Field station upgrade	275,000
Riverside layover facility	115,000
Riverside Downtown station track and platform	1,705,000
SUBTOTAL RAIL ENGINEERING	2,095,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL ENGINEERING	\$ 29,503,200
HIGHWAY CONSTRUCTION	
15/91 Express Lanes Connector	\$ 4,177,000
15 Interim COP	1,250,000
71/91 Connector	46,500,000
91 COP	1,700,000
91 Project	1,464,500
91 Express Lanes <i>(details presented in Section 3.4 Toll Operations)</i>	9,756,000
Hamner Bridge widening	22,773,000
I-15 Express Lanes	2,500,000
I-15 Express Lanes - Northern Extension	50,000
Jurupa Avenue grade separation	35,839,000
MCP I-215/Placentia Avenue Interchange	8,250,000
McKinley Avenue grade separation	34,435,000
Pachappa Underpass	2,000
SR-60 Truck Lanes	2,650,000
Smart Freeways	10,300,000
General <i>(details presented in Section 3.3 Capital Projects)</i>	3,698,400
SUBTOTAL HIGHWAY CONSTRUCTION	185,344,900
REGIONAL ARTERIAL CONSTRUCTION	
I-15/Railroad Canyon Interchange	1,050,000
Various Western County MARA and TUMF regional arterial projects	22,074,000
SUBTOTAL REGIONAL ARTERIAL CONSTRUCTION	23,124,000
RAIL CONSTRUCTION	
Moreno Valley - March Field station upgrade	14,800,000
Riverside layover facility	5,000
SUBTOTAL RAIL CONSTRUCTION	14,805,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL CONSTRUCTION	\$ 223,273,900

Table 21 - Highway, Regional Arterial, Rail, and Regional Conservation Program Projects, continued

Description	
HIGHWAY DESIGN BUILD	
15/91 Express Lanes Connector	\$ 75,851,000
91 Express Lanes (details presented in Section 3.4 Toll Operations)	2,631,800
91 Express Lanes eastbound lane to McKinley Avenue (details presented in Section 3.4 Toll Operations)	2,651,700
91 Project	460,000
I-15 Express Lanes	299,000
I-15 Express Lanes - Northern Extension	500,000
SR-91/241 Connector (details presented in Section 3.4 Toll Operations)	100,000
TOTAL HIGHWAY DESIGN BUILD	\$ 82,493,500
HIGHWAY RIGHT OF WAY AND LAND	
15/91 Express Lanes connector	\$ 95,000
60/215 East Junction high occupancy vehicle (HOV) lane connectors	50,000
71/91 Connector	1,850,000
91 Project	13,146,000
I-15 Express Lanes	100,000
I-15/Limonite interchange	1,228,000
Jurupa Avenue grade separation	2,000,000
McKinley Avenue grade separation	2,387,000
MCP	110,000
MCP I-215/Placentia Avenue Interchange	15,850,000
MCP Sweeney mitigation	3,000,000
Riverside County-Santa Ana River Trail Extension (details presented in Section 3.2 Planning and Programming)	295,000
SR-60 Truck Lanes	600,000
SR-91 HOV lanes/Adams Street to 60/91/215 interchange	30,000
General (details presented in Section 3.3 Capital Projects)	2,402,500
SUBTOTAL HIGHWAY RIGHT OF WAY AND LAND	43,143,500
REGIONAL ARTERIAL RIGHT OF WAY AND LAND	
I-15/Railroad Canyon Interchange	10,000
I-10/Highland Springs Avenue Interchange	10,000
Various Western County MARA and TUMF regional arterial projects	13,020,000
SUBTOTAL REGIONAL ARTERIAL RIGHT OF WAY AND LAND	13,040,000
RAIL RIGHT OF WAY AND LAND	
Moreno Valley - March Field station upgrade	35,000
Riverside Downtown station track and platform	450,000
General	152,500
SUBTOTAL RAIL RIGHT OF WAY AND LAND	637,500
REGIONAL CONSERVATION RIGHT OF WAY AND LAND	
Regional Conservation acquisition consultant costs (details presented in Section 3.2 Regional Conservation)	650,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION RIGHT OF WAY AND LAND	\$ 57,471,000
GRAND TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAMS	\$ 392,741,600

AGENDA ITEM 7A

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 11, 2022
TO:	Riverside County Transportation Commission
FROM:	Lisa Mobley, Administrative Services Manager/Clerk of the Board
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	AB 361 Determination

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Reaffirm the findings in Resolution No. 22-007, *“A Resolution of the Board of Commissioners of the Riverside County Transportation Commission Authorizing Virtual Board and Committee Meetings Pursuant to AB 361.”* The findings are as follows:
 - a. The Governor proclaimed a State of Emergency on March 4, 2020, related to the COVID-19 pandemic, which continues to exist today; and
 - b. State or local officials have recommended measures to promote social distancing.

BACKGROUND INFORMATION:

Since the onset of the COVID-19 in early 2020, California government agencies have been able to continue to discharge their legal responsibilities through the use of virtual teleconferencing platforms such as Zoom to hold public meetings that enabled agencies to meet and conduct business, comply with social distancing orders and most importantly, provide access to the public. In many cases, virtual meetings have actually enhanced public participation, particularly in larger counties including Riverside County where traveling to a public meeting can be inconvenient or require traveling a long distance. Both the RCA and RCTC have been meeting on Zoom since March of 2020, when many Executive Orders were issued by Governor Newsom in response to the pandemic. One such order altered Brown Act requirements to allow for virtual meetings.

Although transmission, hospitalization and death rates from COVID-19 have sharply declined since the original onset of the pandemic and subsequent Delta Variant surge, an air or uncertainty remains regarding the pandemic and many counties continue to recommend masking inside and social distancing. Given that environment and a desire to continue allowing for the flexibility of holding virtual meetings, the Legislature recently approved, and Governor Newsom signed, Assembly Bill 361 to temporarily allow for virtual meeting under proscribed circumstances.

AB 361

Effective immediately, AB 361 amends the Brown Act to allow local legislative bodies to continue using teleconferencing and virtual meeting technology in certain circumstances. Under the Bill, legislative bodies can continue to meet remotely as long as there is a “proclaimed state of emergency” and the Commission can make either of the following findings: (a) state or local officials have imposed or recommended measures to promote social distancing or (b) whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

The Governor proclaimed a State of Emergency on March 4, 2020 related to the COVID-19 pandemic, which State of Emergency continues to exist to this day. Further, both State and Riverside County officials continue to recommend the social distancing.

AB 361 requires specific procedural safeguards for the public. To accommodate individuals during these teleconferences and virtual meetings, a public comment period will be offered where the public can address the legislative body directly in real time. Additionally, public comments will be allowed up until the public comment period is closed at the meetings. The agenda will include information on the manner in which the public may access the meeting and provide comments remotely. If technical problems arise that result in the public’s access being disrupted, the legislative body will not take any vote or other official action until the technical disruption is corrected and public access is restored.

The attached Resolution allows the Board to implement AB 361 by making the findings discussed above. This findings will be in effect for 30 days or until the Board makes findings that the conditions listed therein long longer exist, whichever is shorter. The findings can be extended by the Board upon a finding that conditions supporting the findings included in the Resolution still exist. The authorization to meet remotely will apply to any Committees that meet during the 30-day effective period.

AB 361 will allow for virtual meetings during other state-proclaim emergencies, such as earthquakes or wildfires, where physical attendance may present a risk. AB 361 is scheduled to sunset January 1, 2024.

STAFF RECOMMENDATION:

Reaffirm the findings in *Resolution No. 22-007, “A Resolution of the Board of Commissioners of the Riverside County Transportation Commission Authorizing Virtual Board and Committee Meetings Pursuant to AB 361”*.

Attachment: Resolution No. 22-007

RESOLUTION NO. 22-007

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE RIVERSIDE COUNTY
TRANSPORTATION COMMISSION AUTHORIZING VIRTUAL BOARD AND
COMMITTEE MEETINGS PURSUANT TO AB 361**

WHEREAS, the Riverside County Transportation Commission (“Commission”) is committed to preserving and nurturing public access and participation in meetings of the Board of Commissioners, Executive Committee, Budget and Implementation Committee, Western Riverside County Programs and Projects Committee, Toll Policy and Operations Committee, Citizens and Specialized Transit Advisory Committee, and Technical Advisory Committee; and

WHEREAS, all meetings of the Commission’s legislative bodies, including its Board of Commissioners, Executive Committee, Budget and Implementation Committee, Western Riverside County Programs and Projects Committee, Toll Policy and Operations Committee, Citizens and Specialized Transit Advisory Committee, and Technical Advisory Committee are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend and participate in the Commission’s meetings; and

WHEREAS, starting in March 2020, in response to the spread of COVID-19 in the State of California, the Governor issued a number of executive orders aimed at containing the COVID-19 virus; and

WHEREAS, among other things, these orders waived certain requirements of the Brown Act to allow legislative bodies to meet virtually; and

WHEREAS, pursuant to the Governor’s executive orders, the Commission has been holding virtual meetings during the pandemic in the interest of protecting the health and safety of the public, Commission staff and Commissioners; and

WHEREAS, the Governor’s executive order related to the suspension of certain provisions of the Brown Act expired on September 30, 2021; and

WHEREAS, on September 16, 2021 the Governor signed AB 361 (in effect as of October 1, 2021 – Government Code Section 54953(e)), which allows legislative bodies to meet virtually provided there is a state of emergency, and either (1) state or local officials have imposed or recommended measures to promote social distancing; or (2) the legislative body determines by majority vote that meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, such conditions now exist in the Commission, specifically, a state of emergency has been proclaimed related to COVID-19 and state or local officials are recommending measures to promote social distancing,

NOW, THEREFORE, BE IT RESOLVED THAT THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Findings. Consistent with the provisions of Government Code Section 54953(e), the Board of Commissioners finds and determines that (1) a state of emergency related to COVID-19 is currently in effect and (2) state or local officials have recommended measures to promote social distancing in connection with COVID-19.

Section 3. Remote Teleconference Meetings: Based on the findings and determinations included herein, the Board of Commissioners authorizes and directs any of its legislative bodies, including without limitation its Board of Commissioners, Executive Committee, Budget and Implementation Committee, Western Riverside County Programs and Projects Committee, Toll Policy and Operations Committee, Technical Advisory Committee, and Citizens and Specialized Transit Advisory Committee to conduct remote teleconference meetings under the provisions of Government Code Section 54953(e) and that such bodies shall provide public access to their meetings as provided in Section 54953(e).

Section 4. Full and Fair Access: In making the findings included herein the board specifically relies on Section 8(b) of Stats.2021, c.165 (A.B.361), § 3, eff. Sept. 16, 2021.) which provides as follows:

(b) The Legislature finds and declares that [the changes made by AB 361 to] Section 54953 of the Government Code, all increase and potentially limit the public's right of access to the meetings of public bodies or the writings of public officials and agencies within the meaning of Section 3 of Article I of the California Constitution. Pursuant to that constitutional provision, the Legislature makes the following findings to demonstrate the interest protected by this limitation and the need for protecting that interest:

(1) By removing the requirement that public meetings be conducted at a primary physical location with a quorum of members present, this act protects the health and safety of civil servants and the public and does not preference the experience of members of the public who might be able to attend a meeting in a physical location over members of the public who cannot travel or attend that meeting in a physical location.

(2) By removing the requirement for agendas to be placed at the location of each public official participating in a public meeting remotely, including from the member's private home or hotel room, this act protects the personal, private information of public officials and their families while preserving the public's right to access information concerning the conduct of the people's business.

Section 5. Effective Date of Resolution. This Resolution shall take effect upon adoption and shall be effective for 30 days unless earlier extended by a majority vote of the Board of Commissioners in accordance with Section 5 of this Resolution.

Section 6. Extension by Motion. The Board of Commissioners may extend the application of this Resolution by motion and majority vote by up to 30 days at a time, provided that it makes all necessary findings consistent with and pursuant to the requirements of Section 54953(e)(3). Any such extension may be made before or after the expiration of the preceding 30 day period.

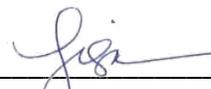
PASSED AND ADOPTED by the Board of Commissioners of the Riverside County Transportation Commission this 9th day of March 2022, by the following vote:

APPROVED AND ADOPTED this 9th day of March, 2022.



V. Manuel Perez, Chair
Riverside County Transportation Commission

ATTEST:



Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

AGENDA ITEM 7B

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, April 13, 2022

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair V. Manuel Perez at 9:30 a.m., via Zoom Meeting ID 820 0824 0042. This meeting was conducted virtually and in-person in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

2. ROLL CALL

Commissioners/Alternates Present

Mike Beauchamp
Ben J. Benoit*
Brian Berkson*
Joseph DeConinck*
Lisa DeForest
Maryann Edwards*
Waymond Fermon*
Kathleen Fitzpatrick*
Raymond Gregory*
Michael Heath*
Mary Hamlin*
Jan Harnik*
Steven Hernandez*
Jeff Hewitt*
Ted Hoffman
Kevin Jeffries*
Clint Lorimore*

Linda Krupa*
Bob Magee
Scott Matas*
Lisa Middleton*
V. Manuel Perez
Dana Reed*
Jeremy Smith*
Wes Speake*
Karen Spiegel
Michael M. Vargas
Chuck Washington*
Ted Weill*
Bill Zimmerman*

Commissioners Absent

Chuck Conder
Yxstian Gutierrez
Linda Molina
Lloyd White

*Joined the meeting virtually.

3. PLEDGE OF ALLEGIANCE

Commissioner Bob Magee led the Commission in a flag salute.

4. PUBLIC COMMENTS

Thomas G. Elder, Amazon Towing & Recovery, requested that RCTC re-evaluate their bidding process for the upcoming bid on the Freeway Service Patrol Program. He expressed concern that the qualifications ask for five years minimum owning a towing

company and he has no experience owning a towing company, but he has 20 years in the gasoline industry. He has owned a gasoline company for over nine and a half years, his company has never had a loss run, his company has had a contract with Arco to Solar Logistics and during that time he has held many permits: hazardous material, U.S. Department of Transportation, the California Highway Patrol, and Department of Motor Vehicles permits. They can look up his company named All Fuel Movers on Snapshot and see he has very low scores. Mr. Elder stated in reading some of the guidelines it only takes six weeks to become a driver trainer of a tow truck company, but the owner needs to have the company for five years. Mr. Elder restated to reconsider as he will not go out on the freeway without any experience. He is in the process of filling out some applications with a company and doing a background so he can gain experience, but he believes in the six weeks to become a driver trainer he will have that experience. He will be putting a bid in on April 14 and the name of his company is Amazon Towing & Recovery.

5. ADDITIONS / REVISIONS

Lisa Mobley, Administrative Services Manager/Clerk of the Board, announced there was a revision to the March 9 Commission minutes where the Chair was incorrectly identified for adjourning the meeting and it will be corrected.

6. CONSENT CALENDAR

M/S/C (Weill/Hoffman) to approve the following Consent Calendar items.

6A. AB 361 DETERMINATION

Reaffirm the findings in Resolution No. 22-007, *"A Resolution of the Board of Commissioners of the Riverside County Transportation Commission Authorizing Virtual Board and Committee Meetings Pursuant to AB 361."* The findings are as follows:

- a. The Governor proclaimed a State of Emergency on March 4, 2020, related to the COVID-19 pandemic, which continues to exist today; and
- b. State or local officials have recommended measures to promote social distancing.

6B. APPROVAL OF MINUTES – MARCH 9, 2022

6C. AWARD OF BUDGET DATABASE SOFTWARE AND IMPLEMENTATION SERVICES TO QUESTICA LTD.

- 1) Award Agreement No. 21-19-069-00 to Questica Ltd. for the implementation, integration, and report development of the budget database software package, including annual cloud-based services or Software as a Service (SaaS) to replace the Commission's current budget

tools for a five-year term, and in the amount of \$1,333,358, plus a contingency amount of \$133,336, for a total amount not to exceed \$1,466,694;

- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement, including option years, on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to approve contingency work pursuant to the agreement terms up to the total amount.

6D. QUARTERLY REPORTING OF CONTRACT CHANGE ORDERS FOR CONSTRUCTION CONTRACTS

Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the three months ended December 30, 2021.

6E. SURPLUS DECLARATION OF REAL PROPERTY

- 1) Adopt Resolution No. 22-005 *“Resolution of the Riverside County Transportation Commission Declaring Pursuant to Government Code Section 54221 that Certain Real Property Owned by the Commission is Non-Exempt Surplus Land, Approving the Form of Notice of Availability Therefore, Authorizing the Executive Director to Comply with the Surplus Land Act, and Finding the Foregoing Categorically Exempt from CEQA Review”*; and
- 2) If no response is received from public agencies, developers, and/or contiguous landowners, authorize the Executive Director to offer the surplus property for sale to the public.

6F. FISCAL YEAR 2021/22 LOW CARBON TRANSIT OPERATIONS PROGRAM RESOLUTION

Adopt Resolution No. 22-008 *“Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for the Riverside County Free Rail Pass Program in the amount of \$2,406,486”*.

7. AGREEMENT FOR RIVERSIDE COUNTY ZERO-EMISSION BUS ROLLOUT AND IMPLEMENTATION PLANS

Eric DeHate, Transit Manager, presented the agreement for the Riverside County Zero-Emission Bus Rollout and Implementation Plans, highlighting the following:

- Background information

- ✓ California Air Resources Board Innovative Clean Transit Regulation was adopted in December of 2018
- ✓ The small operators approached Commission staff to conduct zero-emission bus (ZEB) rollout plans on their behalf
- ✓ In June 2021, the Commission was awarded \$271,380 from Caltrans for its Riverside County ZEB Rollout and Implementation Plans
- Key activities related to the scope of work
 - ✓ Reviewing the existing conditions including a demographics, service area characteristics, fleet sizes and conditions, the locations and statuses of charging and maintenance infrastructure for each of the operator's service area
 - ✓ Provides stakeholder engagement with the agencies involved with these plans, including public utilities, municipalities, and any private owners that maybe directly impacted with this implementation
 - ✓ Provides a detailed capital and operation financial analysis comparing all the ZEBs that needs to be purchase and comparing against the CNG or gasoline buses that will also provide a longer-term implementation strategy
 - ✓ Prepare the ZEB reports based on the findings and conclusions of earlier work and provide a mode or modes to transition to
 - ✓ Seek the respective transit agencies' board approvals based on these findings of the bus rollout and implementation plans for submission to CARB
- Procurement process
 - ✓ RFP was released by staff on January 7, 2022
 - ✓ Posted on the Commission's PlanetBids website
 - Emails were sent to 556 firms, 87 of which are located in Riverside County
 - 41 firms downloaded the RFP and 2 of these firms are located in Riverside County

Commissioner Karen Spiegel stated this is the first step to meeting the 2040 goal knowing that by 2040 there will need to be another transition because what is the lifetime of a bus.

Eric DeHate replied right now for a Compressed Natural Gas (CNG) bus it is approximately 12 years or 500,000 miles.

Commissioner Spiegel replied so no more than 20 years. She stated if the ultimate goal is for them to transition to fully electric what is RCTC, or California Air Resources Board (CARB), or anybody doing about looking to the challenge of an electricity situation. As an example, at yesterday's Board of Supervisors meeting Supervisor Kevin Jeffries announced there was a problem with Southern California Edison (SCE) providing adequate electricity down in the Temescal Valley area. She expressed if there is an

earthquake and there is no electricity and they do not have transportation they will not be able to do anything, this is the one challenge that is not being looked at. Commissioner Spiegel expressed getting wrapped into this without at least doing due diligence on looking at an alternative if in case it happens and if they are saying by 2040 everything is electric there is no alternative backup and that is the challenge.

Eric DeHate stated he can comment on part of that. For example, Riverside Transit Agency (RTA) and SunLine Transit Agency (SunLine) have decided to go with hydrogen as their main fueling source. SunLine is currently trying to upgrade and build a solar microgrid component in the Coachella Valley to create their own hydrogen facility. RTA is still looking at ways to either dole out their own or to ship it in through truck. Mr. DeHate explained some of this will have to be done through the resiliency planning and look at how do they have redundant sources, so they are able to still deliver the services they need to do or look at emergency type planning. He is uncertain if this will completely take care of everything, but it is supposed to look at the resiliency planning as well to see what is available.

In response to Commissioner Spiegel's inquiry that hydrogen was not the ultimate alternative, Mr. DeHate replied hydrogen fuel cell and battery electric are the two options currently so both of them offer that. There might be a little bit of a mixed fleet and right now the battery range is not very large and there is a lot of anxiety over the range issues. The bigger operators have currently chosen to go with hydrogen because of the range. He mentioned in Palo Verde Valley they have wellness programs and the battery electric bike itself might not be able to take it all the way to Coachella Valley. That would more than likely be recommended to be hydrogen as opposed to their circular routes that stay within the city that may likely be electric.

Commissioner Spiegel stated she supports this, but for this set of buses they really need to dig down and find something and she then made the motion to approve staff's recommendation.

Chair Perez concurred with Commissioner Spiegel's comments and stated not only did Commissioner Jeffries bring it up at the Board of Supervisors meeting, but they have been having discussions about the issues they are facing in the Coachella Valley with Imperial Irrigation District (IID). He explained hearing from a developer that is having the same issues in the Central Valley and in the Central Coast, so this is a larger infrastructure issue that needs to be discussed at a state level. He suggested there may need to be some sort of ad hoc committee or an entity that is going to deliver this message and discuss this with folks out there to figure out what is coming next and if they are going to achieve these goals.

Commissioner Ted Hoffman expressed concern that they were going through CNG and gas powered, but Eric DeHate had already answered the question on the hydrogen. He is aware RTA was going to go on the hydrogen buses because he sits on that Board, but he

was curious on how they were going to plan to do it. He stated that he used to sit on Western Community Energy, which was a choice segregation group, and it did not do very well. Partly because they were limited on what they had as far as alternative energy sources and suggested the Board should look into it as the choices are out there. As Commissioner Spiegel noted this is a short-term deal and they have to look at the long term 10-20 years down the road. Diesel power and gases are not going to be there because that is not what they are going to have, CARB is not going to allow it, so it is electric where do they plug them in, and he expressed they are going to be short.

Commissioner Wes Speake expressed support for the project and complimented the presentation and noted he has been working a little bit with the hydrogen folks. They are going to see an acceleration of that technology and SunLine has been kind of the future looking forward. Commissioner Speake wanted to make sure that hydrogen and hydrogen powered buses are a significant part of anything they are doing moving forward because of the battery storage. He explained even though it will continue to increase it will get a little better, the technology will get a little better, they need to leapfrog and really be the forefront of doing the right thing but at the same time having something that is reliable and is going to be able to be used throughout the County.

M/S/C (Spiegel/Speake) to:

- 1) Award Agreement No. 22-62-008-00 to Center for Transportation and the Environment (CTE) to develop the Riverside County Zero-Emission Bus Rollout and Implementation Plans, for a two-year term in the amount of \$412,676, plus a contingency amount of \$41,267, for a total amount not to exceed \$453,943;**
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement including the option term, on behalf of the Commission; and**
- 3) Authorize the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for these services.**

8. STATE AND FEDERAL LEGISLATIVE UPDATE

David Knudsen, Interim External Affairs Director, presented an update for the state and federal legislative activities. He recognized and thanked those that have provided support letters to RCTC on their behalf for the CV Rail Tier 2, Riverside-Downtown Third Street Grade Separation, and the I-15 Express Lanes Southern Extension projects and the requested earmarks. David Knudsen recognized Representative Ken Calvert for securing the \$5 million in funding for the I-15 Smart Freeway Pilot Project in the last round of earmarks.

In response to Chair Perez's inquiry regarding who is the author of one of the bills and where is that individual from, David Knudsen replied AB 2438 and the author is Assembly Member Laura Friedman and she is from Glendale.

Commissioner Karen Spiegel expressed appreciation to David Knudsen for an excellent presentation and suggested his presentation should be put all over social media so that the voters know they are trying because they are getting blasted in their region to stop building but keep building the highways. The voters do not realize they are doing what they can and if they do not let them know whether it is editorials or on social media, they need to get the voices of the constituents who are the ones complaining. She stated when they see it in print for some reason it makes a lot more sense than just saying it to them. Commissioner Spiegel suggested pushing this and she would help because that was a great presentation as it was not a bashing it was an explanation, and it was well done.

Commissioner Jan Harnik expressed that AB 2438 is such an insult to everything they have worked for, the reason they have done what they have done with self-help counties is because they have long been overlooked by Sacramento with their one size fits all. They have worked long and hard to get their measure in place so that they could raise the money to fill in the gaps that Sacramento has created. She stated now they are saying they cannot fix the problems that decades of ignoring the needs of Riverside County have created, this is something they really do have to speak loudly and passionately about. Commissioner Harnik concurred with Commissioner Spiegel's comments, and she noticed it got the Chair's attention, so this is all great news.

Commissioner Wes Speake explained being asked to participate in the AB 285 (Friedman) California Transportation Plan meetings, there were two held on April 4 and 5 and two more meetings will be held on April 14 and 15 discussing different topics. He expressed concern for the past week as to what he heard and what he read in that report and those on Zoom he posted all five working papers, which was received for record. He understands the idea and as David Knudsen noted the idea, he does not disagree with but how they get there is the problem. As elected officials all of their jobs are to ensure the wellbeing and prosperity of their constituents and transportation is a basic need for their residents and for the economic wellbeing as they go forward. Commissioner Speake urged the Commissioners to read this and provide comment as he and the city of Corona will be providing comments. After these next two meetings he will summarize what he has learned to go back and understand that the recommendations here are to increase the cost of travel. The gas tax will be going up and there are going to be these monster numbers, there are big issues here that they need to address and make sure the assembly hears their voices, because they are at a crossroads. Commissioner Speake expressed unless they raise their voices and push this forward so all the voters understand that they are not taking their votes out of the voters' hands and having this done at the state level. This one size fits all stick does not work they have increased the cost for travel over the past few years and it has not stopped. There needs to be another plan here besides keep beating commuters, beating their residents, and beating their businesses from being able

to move about in their County. He stated they understand how transportation works in their County and noted that Commissioner Middleton was on the first call and was able to hear some of this craziness as well. Commissioner Speake expressed making sure the Commissioners read the working papers and be able to offer some input because the state looks like it is coming for them and coming for what they have prescribed in what the state thinks can help their County and help their constituents and they need to fight back.

Commissioner Lisa Middleton sat through the presentation on AB 285 along with Commissioner Speake and stated it was a depressing morning, but there are avenues for them to express their concerns and be very pragmatic in expressing them. Assembly Member Friedman is a friend, she listens to good arguments, and they need to be affective as they make their presentations as to why some of these programs will not work in the fashion that they are being presented. Commissioner Middleton stated if all they do is show their anger folks in the California Legislature know very well how to listen to that, but it is usually not effective.

Commissioner Maryann Edwards stated in following along those lines, for Southwest Riverside County the first thing she thought of is the impact it will have on the agencies like the Boys and Girls Club. The Boys and Girls Club serves children from Canyon Lake, Lake Elsinore, Wildomar, Murrieta, Temecula, and Menifee and it is tens of thousands of trips per year to get children to and from school. Commissioner Edwards expressed if they put a face on it that is a great face, those kids do not have any other way to get to school. They do not have any care for after or before school and the Boys and Girls Clubs provide all of that so just for locally Southwest Riverside County, they need to put the faces of 10,000 children in Sacramento.

M/S/C to receive and file an update on state and federal legislation.

9. ITEM(S) PULLED FROM CONSENT CALENDAR FOR DISCUSSION

There were no items pulled from the consent calendar.

10. EXECUTIVE DIRECTOR'S REPORT

11A. Anne Mayer announced:

- Nationally across the board everybody has been having a lot of struggles over the past couple of years, but it has been very challenging as well for their construction industry partners. Whether it be materials, suppliers, or actual contractors they have done a great job of weathering what has happened with COVID and making sure they keep projects moving and keep people working. There is currently a cement shortage and one of the major suppliers of cement in the Inland Empire area had a plant shutdown

for several weeks, which is delaying the provision of cement. The contractors are doing a good job of trying to schedule their work around the shortage of the supplies. Ms. Mayer used the State Route 60 Truck Lanes Project as an example because it is nearing completion and they need to build a median barrier and they need concrete to do that. She noted there may be some slight delays on projects related to a cement shortage and projects in their cities or the County might start experiencing the same.

- On April 21 in the city of Lake Elsinore there is a ribbon cutting ceremony scheduled for the Railroad Canyon Interchange Project and she hoped that all the Commissioners can attend.
- In May 2022, they had planned a ribbon cutting ceremony for the SR-60 Truck Lanes Project, but it will probably be pushed out a few weeks just to make sure the crews can finish all that concrete work. Also, regarding the SR-60 Truck Lanes Project, if they have been through there lately it looks amazing but there is still some additional work to go. It is also that time of year where the Coachella and Stagecoach Music Festivals are occurring, so they are trying to weave the lane closures on SR-60 in between all the travel for Coachella, Stagecoach, and trying to avoid the holidays being celebrated soon.
- Acknowledged and congratulated Mike Beauchamp, Caltrans District 8 District Director, for his retirement after 39 years of public service with Caltrans. He has been a true public servant and outstanding professional supporting work in San Bernardino and Riverside Counties and especially on RCTC projects. They have been through some big projects together, the 60/91/215 Interchange, the 91 Express Lanes Project in Corona, as well as many others. She thanked Mr. Beauchamp for his partnership and service to the residents of Riverside County and wished him all the best in his retirement. She acknowledged his wife Paula Beauchamp who was in the audience and had just retired from San Bernardino County Transportation Authority.

Mike Beauchamp expressed appreciation to Anne Mayer and stated he was thankful and appreciated the strong partnership with RCTC both the staff and the Commission, and all the members. He will truly miss working with RCTC, but after 39 years it is time to go.

Chair Perez thanked Mike Beauchamp and his wife Paula Beauchamp for all their hard work.

Commissioner Chuck Washington congratulated and thanked Mike Beauchamp for his friendship especially through some very tough times in 2019 because of some heavy rains and damage to SR-74 and SR-243 in

getting them through, as they developed a very effective partnership, collaboration, and a friendship and he wished him well in his retirement.

Mike Beauchamp expressed appreciation to Commissioner Washington.

Commissioner Edwards congratulated Mike and Paula Beauchamp on behalf of the city of Temecula on their retirement. They have received so much support from Caltrans over the years for the I-15 project they have committed to, and they are ongoing, and it would not have been possible without the help from Caltrans.

Commissioner Waymond Fermon congratulated Mike and Paula Beauchamp on their retirement. He stated Mr. Beauchamp mentioned 39 years that is a lot of work, and they greatly appreciate him. Commissioner Fermon stated regarding Anne Mayer's comments about the festivals, the first weekend of the Coachella Festival to the end of the month with Stagecoach he had asked the Commissioners in their communities from the Inland Empire to the Coachella Valley to monitor traffic and traffic flow and any of the issues that they see. In the future this is going to paint a picture for the support for rail given to the Coachella Valley all the way down to Indio and Coachella, he hopes it can be revisited in the future. He is aware the Coachella Valley-San Geronio Rail Project has been in the works for a long time but hopes to monitor the situation. If anyone is attending the festivals to let them know how their trip was all the way to Indio.

Commissioner Spiegel noted Anne Mayer mentioned it, but she is certain the highlight of Mr. Beauchamp's career was working the SR-91 in Corona. When looking at this and some of the people who were vocal during the process were realizing if they did nothing it would have been so much worse. Commissioner Spiegel stated that pain goes through the process of growth, and she thanked Mr. Beauchamp for his leadership because it was very tough. They are making it better as they keep moving forward and as it was noted earlier, the more houses that have to be built per the state puts more cars on the road, and they are just never going to get ahead of it. She also thanked Mr. Beauchamp for his tenacity and persistence to get it done and most everybody within that area and particularly those outside of Corona appreciate the work that was done.

Mike Beauchamp expressed appreciation to Commissioner Spiegel.

11. COMMISSIONER COMMENTS

11A. Commissioner Middleton stated next weekend is the first weekend of the Coachella Festival, after that is Coachella and Stagecoach Festivals and all of them in Coachella Valley will get a reminder as to why the Coachella Valley-San Geronio Rail Project is so critically important. She encouraged anyone who can to avoid I-10 as it is going to be again another problematic weekend, because they do not have the rail service their region deserves. Commissioner Middleton expressed appreciation to all her colleagues for the work they have done on this project.

11B. Chair Perez announced starting in May the Commission and Committee meetings that are held in the Boardroom moving forward will be held in-person.

12. CLOSED SESSION

12A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

Item	Property Description	Property Owner	Buyer(s)
1	a portion of APN 219-103-006	RCTC	Javier Garcia Todd Gibboney

There were no announcements for the Closed Session item(s).

13. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Perez adjourned the meeting at 10:39 a.m. The next Commission meeting is scheduled to be held at 9:30 a.m., Wednesday, May 11, 2022.

Respectfully submitted,



Lisa Mobley
Administrative Services Manager/
Clerk of the Board

AGENDA ITEM 7C

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 11, 2022
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Alicia Johnson, Senior Procurement Analyst Jose Mendoza, Procurement Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Single Signature Authority Report

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Single Signature Authority report for the third quarter ended March 31, 2022.

BACKGROUND INFORMATION:

Certain contracts are executed under single signature authority as permitted in the Commission’s Procurement Policy Manual adopted in March 2021. The Executive Director is authorized to sign services contracts that are less than \$250,000 individually and in an aggregate amount not to exceed \$2 million in any given fiscal year. Additionally, in accordance with Public Utilities Code Section 130323(c), the Executive Director is authorized to sign contracts for supplies, equipment, materials, and construction of all facilities and works under \$50,000 individually.

The attached report details all contracts that have been executed for the third quarter ended March 31, 2022, under the single signature authority granted to the Executive Director. The unused capacity of single signature authority for services as of March 31, 2022 is \$1,564,321.

Attachment: Single Signature Authority Report as of March 31, 2022

**SINGLE SIGNATURE AUTHORITY
AS OF MARCH 31, 2022**

CONTRACT #	CONSULTANT	DESCRIPTION OF SERVICES	ORIGINAL CONTRACT AMOUNT	PAID AMOUNT	REMAINING CONTRACT AMOUNT
AMOUNT AVAILABLE July 1, 2021			\$2,000,000.00		
18-24-067-00	Ultimate Maintenance Service	Janitorial Services for Stations and Toll Facilities	120,000.00	74,000.00	46,000.00
22-31-016-00	Globic Advisors	Information and Tender/Exchange Agent services related to 91 Express Lanes refinancing	20,000.00	17,294.26	2,705.74
22-18-010-00	Ralph Andersen & Associates	Professional recruitment search for CFO position	28,000.00	16,800.00	11,200.00
09-31-081-08A	Parsons Transportation Group	Project and Construction Management Services for SR-91 Corridor Improvements	126,000.00	126,000.00	0.00
21-31-023-02	HGN Corona Partners	Parking Agreement for SR-91 COP	3,000.00	0.00	3,000.00
22-19-021-00	Eide Bailly LLP	Finance Department Consulting Services	55,000.00	6,325.00	48,675.00
22-18-037-00	CVS Pharmacy, Inc.	COVID-19 Testing Services	8,000.00	6,750.00	1,250.00
22-66-044-00	Ecointeractive	Planning & Programming Database	12,375.00	0.00	12,375.00
22-72-055-00	Thompson & Thompson	Appraisal Services (Valuation updates) for Temporary Construction Easement	17,000.00	15,677.00	1,323.00
21-31-023-03	HGN Corona Partners	Parking Agreement for SR-91 COP	4,000.00	0.00	4,000.00
21-31-070-03	Stantec	SART Phase 4 Design	12,304.00	2,500.00	9,804.00
22-18-069-00	Ralph Andersen & Associates	Professional recruitment search for Project Delivery Director	30,000.00	0.00	30,000.00
AMOUNT USED			435,679.00		
AMOUNT REMAINING through March 31, 2022			\$1,564,321.00		
<u>Agreements that fall under Public Utilities Code 130323 (C)</u>					
None	N/A		\$-	\$-	\$-
Alicia Johnson Prepared by		Matthew Wallace Reviewed by			
Note: Shaded area represents new contracts listed in the third quarter.					

AGENDA ITEM 7D

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 11, 2022
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Jillian Guizado, Planning and Programming Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Adopted 2022 State Transportation Improvement Program

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the California Transportation Commission (CTC) adopted 2022 State Transportation Improvement Program (STIP).

BACKGROUND INFORMATION:

During the March 16-17, 2022 CTC meeting, the 2022 STIP was adopted. The adopted STIP program of projects for Riverside County differs only slightly from what the Commission approved at its October 2021 meeting. Changes to proposed programming affect the Coachella Valley-San Geronio Pass Rail Corridor Service (CV Rail) project and Planning, Programming, and Monitoring (PPM) funds.

The CTC is required to adopt a financially constrained STIP per year. Therefore, CTC staff strive to accommodate each county’s programming proposals. However, if every county frontloads its STIP or programs beyond its STIP target shares, which occurs most STIP cycles, the CTC must adhere to the STIP guidelines to balance out the proposals in a fair and equitable manner. Despite CTC disclosing during the STIP development process that the only new STIP programming capacity was in the outer years of the program, Fiscal Years (FYs) 2025/26 and 2026/27, there was a chance STIP capacity would be freed up as a result of projects being delayed or de-programmed. As such, the Commission proposed programming \$15 million of STIP funding on CV Rail in FY 2023/24 just in case there was capacity.

DISCUSSION:

2022 STIP Programming Revisions

The CTC ultimately could not fulfill the Commission’s request to program 2022 STIP funding on CV Rail in FY 2023/24 but instead programmed the project for STIP funding in FY 2025/26. Additionally, staff is very pleased that the CTC approved programming an additional \$10 million on CV Rail in response to a Caltrans partnering request with the Commission. In total, CV Rail has

\$25,658,000 of 2022 STIP funding programmed for the Tier 2 Environmental Document in FY 2025/26.

STIP PPM funds are available for planning, programming, and monitoring activities. At the October 13, 2021 meeting, the Commission approved programming STIP PPM funds through FY 2027/28. Each STIP is a five-year program of projects. For the 2022 STIP, programming was only available between FYs 2022/23 through 2026/27. As such, the \$319,000 proposed in FY 2027/28 was reprogrammed in FY 2026/27 for a total amount of \$519,000 as illustrated in Table 1.

Other 2022 STIP Programming

In accordance with the STIP Intracounty Memorandum of Understanding with Western Riverside Council and Governments and the Coachella Valley Association of Governments (CVAG), the Coachella Valley share of 2022 STIP programming was \$7,550,259. CVAG nominated Interstate 10/Monroe Street interchange for this funding in FY 2025/26 and also requested the \$2 million previously programmed in the 2020 STIP for the Interstate 10/Avenue 50 interchange be de-programmed. This request was based on action the CVAG Executive Committee took at its September 30, 2019 Executive Committee meeting. The \$2 million deprogrammed will need to be added back into the Coachella Valley share during the 2024 STIP cycle.

The Commission's other 2022 STIP programming proposals were accepted as submitted, including programming \$14,698,381 on the Interstate 10/Highland Springs interchange project in FY 2026/27; \$13 million on the Temescal Canyon Road widening also in FY 2026/27.

Table 1 depicts what the CTC ultimately approved versus what the Commission approved at its October 13, 2021 meeting.

Table 1. 2022 STIP Programming in Riverside County

Agency	Project Description	Phase	RIP \$(000's)							
			FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28
Caltrans/ Temecula	I-15/French Valley IC (extension to FY 21/22)	Cons	47,600							
RCTC	SR-71/SR-91 IC (AB 3090 - \$66,377)	Cons			66,377 19,913	33,189	13,275			
RCTC	SR-71/SR-91 IC CRRSAA	Cons			10,069					
Coachella	I-10/Ave 50 IC	Cons						2,000		
CVAG	Coachella Valley Regional Signal Synchronization, Ph 2	Cons		2,472						
RCTC	I-10/Highland Springs IC	Cons							14,698	
County of Riverside	Temescal Canyon Road	Cons							13,000	
CVAG	I-10/Monroe Street IC	Cons						7,550		
RCTC	CV Rail	PA&ED				15,658		15,658		
RCTC	PPM	Cons	1,000	900	696	600	315	200	200 519	319
RCTC	PPM - CRRSAA	Cons			205					
	TOTAL		48,600	3,372	20,609	33,789	13,590	23,408	28,217	0
	TOTAL - CRRSAA				10,274					

FISCAL IMPACT:

CTC approved the following STIP 2022 funding during its March 2022 meeting:

PPM funds (Construction Phase)

FY 2024/25 - \$315,000

FY 2025/26 - \$200,000

FY 2026/27 - \$519,000

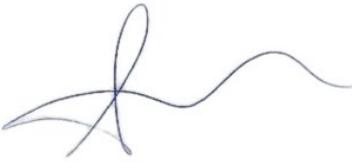
I-10/Highland Springs Interchange (Construction Phase)

FY 2026/27 - \$14,698,381

CV Rail (Project Approval & Environmental Document Phase)

FY 2026/27 - \$15,658,000

STIP funding for Commission projects and PPM will be included in future budgets. STIP funding for projects not led by RCTC will not pass through the Commission but will be received directly by project sponsors.

Financial Information					
In Fiscal Year Budget:	N/A	Year:	FY 2024/25+	Amount:	\$31,395,281
Source of Funds:	2022 STIP			Budget Adjustment:	N/A
GL/Project Accounting No.:	652040 415 41502 106 65 41501			\$ 1,034,000 (PPM)	
	005135 415 41502 210 72 41501			\$14,698,381 (I-10/Highland Springs)	
	004202 415 41502 245 25 41501			\$15,658,000 (CV Rail)	
Fiscal Procedures Approved:				Date:	04/15/2022

AGENDA ITEM 7E

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	May 11, 2022
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects and Committee David Thomas, Toll Project Delivery Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	91 Eastbound Corridor Operations Project

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to authorize staff to proceed with the Project Approval and Environmental Document (PA/ED) phase for the 91 Eastbound Corridor Operations Project.

BACKGROUND INFORMATION:

The PA/ED for the State Route 91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, was completed in 2012. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase (**as identified below**) to move forward as scheduled, with the remaining ultimate improvements to be completed later. The approved project included the following scope:

- Fifth general purpose lane in each direction from SR-71 to I-15 (**Initial Phase**)
- Westbound operational lane from SR-241 to SR-71 (**partially completed with 91 Corridor Operations Project**)
- Eastbound operational lane from SR-241 to SR-71 (**subject of this staff report**)
- Auxiliary lanes at various locations (**Initial Phase**)
- Collector-distributor lanes at the Interstate 15/SR-91 interchange (**Initial Phase**)
- Extension of the 91 Express Lanes from the Orange County line to I-15 (**Initial Phase**)
- Express Lanes median direct connector to and from I-15 South (**Initial Phase**)
- Express Lanes median direct connector to and from I-15 North (**under construction with 15/91 Express Lanes Connector project**)
- One Express Lane and one operational lane in each direction from I-15 easterly to east of McKinley Street (**Future Phase**)

The segment of SR-91 in the eastbound direction between SR-241 and SR-71 continues to experience operational deficiencies, particularly in the afternoon hours. The 91 Eastbound Corridor Operations Project (the subject of this staff report) is a component of the SR-91 CIP that was not constructed with the Initial Phase (refer to Figure 1) and would help to improve traffic operations along eastbound SR-91 between SR-241 and SR-71.

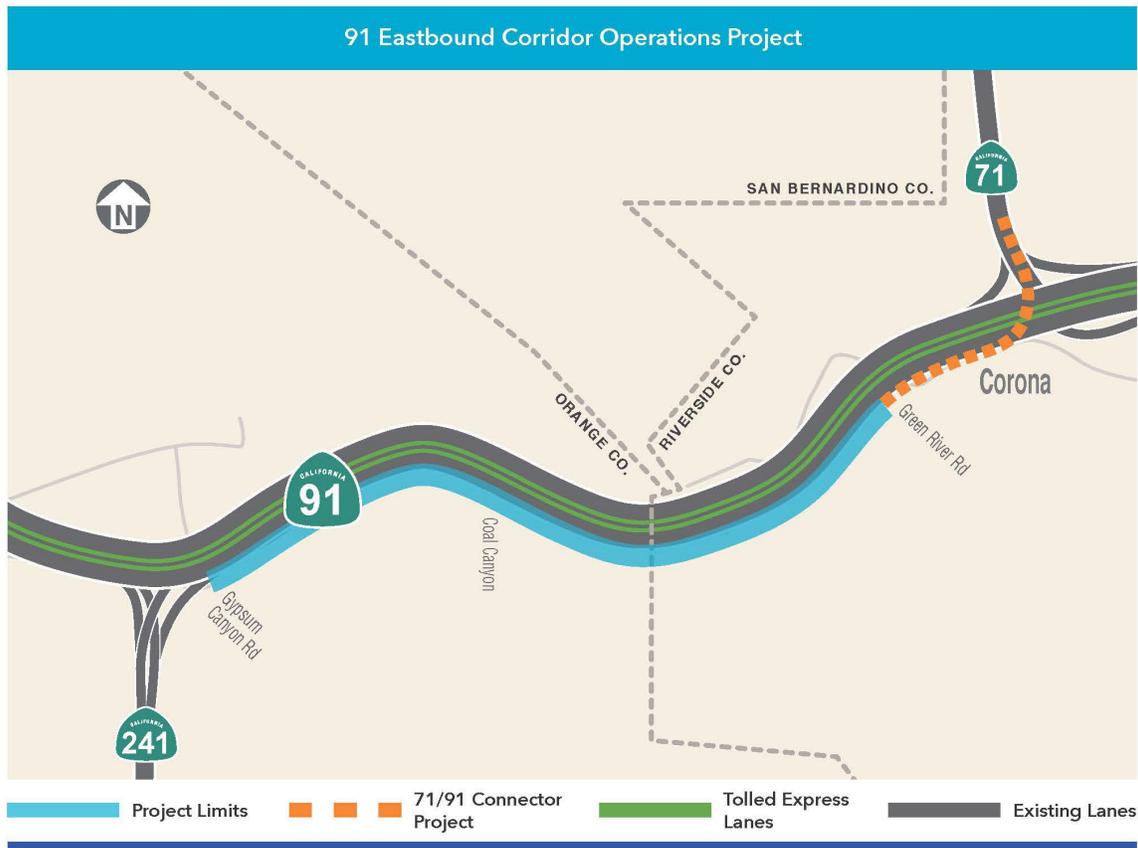


Figure 1: 91 Eastbound Corridor Operations Project

Senate Bill 1316, signed into law in September 2008, authorized the Commission to extend the 91 Express Lanes into Riverside County and instituted systematic coordination of projects on the 91 corridor in Orange and Riverside counties. This was established through the development of the annual 91 Implementation Plan and the creation of the 91 Advisory Committee with specific responsibilities composed of board members from the Commission and the Orange County Transportation Authority (OCTA) as well as the Caltrans District 8 and 12 Directors. The 91 Advisory Committee has expressed concern with the delay of the 91 eastbound operational lane from SR-241 to SR-71, which has been included as a project in the 91 Implementation Plan since 2018.

In May 2020, OCTA, in coordination with RCTC, the Transportation Corridor Agencies (TCA), Caltrans, and the cities of Anaheim, Yorba Linda, and Corona initiated a 91 Eastbound Corridor Operations Project Alternative Analysis study. The purpose of the study was to identify feasible alternatives and range of cost for adding the 91 eastbound operational lane from SR-241 to SR-71 as identified with the SR-91 CIP PA/ED effort. The Alternative Analysis study report (attached) was completed on April 1, 2022 and recommends four feasible design variations that range in total cost from \$49 million to \$154 million.

DISCUSSION:

The Eastbound 91 Corridor Operations Project is a component of the SR-91 CIP Ultimate Project that was approved in the 2012 EIR/EIS. This component is not currently in the Commission’s 10-year delivery plan, though it is a Measure A project. The Alternative Analysis study has identified new alternatives that will require environmental revalidation and an updated scoping document to identify the preferred alternative. As noted above, these alternatives would improve operations on eastbound SR-91 between SR-241 and SR-71. It is estimated that this effort will take approximately two to three years and cost approximately \$5 million. Project coordination will be required with multiple agencies including Caltrans, OCTA, TCA, city of Corona, and environmental resource agencies. Caltrans District 8 concurs with moving forward in Fiscal Year 2022/23 with the PA/ED phase as the lead agency for the environmental revalidation. Procurement of an engineering and environmental consultant would occur in FY 2022/23.

RECOMMENDATION:

Staff recommends proceeding with the PA/ED phase for the 91 Eastbound Corridor Operations Project.

FISCAL IMPACT:

This item is to authorize staff to proceed with the PA/ED phase of the project. Staff time to be incurred for the PA/ED contract (Contract) procurement is estimated to be \$100,000. Preliminarily, staff has identified Federal Formula Highway Infrastructure Program and Surface Transportation Block Grant funds as well as Measure A Western County Highways or 91 Surplus Toll Revenue (local match) as the funding sources for the Contract. Once an engineering and environmental consultant has been procured, staff will return to the Commission with a request for action to award the Contract. At that time, the fiscal impact will be known and the detailed funding sources will be provided.

Attachment: Final 91 Eastbound Corridor Operations Project Alternative Analysis Report – Click on the Link: https://www.rctc.org/wp-content/uploads/2022/05/7E.DT_A1.SR-91-Alternative-Analysis-Report_2022-04-01.pdf

<i>Approved by the Western Riverside County Programs and Projects Committee on April 25, 2022</i>				
In Favor:	11	Abstain:	0	No: 0

AGENDA ITEM 7F

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 11, 2022
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee Brian Cunanan, Commuter & Motorist Assistance Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	San Bernardino County Transportation Authority Amendment for Bi-County Rideshare Program Services and Commuter Assistance Update

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Agreement No. 20-41-090-02, Amendment No. 2 to Agreement No. 20-41-090-00 with the San Bernardino County Transportation Authority (SBCTA) for a two-year term to reimburse the Commission for an additional amount of \$2.4 million, and a total amount not to exceed of \$4,800,000, for commuter/employer rideshare (IE Commuter) programs and vanpool program support administered by the Commission, on behalf of both agencies; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

BACKGROUND INFORMATION:

The Commission’s Commuter Assistance Program (CAP) works to increase the awareness and consideration of all commute options and incentives available to commuter constituents in Riverside County. CAP fosters to increase the utilization of alternative modes of transportation such as riding a bus or train, carpooling, vanpooling, walking, bicycling, and telework. As such, the Commission implemented the CAP as a specific requirement under the original and 2009 Measure A Western County Public Transit program to address congestion mitigation. In addition to improving mobility overall, commuter assistance or ridesharing helps reduce commuter stress for employees, helps employers lower costs and increase employee productivity, and has a positive impact on the environment and quality of living in the region.

Since 1993, SBCTA has contracted with the Commission to develop, implement, and manage a CAP for San Bernardino County commuters. The program consists of several projects:

- Program Outreach – Branded as IE Commuter, engage commuters and employers to establish rideshare programs at worksites throughout western Riverside and San

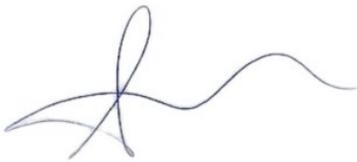
Bernardino counties. Marketing campaigns are provided to employer partners and distributed to their respective employee base. Online advertising, social media, events, and regional promotions such as Rideshare Week engage commuters directly.

- Employer Services – Various services to employers in the bi-county area including the provision of marketing promotions, rideshare survey processing, employer network meetings, and event support. The program administrator also assists employers with average vehicle ridership calculations related to the South Coast Air Quality Management District Rule 2202 requirements for employers with 250 or more employees.
- Rideshare Incentives – Incentives focused on increasing consideration for alternative commute modes and include: (a) the new \$5/Day Rideshare Incentive for rideshare participants that try ridesharing to work for a three-month trial period; (b) Monthly Rideshare Spotlight or Monthly Telework Spotlight program for chances towards winning monthly prize drawings to encourage commuters to continue ridesharing and log their rideshare activity; (c) Annual California Rideshare Week sweepstakes, an annual opportunity to encourage ridesharing for opportunities to win premium prizes sponsored by IE Commuter employer partners, local businesses, and organizations.
- Guaranteed Ride Home – A guaranteed ride home is available at no cost to employees who rideshare to work in the event of an emergency or unexpected overtime by them or the driver of their rideshare arrangement (max two per year).
- Ridematching and Information Services – Commuter and employer access to online tools and resources and a call center (866-RIDESHARE) during business hours for those interested in personal assistance with ridematching or transit options and to address general rideshare questions.
- Vanpool Support – Vanpool program administration staffing and support services such as providing employer and commuters with information and support, coordination with vanpool vendors, and program reporting and ensuring compliance with transit reporting requirements.

Staff recommends approval of an additional two-year (FYs 2022/23 – 2023/24) term with SBCTA for a total agreement amount not to exceed \$4.8 million. It is anticipated that minimum SBCTA reimbursements will total \$1.2 million during FY 2022/23 and \$1.2 million during FY 2023/24 for the provision of core rideshare program and vanpool program support in San Bernardino County. The proposed agreement between SBCTA and the Commission was approved by SBCTA's Board of Directors during its April 6th meeting.

FISCAL IMPACT

Reimbursement funding anticipated to be received from SBCTA is included in the proposed FY 2022/23 budget as follows: – \$1.2 million for core rideshare and vanpool services and an estimated \$470,500 for potential special projects (rail recovery project, incentives, etc.).

Financial Information					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2022/23 FY 2023/24	Amount:	\$1,200,000 revenues \$1,200,000 revenues
Source of Funds:	SBCTA reimbursements and 2009 Measure A Western County Public Transit-CAP funds		Budget Adjustment:	No N/A	
GL/Project Accounting No.:	002111/002112/002127/002139/002182/002188/002191/632113 416 41605 263 41 41203				
Fiscal Procedures Approved:				Date:	04/18/2022

Attachment: Draft FY 2022/23 – FY2023/24 SBCTA Funding Agreement

<p><i>Approved by the Western Riverside County Programs and Projects Committee on April 25, 2022</i></p>					
In Favor:	11	Abstain:	0	No:	0

**AMENDMENT NO. 2 TO COOPERATIVE AGREEMENT NO. 20-1002371
BY AND BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND RIVERSIDE COUNTY TRANSPORTATION COMMISSION
FOR
THE PROVISION OF RIDESHARE
PROGRAM IMPLEMENTATION**

This Amendment No. 2 to Cooperative Agreement (“Amendment No. 2”) is made and entered into as of July 1, 2022 by and between the San Bernardino County Transportation Authority (“SBCTA”), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715, and Riverside County Transportation Commission (“RCTC”), located at 4080 Lemon St, Riverside, California 92501. SBCTA and RCTC are each a “Party” and collectively the “Parties”.

RECITALS:

- A. **WHEREAS**, The Parties entered into a Cooperative Agreement dated July 1, 2020 for the Provision of Rideshare and Vanpool Program Implementation and Software (“Cooperative Agreement”); and
- B. **WHEREAS**, The Parties amended the Cooperative Agreement on September 21, 2021 to remove the provision of rideshare and vanpool software and related confidentiality provisions, which were transferred to a new five (5)-county regional rideshare software agreement with Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, RCTC, SBCTA and Ventura County Transportation Commission; and
- C. **WHEREAS**, The Parties desire to amend the Cooperative Agreement to extend the Term through June 30, 2024 and adjust SBCTA’s total obligation to RCTC; and
- D. **WHEREAS**, The Parties have operated a bi-county Rideshare program which provides services and support for each Party’s respective Transit and/or Multi-modal programs; and
- E. **WHEREAS**, RCTC will engage and has the necessary resources to manage contractors providing miscellaneous rideshare and multi-modal services.

NOW THEREFORE, in consideration of the above recitals, and the terms and conditions contained herein, SBCTA and RCTC agree to amend the Cooperative Agreement as follows:

- 1. ARTICLE 3. TERM. Section 3.1 is deleted in its entirety and replaced with the following:
 - “3.1 This Agreement shall commence on July 1, 2020 and terminate on June 30, 2024, unless it is extended by a written amendment approved by the Parties.”
- 2. ARTICLE 2. COMPENSATION, Subsection 2.3.1 is deleted in its entirety and replaced with the following:
 - “That SBCTA’s total obligation to RCTC shall not exceed Four Million Eight Hundred Thousand

Dollars (\$4,800,000), for the services rendered through the SERVICES CONTRACTOR.”

- 3. The Recitals set forth above are incorporated herein by this reference.
- 4. Except as amended by this Amendment No. 2, all other provisions of the Agreement as previously amended shall remain in full force and effect.
- 5. This Amendment No. 2 is effective upon execution by the Parties.
- 6. A manually signed copy of this Amendment No. 2 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 2 for all purposes. This Amendment No. 2 may be signed using an electronic signature. This Amendment No. 2 may be signed in counterparts, each of which shall constitute an original.
- 7.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

By: _____
Curt Hagman
President, Board of Directors

By: _____
Anne Mayer,
Executive Officer

Date: _____

Date: _____

APPROVED AS TO FORM

APPROVED AS TO FORM

By: _____
Julianna K. Tillquist
General Counsel

By: _____
Best, Best & Krieger, LLP,
General Counsel

Date: _____

Date: _____

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 11, 2022
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee David Knudsen, Interim External Affairs Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	State and Federal Legislative Update

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file an update on state and federal legislation; and
- 2) Adopt the following bill position:
 - a) AB 2237 (Friedman)—Oppose;
 - b) SB 1410 (Caballero) —Support.

BACKGROUND INFORMATION:

State Update

April 7, 2022, saw the beginning of the Legislative Spring Recess, which concluded when the legislature reconvened on April 18. This period closes in on the first major policy committee deadline of April 29, 2022, which is the last date policy committees may report approval of bills with a fiscal effect to the Appropriations Committee of the same house. Additionally, May 6, 2022, will be the last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house. Consequently, the emphasis this month is on fine-tuning of bills with amendments in preparation to meet the deadline.

The budget actions in this period leading into May 2022, are focused on budget subcommittee analysis and reviews of the Administration’s annual series of adjustments to the pending Budget Act. Consequently, budget-related public hearings are relegated to May, when the Governor will release updated state revenue estimates and workload adjustments, as well as any new major budgetary initiatives, known as the May Revise.

Assembly Bill 2237 (Friedman) – Staff Recommendation: Oppose

Assembly Bill (AB) 2237, authored by Assemblymember Laura Friedman (Glendale), Chair of the Assembly Transportation Committee, would prohibit a regional transportation planning agency (RTPA) or county transportation commission from funding projects in a Regional Transportation

Improvement Program (RTIP) not aligned with the state's climate goals or most recent Sustainable Community Strategy (SCS). The bill also requires the California Air Resources Board (CARB), in consultation with the Governor's Office of Planning and Research (OPR), to reallocate funds not consistent with the state's climate goals or most recent SCS. It appears if a project is found to be inconsistent, a regional agency would be prohibited from funding that project, regardless of fund source—even local funds and fix-it first programs such as SB 1. Finally, the legislation creates a task force to include CARB, the California Department of Housing and Community Development, and the California State Transportation Agency to review the role and responsibilities of Metropolitan Planning Organizations (MPOs).

While the bill's objective is to ensure that regions adhere to the applicable regionally adopted SCS, the bill is overly restrictive in its approach and neglects the California Transportation Commission's role to prepare and adopt guidelines for the development and preparation of each SCS. The bill assumes current Transportation Improvement Plans are inconsistent with SCS based on flawed analysis in the Strategic Growth Council's California Transportation Assessment Report, pursuant to AB 285 (Friedman) Chapter 605, Statutes of 2019.

As a result of this continued shift away from local control and toward alignment with climate goals without commensurate new funding, staff recommends that the Commission oppose this bill. Taking this position is consistent with the Commission adopted 2022 State and Federal Legislative Platform, including:

Equity and Fairness

- Policies should be implemented recognizing regional variance by distinguishing high-growth regions for their impact on the economy, environment, and should be dynamic in order to address future population growth.

Regional Control

- Project selection and planning authority for state/federal funds should be as local as possible, preferably in the hands of the Commission.

Environment

- Oppose efforts to place new environmental criteria (such as GHG reduction or vehicle miles traveled reduction) on transportation projects and programs without commensurate funding for alternatives or mitigations.

Funding

- Policies should be sensitive to each region's unique needs and avoid "one size fits all" assumptions, over-reliance on one mode of transportation, and lack of distinction between urban, suburban, and rural needs.
- Support maintaining the legislative intent behind Senate Bill 1 (Statutes 2017) and historic base program funding, by:

- Opposing efforts to tie distribution of transportation funding to ancillary policy matters, such as housing.
- Opposing efforts to deviate from legislative intent and existing statute.

Senate Bill 1410 (Caballero) – Staff Recommendation: Support

Senate Bill (SB) 1410, authored by Anna Caballero with Senators Andreas Borgeas and Richard Roth as coauthors, was recently amended to require the Governor’s Office of Planning and Research (OPR) to conduct and submit a study to the Legislature by January 1, 2025, on the impacts and implementation of the guidelines previously issued by OPR modifying the state’s California Environmental Quality Act (CEQA) vehicle miles traveled (VMT) regulations.

Prior to this amendment, SB 1410 was to limit the consideration of development impacts to VMT to only projects proposed in Transit Priority Areas (TPAs). A TPA is an area within one mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. In areas outside of TPAs, Levels of Service (LOS) would be used to assess transportation impacts on the environment for projects subject to CEQA review, as all projects were previously evaluated prior to OPR’s guidelines.

In 2013, SB 743 (Steinberg) directed OPR to develop an alternative traffic analytical process for CEQA guidelines for analyzing transportation impacts of projects within TPAs. The longstanding metrics that had previously formed the basis of environmental analyses for traffic impacts had been the engineering-based LOS standards. SB 743 allowed but did not require the revised CEQA guidelines to apply an alternative to the LOS reviews for transportation impacts of projects outside of TPAs. However, the state adopted new CEQA guidelines in 2018 that have now been applied across the state, rather than in TPAs or urbanized areas alone.

OPR and Caltrans implemented the new VMT regulation in 2020 with a zero-increase approach to VMT when considering transportation projects for funding. At that time former RCTC Chair, Ben J. Benoit sent a letter to the Governor, in addition to a letter signed by a group of Legislators, requesting a delay to the implementation. The delay was not granted.

The County of San Diego and other jurisdictions have subsequently proposed VMT mitigation fees for new homes, which would drive up the cost of housing in those areas, demonstrating one of many potential consequences to one-size-fits-all approaches to reducing or mitigating VMT.

As amended, OPR would be required to conduct the study “in collaboration with other interested entities, including academic and research institutions with demonstrated expertise in transportation impacts and analyzing vehicle miles traveled.”

Supporting SB 1410, even with the amendment, continues the discussion on the challenges of the one-size-fits-all approach to VMT reduction requirements.

Supporting this legislation if amended is consistent with the Commission’s adopted 2022 State and Federal Legislative Platform, including:

Environment

- Support the simplification of SB 743 VMT modeling and analysis for highway projects

Equity and Fairness

- Policies should be implemented recognizing regional variance by distinguishing high-growth regions for their impact on the economy, environment, and should be dynamic in order to address future population growth.

Federal Update

Congressionally Directed Spending and Community Project Funding

The recently signed omnibus federal appropriations bill included nearly 5,000 earmarks totaling nearly \$9 billion across 10 of the 12 appropriations bills. This omnibus bill included \$5 million to fund RCTC’s request for the I-15 Smart Freeway Pilot project.

While the House and Senate have chosen different names for their earmarking process, Community Project Funding (CPF) in the House and Congressionally Directed Spending (CDS) in the Senate, both are soliciting earmark requests as part of the upcoming FY 2023 appropriations process.

Therefore, RCTC is requesting \$21 million in funds for three projects for FY 2023. These requests are:

- \$5 million for Coachella Valley-San Gorgonio Pass Rail Corridor Service Tier II from each from Senators Dianne Feinstein and Alex Padilla, as well as from Representative Raul Ruiz;
- \$3 million the Downtown Third Street Grade Separation, Safety and Mobility project from Representative Mark Takano; and
- \$3 million for the I-15 Express Lanes Southern Extension from Representative Ken Calvert.

FISCAL IMPACT:

This is a policy and information item. There is no fiscal impact.

Attachments:

- 1) State and Federal Update Legislative Matrix – April 2022
- 2) Congressionally Directed Spending Request to Senator Dianne Feinstein
- 3) Congressionally Directed Spending Request to Senator Alex Padilla
- 4) Community Project Funding request to Representative Raul Ruiz, M.D.
- 5) Community Project Funding request to Representative Mark Takano
- 6) Community Project Funding request to Representative Ken Calvert

Approved by the Budget and Implementation Committee on April 25, 2022

In Favor: 9 Abstain: 0 No: 0

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – APRIL 2022

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 2438 (Friedman)	<p>This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.</p> <p>The bill would require the Transportation Agency, the Department of Transportation, and the California Transportation Commission, in consultation with the State Air Resources Board and the Strategic Growth Council, to jointly prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase vehicle capacity.</p>	Referred to Assembly Appropriations March 29, 2022	<i>OPPOSE</i> <i>Staff action based on platform</i>	March 24, 2022
AB1778 (Cristina Garcia)	This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.	Referred to Assembly Transportation Committee February 10, 2022	<i>OPPOSE</i>	March 9, 2022
AB 1499 (Daly)	Removes the January 1, 2024 sunset date for Department of Transportation and regional transportation agencies to use the design-build procurement method for transportation projects in California.	Signed by the Governor September 22, 2021	<i>SUPPORT</i>	April 14, 2021
SB 623 (Newman)	Clarifies existing law to ensure toll operators statewide can improve service to customers and enforce toll policies while increasing privacy protections for the use of personally identifiable information (PII).	Failed to Pass House of Origin by January 31, 2022 deadline. February 1, 2022	<i>SUPPORT</i> <i>Staff action based on platform</i>	April 5, 2021
SB 261 (Allen)	This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.	Failed to Pass House of Origin by January 31, 2022 deadline. February 1, 2022	<i>OPPOSE</i>	May 12, 2021

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
Federal				
HR 972 (Calvert)	This bill establishes the Western Riverside County Wildlife Refuge which would provide certainty for development of the transportation infrastructure required to meet the future needs of southern California.	Ordered Reported by the House Committee on Natural Resources July 14, 2021	<i>SUPPORT</i> <i>Staff action based on platform</i>	June 11, 2021



4080 Lemon St. 3rd Fl. Riverside, CA 92501
 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
 951.787.7141 • rctc.org

April 4, 2022

The Honorable Dianne Feinstein
 United States Senate
 331 Hart Senate Office Building
 Washington, D.C. 20510

Subject: Request funding for the Coachella Valley-San Gorgonio Pass Rail Corridor Service

Dear Senator Feinstein:

On behalf of the Riverside County Transportation Commission (RCTC), I am pleased to request \$5 million in Congressionally Directed Spending for the Coachella Valley-San Gorgonio Pass Rail Corridor Service (Project) - Preliminary Engineering and Environmental Documentation. This Project is critical to bringing new passenger rail service between Los Angeles Union Station to the communities of Coachella Valley.

RCTC is taking the lead in developing this 144-mile route connecting Los Angeles, Orange, San Bernardino, and Riverside Counties into the Coachella Valley. Inland Southern California is the only region of its size and population in the state without daily intercity rail service. That's what makes this project so important.

The Service Development Plan and National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) Tier I environmental clearance for the corridor is expected to be approved this year. With your support, the requested funds would help advance both the NEPA/CEQA Tier II project-level environmental documentation and preliminary engineering phase of the Project, the next step toward construction.

Both Congress and the State Legislature have prioritized investment in transportation projects that reduce vehicle miles traveled (VMT), ensure equity and access, and support a climate-resilient future. To meet these goals, RCTC is working with the California Department of Transportation (Caltrans) and the Federal Rail Administration to environmentally clear this new intercity passenger rail service corridor.

The Coachella Valley-San Gorgonio Pass Rail Service Project is a once-in-a-generation and regionally transformational project that will connect our diverse communities, spur economic growth and prosperity, and provide mobility options to our growing region. For these reasons, we are proud to request Congressionally Directed Spending to advance the Project.

Senator Feinstein, I would like to take a moment to thank you for supporting RCTC projects throughout your years of service. Your voice of collaboration has made a difference in transportation for Riverside County. Please contact me at (951) 787-7141 if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads 'Anne E. Mayer'.

Anne Mayer
 Executive Director



4080 Lemon St. 3rd Fl. Riverside, CA 92501
 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
 951.787.7141 • rctc.org

April 4, 2022

The Honorable Alex Padilla
 United States Senate
 112 Hart Senate Office Building
 Washington, DC 20510

Subject: Request funding for the Coachella Valley-San Gorgonio Pass Rail Corridor Service

Dear Senator Padilla:

On behalf of the Riverside County Transportation Commission (RCTC), I am pleased to request \$5 million in Congressionally Directed Spending for the Coachella Valley-San Gorgonio Pass Rail Corridor Service (Project) – Preliminary Engineering and Environmental Documentation. This Project is critical to bringing new passenger rail service between Los Angeles Union Station to the communities of Coachella Valley.

RCTC is taking the lead in developing this 144-mile route connecting Los Angeles, Orange, San Bernardino, and Riverside Counties into the Coachella Valley. Inland Southern California is the only region of its size and population in the state without daily intercity rail service. That’s what makes this project so important.

The Service Development Plan and National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) Tier I environmental clearance for the corridor is expected to be approved this year. With your support, the requested funds would help advance both the NEPA/CEQA Tier II project-level environmental documentation and preliminary engineering phase of the Project, the next step toward construction.

Both Congress and the State Legislature have prioritized investment in transportation projects that reduce vehicle miles traveled (VMT), ensure equity and access, and support a climate-resilient future. To meet these goals, RCTC is working with the California Department of Transportation (Caltrans) and the Federal Rail Administration to environmentally clear this new inter-city passenger rail service corridor.

The Coachella Valley-San Gorgonio Pass Rail Service Project is a once-in-a-generation and regionally transformational project that will connect our diverse communities, spur economic growth and prosperity, and provide mobility options to our growing region. For these reasons, we are proud to request Congressionally Directed Spending to advance the Project.

Please contact me at (951) 787-7141 if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads 'Anne E. Mayer'.

Anne Mayer
 Executive Director



4080 Lemon St. 3rd Fl. Riverside, CA 92501
 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
 951.787.7141 • rctc.org

April 8, 2022

The Honorable Raul Ruiz, M.D.
 United States House of Representatives
 2342 Rayburn House Office Building
 Washington, D.C. 20515

Subject: Request for CPF Funding for the Coachella Valley-San Gorgonio Pass Rail Corridor Service

Dear Representative Ruiz:

On behalf of the Riverside County Transportation Commission (RCTC), I am pleased to request \$5 million in Community Project Funding (CPF) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service (Project) Tier II Project Approval and Environmental Documentation phase. This Project is critical to bringing new passenger rail service between Los Angeles Union Station to the communities of Coachella Valley.

RCTC is taking the lead in developing this 144-mile route connecting Los Angeles, Orange, San Bernardino, and Riverside Counties into the Coachella Valley. Inland Southern California is the only region of its size in the state without daily intercity rail service. That's what makes this project so important.

The Service Development Plan and National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) Tier I environmental clearance for the corridor is expected to be approved this year. With your support, the requested funds would help advance both the NEPA/CEQA Tier II Project Approval and the Environmental Documentation phase of the Project, the next step toward construction.

Both Congress and the State Legislature have prioritized investment in transportation projects that reduce vehicle miles traveled (VMT), ensure equity and access, and support a climate-resilient future. To meet these goals, RCTC is working with the California Department of Transportation (Caltrans) and the Federal Rail Administration to environmentally clear this new intercity passenger rail service corridor.

The Coachella Valley-San Gorgonio Pass Rail Service Project is a once-in-a-generation and regionally transformational project that will connect our diverse communities, spur economic growth and prosperity, and provide mobility options to our growing region. For these reasons, we are proud to request this Community Project Funding.

Please accept our sincere appreciation for your ongoing support for transportation mobility in Riverside County. If you have questions regarding this request, please contact me at (951) 787-7141.

Sincerely,

A handwritten signature in blue ink that reads 'Anne E. Mayer'.

Anne Mayer
 Executive Director



4080 Lemon St. 3rd Fl. Riverside, CA 92501
 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
 951.787.7141 • rctc.org

April 8, 2022

The Honorable Mark Takano
 United States Senate House of Representatives
 420 Cannon Building
 Washington, DC 20515

Subject: Community Project Funding Request for the Downtown Third Street Grade Separation

Dear Representative Takano:

On behalf of the Riverside County Transportation Commission (RCTC), I write to request \$3 million in Community Project Funding (CPF) to help complete construction of the Downtown Third Street Grade Separation, Safety and Mobility Project (Project). Led by the City of Riverside, this Project is a regional priority that addresses significant mobility and safety issues in the Downtown area of Riverside and would reconnect the community.

The Project will improve connectivity between Downtown Riverside, the Eastside Neighborhood, and an active freight system network, which will allow high volumes of automobile traffic, bicyclists, pedestrians, and transit vehicles to safely move through a crowded area.

Active rail lines bisect Riverside's Downtown including the BNSF Railway mainline and Union Pacific Railroad. RCTC and the City of Riverside recognize these railroad crossings as the area's most significant conflict points for rail and road traffic, causing undue traffic delays to motorists, transit riders, and rail commuters, as well as safety risks to cyclists and pedestrians.

Not only is the Inland Empire the fastest growing region in California and the fifth fastest growing in the country, it is also the thoroughfare for goods traveling from the Ports of Los Angeles and Long Beach to the rest of the country, carrying over 100 total train movements daily. The grade separation and junction improvements resolve a bottleneck and inefficient operations on these significant regional and national routes.

With Community Project Funding, this project will substantially improve safety as well as reconnect two of Riverside's oldest neighborhoods. Please accept our sincere appreciation for your ongoing support for transportation mobility in Riverside County. If you have questions regarding this request, please contact me at (951) 787-7141.

Sincerely,

A handwritten signature in blue ink that reads "Anne E. Mayer".

Anne Mayer
 Executive Director



4080 Lemon St. 3rd Fl. Riverside, CA 92501
 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
 951.787.7141 • rctc.org

April 8, 2022

The Honorable Ken Calvert
 United States Senate House of Representatives
 2205 Rayburn Building
 Washington, DC 20515

Subject: Community Project Funding Request for I-15 Express Lanes Southern Extension

Dear Representative Calvert:

On behalf of the Riverside County Transportation Commission (RCTC), I write to request \$3 million in Community Project Funding (CPF) to help complete the final design of the Interstate (I) 15 Express Lanes Southern Extension (Project). RCTC, in partnership with the California Department of Transportation, is conducting preliminary engineering and environmental studies to support an Environmental Impact Report and Environmental Assessment (EIR/EA) for the proposed Project.

The I-15 Express Lanes Southern Extension Project extends from Cajalco Road in Corona, through Temescal Valley, to Main Street in Lake Elsinore for a length of 15.8 miles. The Project will add express lanes in each direction to extend the existing I-15 Express Lanes and will add auxiliary lanes at the south end of the Project. Once built, the Project would improve traffic operations, expand travel choices through carpooling and mass transit, increase travel time reliability, and improve air quality. Implementation of the Project will further expand the Riverside Express Lanes network and southern California express lanes network.

Not only is the Inland Empire the fastest growing region in California and the fifth fastest growing in the country, it is also the thoroughfare for goods traveling from the Ports of Los Angeles and Long Beach to the rest of the country. As you know, many in our region compete with goods movement for limited space on our roadways each day to get to work. If awarded, this funding will bolster mobility choice for residents and support economic development.

The pre-construction, design, and construction represent an estimated \$600 million investment and will provide a cost-effective mobility solution that will significantly benefit the residents and businesses of Riverside County.

Please accept our sincere appreciation for your years of support for transportation mobility in Riverside County, including the funding for the Smart Freeway Pilot Project that you recently secured. If you have questions regarding this request, please contact me at (951) 787-7141.

Sincerely,

A handwritten signature in blue ink that reads "Anne E. Mayer".

Anne Mayer
 Executive Director

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 11, 2022
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee Marlin Feenstra, Project Delivery Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Mid County Parkway Project Status and Reprogramming of Funds

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file an update on negotiations with the city of Perris (City) regarding Mid County Parkway (MCP) since the March 28, 2022, Western Riverside County Programs and Projects Committee meeting;
- 2) Direct staff to defer work on the Mid County Parkway Construction Package 2 from Redlands Avenue to Ramona Expressway (MCP2) as currently scoped within the city;
- 3) Direct staff to work with the county of Riverside (County) to scope a different construction package within County jurisdiction, along Ramona Expressway, to address ongoing safety issues and continue progress on the overall MCP project; and
- 4) Direct staff to return to the Commission at a future date with recommendations to reprogram funds currently committed to MCP2 onto the newly scoped package.

BACKGROUND INFORMATION:

The MCP is a proposed 16-mile east-west highway that will stretch from State Route 79 in the Hemet Valley to Interstate 215 at Placentia Avenue in the city of Perris. In 1998, the Commission began work on a process to locate new major transportation facilities to serve the current and future transportation needs of Western Riverside County while preserving critical habitat. This process, called the Community and Environmental Transportation Acceptability Process (CETAP), represented a balanced approach to the provision of important transportation improvements, while limiting the impacts on communities and the environment. The CETAP corridors are an integral part of the County’s general plan and the Multiple Species Habitat Conservation Plan (MSHCP). As part of the CETAP process, the Commission approved moving forward with project level environmental studies for the MCP project on December 13, 2003.

At its April 2015 meeting, the Commission as the lead agency under the California Environmental Quality Act (CEQA) certified the final environmental impact report, adopted findings pursuant to

CEQA, adopted a mitigation monitoring and reporting program, adopted a statement of overriding considerations, and approved the MCP project. As the lead agency under the National Environmental Policy Act, FHWA approved the final environmental impact statement on April 15, 2015, and issued a record of decision for the MCP project in August 2015.

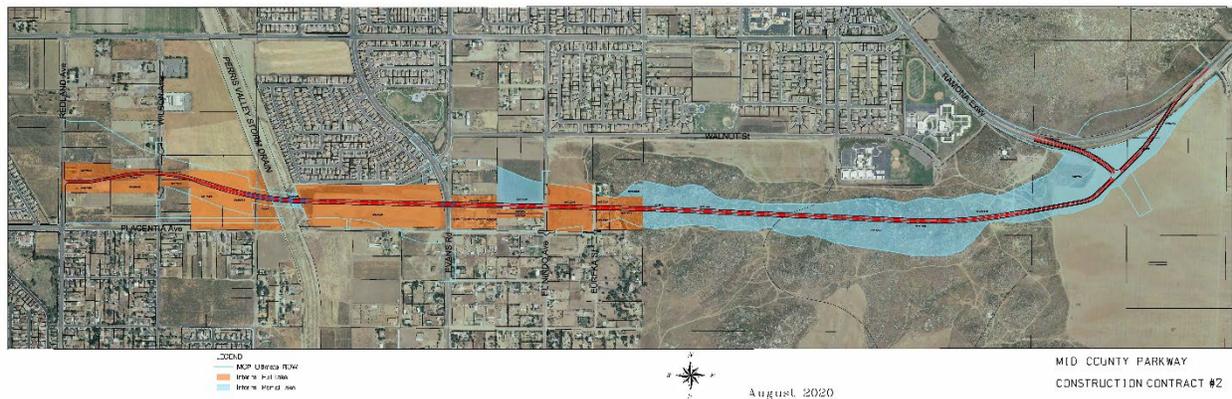
As the Commission developed its Strategic Assessment, which was approved in January 2016, it was recognized that to deliver the major new corridor projects such as the MCP and 79 Realignment, separate smaller construction packages would have to be developed that are fundable and buildable, and at the same time provide immediate public benefit. Staff was directed to study phasing and prioritization alternatives to determine if/how projects can be scaled or deferred to reflect funding constraints and state and federal policy challenges.

Subsequently, at its January 2016 meeting, the Commission authorized staff to proceed with design and right of way (ROW) acquisition for the first construction package, the I-215/Placentia Avenue Interchange project. At its October 24, 2016, Commission meeting, the Commission authorized the acquisition of ROW and mitigation property for the entire MCP in accordance with the Commission's ROW policies and procedures. At its June 2020 meeting, the Commission approved the construction contract for the I-215/Placentia Avenue interchange project, which is scheduled for completion in September 2022.

DISCUSSION:

At the February 28, 2022, meeting of the Western Riverside County Programs and Projects Committee (Committee), staff planned to present an item to award an agreement for preparation of plans, specifications, and estimate (PS&E) for the Mid County Parkway Construction Package No. 2 from Redlands Avenue to Ramona Expressway (Project). However, the Committee received a letter from the city of Perris (City) just prior to the meeting raising objections to the interim project (Attachment 1) and received verbal comments from the City as well. In response to these comments, staff was directed to meet with the City at the earliest possible opportunity to address these objections. The Executive Director and staff attended the March 8, 2022, City Council meeting and presented information concerning the interim project (see Attachment 2). In the discussion that followed, the City Council expressed the concerns raised to the Committee on February 28, and mentioned other concerns, including impacts of the alignment through the city that was chosen (Alternative 9), as well as the need for the project itself.

Figure 1. MCP Construction Package No. 2 Map



Staff followed up with a letter to the City on March 11, 2022 (Attachment 3), which committed to resolving the outstanding issues by working closely with the City throughout the design process.

On Tuesday, March 22, the City Council met in closed session and its decision is documented in a letter dated March 23, 2022 (Attachment 4), which states that the City will support the project only if the Commission prohibits truck traffic on the MCP through the city of Perris.

At its March 28, 2022, meeting, the Western Riverside County Programs and Projects Committee (Committee) received an update on this item, presenting the decision of the City at its March 22 meeting not to support the MCP2 project unless certain conditions were met. Staff explained that these conditions could not be accepted because they are inconsistent with the need and purpose of the project and outside the purview of the Commission. Therefore, the Committee directed staff to make another attempt to reconcile the differences with the City and report back to the Committee at its April meeting.

The Executive Director met individually with City Council members who expressed opposition to the project, presenting information about the MCP and answering questions. The City Council then considered the item in closed session at their April 12 meeting. A letter summarizing the City's position was received by RCTC, dated April 14, 2022, stating a majority of the City Council supported the project subject to certain conditions being met (see Attachment 5). A clarification letter was received April 18, 2022 (Attachment 6), which clarified conditions pertaining to the potential Redlands Avenue/Morgan Avenue/Indian Avenue route for trucks, which is reflected in this staff report. The following is a summary of the conditions.

Placentia Avenue (City preferred option)

1. Acquire and remove 12 homes along the south side of Placentia Avenue between Redlands Avenue and Perris Blvd. Consider a parkway with sound walls where the homes currently stand, to mitigate noise impacts to the next row of houses to the south.

2. Conduct a noise study using the City's noise ordinance and mitigate any noise impacts to residences along Placentia Avenue, including installation of sound walls and landscaping.
3. Install a traffic signal on Placentia Avenue at Fire Station 90.
4. Install traffic signal at Placentia Avenue at Spokane Street and modify access points to Paragon Park.
5. Modify existing signals along Placentia Avenue as needed.
6. Install traffic signals at Redlands Avenue at the new MCP2 and at Redlands Avenue/Placentia Avenue.
7. Evaluate the conditions and width of pavement on Placentia Avenue and upgrade as needed to accommodate MCP2 traffic.

Redlands Avenue/Morgan Avenue/Indian Avenue (City alternative option)

1. This option is desired if the Placentia Avenue option is not feasible due to reasons other than cost.
2. Design the Redlands Avenue/MCP2 intersection so that trucks are directed north to Morgan Avenue.
3. Evaluate the condition and width of existing pavement along the route and install additional improvements as needed. The City offered to be the lead agency for the environmental/design and construction of necessary improvements and right of way acquisitions subject to a contribution/reimbursement by the Commission.
4. Include Placentia Avenue mitigation items 2-7 above.

The City also requested that an agreement be executed between the Commission and the City to acknowledge these conditions.

Evaluation of City Conditions

The conditional majority support for the interim project, although a step forward, still results in a significant impact to the project viability. Key concerns are as follows:

- Conditions result in a significant cost increase estimated to range from \$25 to \$40 million
- Twelve (12) residential parcels would have to be acquired from willing sellers. It is unlikely that the Commission could legally or would willingly condemn these parcels since the required finding that the properties are required to build the project is not satisfied.
- The City's alternative option would divert truck traffic to a city preferred route requiring Commission contribution or reimbursement and could result in Commission project efforts outside of the approved environmental footprint, potentially necessitating supplemental environmental review and permitting. In addition to contributing financially to these off-site improvements, the

Commission would also be funding similar improvements on Placentia Avenue although truck traffic would be diverted.

- Although a Cooperative Agreement between the Commission and the City would provide greater assurance of continued support, funds could still be expended at risk to the Commission.

Due to the increased project cost and risks to the Commission's successful and timely delivery of this interim MCP phase, the Committee recommends that this segment be deferred until such time that the project is financially and technically feasible. Continuing with this phase given the financial and conditional uncertainty could jeopardize the overall corridor progress. As a reminder, the Commission must maintain timely progress on this corridor to meet FHWA Major Project Guidelines.

Addressing Current Safety Needs and Advancing the MCP – An Alternative Approach

Commission staff has preliminarily evaluated other possible MCP construction packages along the 16-mile corridor to determine if it would be possible to pivot to another segment that could be developed quickly to keep the overall corridor project moving while providing benefits to the public as quickly as possible. Recent news reports have highlighted safety concerns regarding a portion of Ramona Expressway within the footprint of the future MCP project. In addition, the Commission received correspondence and detailed information from the County regarding severe injury and fatality accidents along Ramona Expressway from Dawson Road to Warren Road. It is the consensus of Commission and County staff that a project could be scoped in this area, consistent with MCP, that provides improvements to increase safety on Ramona Expressway, especially for accidents involving vehicles crossing over the centerline of the roadway (see Attachment 7).

Maintaining MCP progress is essential to preserving the benefits of the investments made by the Commission over the past 20 years in addition to the commitments made to communities along this corridor. This includes the eventual completion of the portion in Perris as well as the entire corridor. Staff's recommendation to address Ramona Expressway will advance the corridor while addressing a current safety need.

Improving east/west mobility and safety is critical and includes not only MCP improvements but also investments in other corridors such as Cajalco Road. Continued coordination and investment in these corridors are also essential as the County completes the environmental processes for improvements to those corridors. Although Cajalco Road is not part of MCP, the Commission did make a commitment to invest in the corridor in conjunction with MCP improvements. Future Commission investments in additional east/west corridors will be discussed after the environmental document approvals for those projects.

FISCAL IMPACT:

There is no fiscal impact currently. However, staff will return to the Commission through the Committee seeking approval for both scope and a contract related to the safety concerns raised along Ramona Expressway and reprogramming of funds, if applicable.

Attachments:

- 1) Letter from city of Perris dated February 28, 2022
- 2) Presentation to the city of Perris City Council March 8, 2022
- 3) Letter responding to city of Perris March 11, 2022
- 4) Letter from city of Perris dated March 23, 2022
- 5) Letter from city of Perris dated April 14, 2022
- 6) Letter from city of Perris dated April 18, 2022
- 7) Email from County of Riverside dated April 20, 2022, and Exhibits
- 8) Exhibit Map – MCP2, Redlands Avenue to Ramona Expressway

*Approved by the Western Riverside County Programs and Projects Committee on
April 25, 2022*

In Favor: 11 Abstain: 0 No: 0



CITY OF PERRIS

Office of the City Manager

101 NORTH "D" STREET
PERRIS, CALIFORNIA 92570
TEL: (951) 943-6100

February 28, 2022

Riverside Count Transportation Commission
Western Riverside County Programs and Projects Committee
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

RE: Agenda Item No. 7 of the February 28, 2022 RCTC Meeting – Mid County Parkway Project Construction Package No. 2 from Redlands Avenue to Ramona Expressway

Dear Commissioners,

The City of Perris appreciates the opportunity to comment on this item (Mid County Parkway Project Construction Package). The city has been involved for many years with RCTC in this major transportation facility to serve the current and future transportation needs of Western Riverside County. While we understand that there is an opportunity for interim improvements to be constructed at this time, the city has the following concerns that will result from constructing the proposed interim realignment:

- 1) The I-215/Placentia Avenue Interchange is currently under construction and was originally designed to connect directly with an interchange at Redlands Avenue. The proposed interim alignment proposes to stop construction at Redlands Avenue, thereby directing traffic to travel south to Placenta Avenue, and then westerly through a residential area in order to get to the I-215 freeway. The section between Redlands Avenue and Perris Blvd. is not a truck route and impacts/mitigation to this residential area were not evaluated under the EIR for this project. Impacts to traffic and noise were not considered in the EIR for this change to the original alignment.
- 2) The proposed interim alignment removes the Evans Road interchange. This is a significant change to the original design of the MCP alignment. Traffic impacts under the EIR for this change have not been assessed.
- 3) The proposed interim alignment does not take into account that a new high school been constructed since the approval of the EIR for the project. The proposed interim alignment cuts access across El Nido Avenue for students attending Orange Vista High School. These are impacts that were not evaluated in the EIR and circumstances have significantly changed since the project design approval that warrants additional review and mitigation.

Under the Final Project Report, it states that if a decision is made after project approval to construct the MCP project in phases, then RCTC would identify the impacts and needed mitigation measures of a first phase and would compare these to the impacts and mitigation measures addressed and committed to in the Final EIR/EIS through an Environmental Revalidation, which would determine whether an EIR Addendum, Supplemental EIR, or Subsequent EIR would be required under CEQA, and whether a Supplemental EIS would be required under NEPA. If new adverse impacts or mitigation are identified for the first phase or a subsequent phase, then RCTC would prepare supplemental environmental documentation for approval of that project phase. The proposed interim alignment and improvements will result in long term impacts to the City of Perris that were not evaluated under the original EIR.

The city would like to take this opportunity to request that the proposed interim Mid County Parkway alignment not move forward at this time until there is funding available to move forward with the ultimate design within the City of Perris. The proposed interim improvements have not been reviewed for impacts on Perris residents and traffic.

Sincerely,



City Manager
City of Perris

CC:

Anne Mayer, Executive Director
John Standiford, Deputy Executive Director
Marlin Feenstra, Capital Delivery Director
Mayor Michael Vargas, City of Perris
Rita Rogers, Perris Councilmember
Eric Dunn, City Attorney
Stuart McKibbin, City Engineer
Kenneth Phung, Director of Development Services

Attachments:



MID COUNTY PARKWAY PROJECT

City of Perris Council Meeting

March 8, 2022

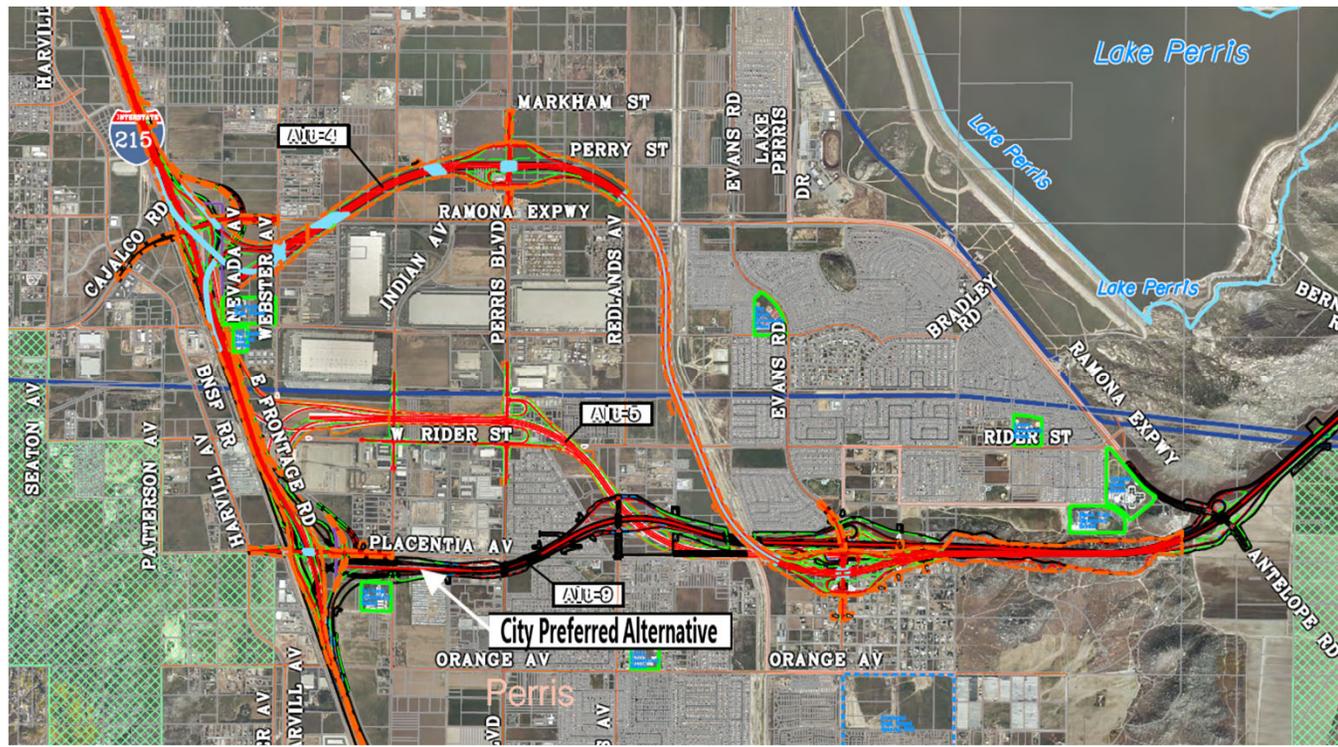
Anne Mayer, RCTC Executive Director

MID COUNTY PARKWAY HISTORY



- Riverside County Integrated Plan (RCIP) initiated in 1998
 - Integrated land use, transportation, and conservation
 - Model for nation
- Transportation (CETAP) & Conservation (MSHCP) - adopted 2003
- Mid-County Parkway (MCP) from CETAP, began studies 2003
- EIR/EIS approved 2015

MCP ALIGNMENTS CONSIDERED





CITY OF PERRIS

RESOLUTION NO. 4428

- City project approvals June 2011
 - City selected the alignment (Alternative 9) that was then adopted by Commission
 - Required Placentia IC to be part of MCP, first phase
 - Construction to start at west end of MCP, recognizing entire facility would not be built at once
 - Ethanac corridor investigated
- ✓ Placentia interchange construction is 70% complete
- ✓ Ethanac studies proceeding
- ✓ MCP2 design – using Alt 9

RESOLUTION NUMBER 4428

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, SELECTING ALTERNATIVE 9 OF THE MID COUNTY PARKWAY AS THE LOCALLY PREFERRED ALTERNATIVE

WHEREAS, The City Council of the City of Perris ("City") recognizes the need to accommodate the growing regional east-west movement of traffic between and through San Jacinto and Perris that is due in part to the substantial population and employment growth in western Riverside County; and

WHEREAS, the City acknowledges that the Riverside County Transportation Commission ("RCTC") has designated a study area for the proposed Mid-County Parkway, which encompasses an area north and south of the existing roadway known as Ramona Expressway between San Jacinto and Perris; and

WHEREAS, RCTC has proposed several alternate alignments of the Mid-County Parkway within the study area and the Perris City Limits; and

WHEREAS, RCTC has requested that affected local agencies select a preferred alternative for the Mid County Parkway, to indicate support for the project and to encourage project awareness; and

WHEREAS, on November 9, 2004, the City of Perris adopted Resolution Number 3333, formally designating the "North Perris Alignment" as the preferred alternative for the future Mid County Parkway within the City of Perris; and

WHEREAS, on September 26, 2006, the City of Perris rescinded Resolution Number 3333 via Resolution 3767, and since that date there has been no locally preferred alternative in place; and

WHEREAS, the City Council has studied the alternatives currently under consideration by RCTC, which have been given both numerical and geographical titles as follows: Alternative 4 (North Perris/Drain), Alternative 5 (South Perris/Rider), and Alternative 9 (Placentia); and

WHEREAS, Alternative 9 (Placentia) has many benefits to the City of Perris, including construction of an interchange at Placentia & I-215, early implementation of I-215 widening between Nuevo Road and Van Buren Blvd., and minimization of impacts to Ramona Expressway during and after construction;

COMMISSION ACTIONS SINCE 2011

- Acquired right of way, mitigation land, permits
- 2016 Strategic Assessment – due to funding realities, staff directed to develop fundable/buildable packages
- Placentia Interchange
- Placentia Avenue improvements with City
- Spent \$163+ million (since inception)
- Programmed \$58 million for future work

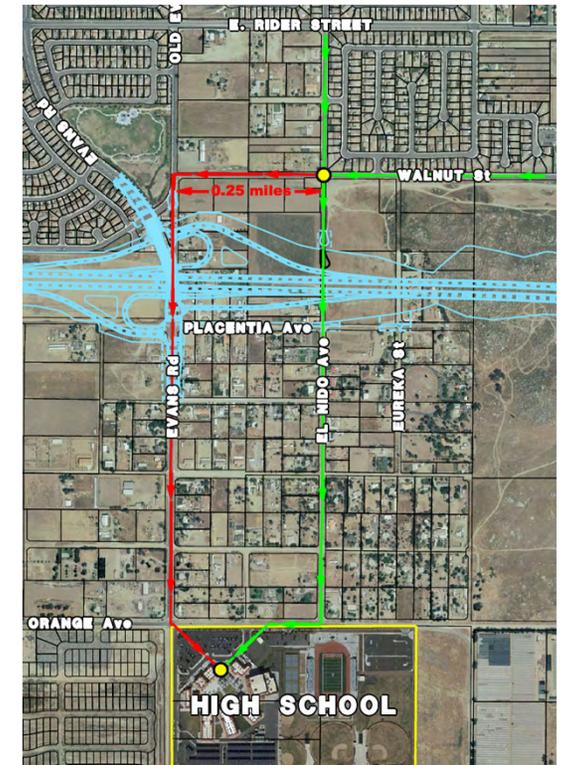
MCP CONSTRUCTION COST



- Entire MCP: \$2.8 billion
- Ultimate MCP in City of Perris: \$1.4 billion (displaces 92 dwellings)
- MCP2 (proposed interim): \$231 million (displaces 1 dwelling)

CITY OF PERRIS CONCERNS

- Traffic/air/noise impacts of interim condition
 - Revalidation will be done with design, analyzing impacts
 - Reduction/mitigation of impacts will be developed with City
 - E.g. soundwall along Placentia, etc.
- New high school built after the MCP approved
 - 0.6 miles away from project
 - El Nido is cul-de-sac in EIR; MCP is 40' higher
 - Evans Road provides similar length path



RCTC NEXT STEPS

- EIR has limited shelf life, requires progress
- Commission funds have time constraints
- City Council support essential for interim project
- March 28 RCTC Committee project reconsideration
- April 13 RCTC Board action



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

QUESTIONS





4080 Lemon St. 3rd Fl. Riverside, CA 92501
 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
 951.787.7141 • rctc.org

March 11, 2022

Ms. Clara Miramontes, City Manager
 City of Perris
 101 North "D" Street
 Perris, CA 92570

SUBJECT: Response to the City of Perris' Concerns regarding the Mid-County Parkway Project Construction Contract 2 (MCP2)

Dear Ms. Miramontes:

Thank you for communicating your interest in the Mid-County Parkway Project Construction Contract 2 (MCP2) and for discussing your concerns with the Riverside County Transportation Commission (RCTC). RCTC is in receipt of City of Perris' (City) letter dated February 28, 2022, which requested that RCTC not move forward with design of MCP2 at this time, due to impacts of the interim project. On March 8, 2022, RCTC presented information about the project at the Perris City Council meeting. At this meeting, the council expressed its concerns with the MCP2 Project. In response, RCTC would like to express its commitment to resolve these concerns in cooperation with the City, by agreeing to the following:

1. Provide a safe bridge-type undercrossing at El Nido Avenue to maintain continuous vehicle and pedestrian access to schools.
2. Maintain the San Jacinto trail under proposed MCP2.
3. Analyze expected truck traffic on MCP2 and develop a strategy to restrict truck traffic to the City's desired routes. Study the impacts of vehicular traffic expected to use Placentia Avenue and its impact on residential areas and Paragon Park, including noise, air quality, and speed, and provide appropriate mitigation measures.

These measures are subject to technical feasibility and environmental analysis to ensure that none of them results in a greater environmental impact than the previously approved EIR/EIS for Mid-County Parkway. RCTC understands the City's concerns and anticipates we will be able to incorporate these features as we proceed with design.

The City's involvement and participation during the design phase is crucial to the MCP2 project's success. With the commitments outlined above, we hope to garner the City's support of the MCP2. We look forward to your response on this regionally important project. As stated at the council meeting on March 8, we anticipate discussion of this issue at the March 28 Western County Programs and Projects committee meeting.

Should you have any questions or need additional clarification, please contact me at (951) 787-7141 or AMayer@RCTC.org.

Sincerely,

A handwritten signature in blue ink that reads "Anne E. Mayer".

Anne Mayer
 Executive Director



CITY OF PERRIS

Office of the City Manager

101 NORTH "D" STREET
PERRIS, CALIFORNIA 92570
TEL: (951) 943-6100

March 23, 2022

Anne Mayer, Executive Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

RE: Mid County Parkway Project Construction Package No. 2 (MCP2) from Redlands Avenue to Ramona Expressway (Interim Improvements)

Dear Ms. Mayer,

The City of Perris appreciates RCTC's collaboration in working with the city to address concerns related to the MCP2 improvements and thanks you for your presentation at the May 8, 2022, City Council meeting. The City Council has carefully considered the impacts that the MCP2 project may create on the city, such as traffic, air quality, and noise impacts to residential areas, city streets, and a local park. For these reasons, the City Council majority can only support the MCP2 project provided that there is "no truck traffic" allowed, thereby prohibiting truck traffic along the MCP2 corridor entering or traveling through the City of Perris.

Please do not hesitate to contact me if you have any questions or would like to discuss further.

Sincerely,

City Manager
City of Perris

CC: Mayor Michael Vargas, City of Perris
Rita Rogers, Perris Councilmember
Eric Dunn, City Attorney
Stuart McKibbin, City Engineer
Kenneth Phung, Director of Development Services
John Standiford, Deputy Executive Director
Marlin Feenstra, Capital Delivery Director



CITY OF PERRIS

Office of the City Manager

101 NORTH "D" STREET
PERRIS, CALIFORNIA 92570
TEL: (951) 943-6100

April 14, 2022

Anne Mayer, Executive Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

RE: Mid County Parkway Project Construction Package No. 2 (MCP2) from Redlands Avenue to Ramona Expressway (Interim Improvements)

Dear Ms. Mayer,

The City of Perris appreciates RCTC's collaboration in working with the City to address concerns related to the MCP2 improvements. The concerns related to traffic, air quality, and noise impacts on nearby residential areas, city streets, a fire station, and a local park, remain of great concern for us. The City has reviewed the potential impacts and, along with your assistance, explored possible mitigation measures that need to be considered in order to support the MCP2 project. For these reasons, the City Council majority supports the MCP2 project, provided that the following items be included as part of the MCP2 project:

1. **Placentia Ave Route (preferred):** The proposed MCP2 improvements propose that all traffic travel southbound from Redlands Avenue to Placentia Avenue for access to the future Placentia Avenue interchange. The City agrees that the desired route is along Placentia Avenue, provided the following items are included in the MCP2 project design:
 - a) Acquire and remove the twelve homes on the south side of Placentia Avenue, between Redlands Ave. and Perris Blvd. This area should then be considered for a parkway with walls to mitigate noise for residences further south of Placentia Ave.
 - b) A noise study shall be completed to assess necessary noise mitigation for the residences along Placentia Avenue and shall meet the City's Noise Ordinance. This should include the installation of sound walls and additional landscaping on both sides of Placentia Ave, adjacent to existing residential units.
 - c) Install signal at Fire Station 90 North Perris.
 - d) Install signals at the intersection of Placentia and Spokane Street and modify access points to the park, including a crosswalk.
 - e) Modify the existing traffic signals along Placentia Avenue, as needed.

- f) Install traffic signals at Redlands/MCP2 and Redlands Ave/Placentia Ave.
 - g) Evaluate the conditions and width of existing pavement and upgrade as needed to accommodate additional MCP traffic along Placentia Ave.
2. **Redlands Ave/Morgan Ave/Indian Ave Route (alternative):** Should the Placentia Avenue route not be feasible due to reasons other than cost, truck traffic shall be diverted northbound at Redlands Ave., continuing westbound on Morgan Ave., southbound on Indian Ave., and connecting back to Placentia Avenue westbound onto the interchange. Trucks traveling eastbound, exiting the I-215 freeway, shall also be required to follow the same truck route to access the corridor at Redlands Ave. The following items shall be included in the MCP2 project design:
- a) Provide physical design features for the routing of trucks northbound on Redlands Avenue.
 - b) Provide additional sound mitigation to comply with the City Noise Ordinance along residential the areas including Placentia Avenue.
 - c) Evaluate the condition and width of existing pavement along the route and install additional improvements as needed. The City can be the lead agency for the environmental/design and construction of this work subject to a contribution/reimbursement by RCTC.
 - d) Placentia Avenue mitigation shall be similar to items 1.b through 1.g, as necessary.
3. **El Nido Avenue:** Provide a safe bridge-type undercrossing at El Nido Avenue to maintain continuous vehicle and pedestrian access to schools.
4. **San Jacinto Trail:** Maintain the San Jacinto trail under the proposed MCP2.

In order to acknowledge these conditions, the City requests that an agreement be executed between the City and RCTC. The City of Perris values and appreciates our partnership with RCTC. Thank you for your collaboration and we look forward to continuing to work together on this project. Please do not hesitate to contact me if you have any questions or would like to discuss further.

Sincerely,



City Manager
City of Perris

CC: Mayor Michael Vargas, City of Perris
Habib Motlagh, Perris Special Projects
Eric Dunn, City Attorney
Stuart McKibbin, City Engineer
Kenneth Phung, Director of Development Services
John Standiford, Deputy Executive Director
Marlin Feenstra, Capital Delivery Director



CITY OF PERRIS

Office of the City Manager

101 NORTH "D" STREET
PERRIS, CALIFORNIA 92570
TEL: (951) 943-6100

April 18, 2022

Anne Mayer, Executive Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

RE: Mid County Parkway Project Construction Package No. 2 (MCP2) from Redlands Avenue to Ramona Expressway (Interim Improvements)

Dear Ms. Mayer,

The City of Perris appreciates RCTC's collaboration in working with the City to address concerns related to the MCP2 improvements. The concerns related to traffic, air quality, and noise impacts on nearby residential areas, city streets, a fire station, and a local park, remain of great concern for us. The City has reviewed the potential impacts and, along with your assistance, explored possible mitigation measures that need to be considered in order to support the MCP2 project. For these reasons, the City Council majority supports the MCP2 project, provided that the following items be included as part of the MCP2 project:

1. **Placentia Ave Route (preferred):** The proposed MCP2 improvements propose that all traffic travel southbound from Redlands Avenue to Placentia Avenue for access to the future Placentia Avenue interchange. The City agrees that the desired route is along Placentia Avenue, provided the following items are included in the MCP2 project design:
 - a) Acquire and remove the twelve homes on the south side of Placentia Avenue, between Redlands Ave. and Perris Blvd. This area should then be considered for a parkway with walls to mitigate noise for residences further south of Placentia Ave.
 - b) A noise study shall be completed to assess necessary noise mitigation for the residences along Placentia Avenue and shall meet the City's Noise Ordinance. This should include the installation of sound walls and additional landscaping on both sides of Placentia Ave, adjacent to existing residential units.
 - c) Install signal at Fire Station 90 North Perris.
 - d) Install signals at the intersection of Placentia and Spokane Street and modify access points to the park, including a crosswalk.
 - e) Modify the existing traffic signals along Placentia Avenue, as needed.

- f) Install traffic signals at Redlands/MCP2 and Redlands Ave/Placentia Ave.
 - g) Evaluate the conditions and width of existing pavement and upgrade as needed to accommodate MCP traffic along Placentia Ave.
2. **Redlands Ave/Morgan Ave/Indian Ave Route (alternative):** Should the Placentia Avenue route not be feasible due to reasons other than cost, truck traffic shall be diverted northbound at Redlands Ave., continuing westbound on Morgan Ave., southbound on Indian Ave., and connecting back to Placentia Avenue westbound onto the interchange. Trucks traveling eastbound, exiting the I-215 freeway, shall also be required to follow the same truck route to access the corridor at Redlands Ave. The following items shall be included in the MCP2 project design:
- a) Provide physical design features for the routing of trucks northbound on Redlands Avenue.
 - b) Provide additional sound mitigation to comply with the City Noise Ordinance for the residential areas along Placentia Avenue.
 - c) The City can be the lead agency for the environmental/design and construction of necessary right-of-way improvements and right-of-way acquisition along the truck route, subject to a contribution/reimbursement by RCTC.
 - d) Placentia Avenue mitigation shall be similar to items 1.b through 1.g, as necessary.
3. **El Nido Avenue:** Provide a safe bridge-type undercrossing at El Nido Avenue to maintain continuous vehicle and pedestrian access to schools.
4. **San Jacinto Trail:** Maintain the San Jacinto trail under the proposed MCP2.

In order to acknowledge these conditions, the City requests that an agreement be executed between the City and RCTC. The City of Perris values and appreciates our partnership with RCTC. Thank you for your collaboration and we look forward to continuing to work together on this project. Please do not hesitate to contact me if you have any questions or would like to discuss further.

Sincerely,



City Manager
City of Perris

CC: Mayor Michael Vargas, City of Perris
Habib Motlagh, Perris Special Projects
Eric Dunn, City Attorney
Stuart McKibbin, City Engineer
Marlin Feenstra, Capital Delivery Director

From: Perez, Juan <JCPEREZ@RIVCO.ORG>
Sent: Wednesday, April 20, 2022 8:50 AM
To: Anne Mayer <AMayer@RCTC.org>
Cc: Leach, Charissa <cleach@rivco.org>; Lancaster, Mark <MLancaster@Rivco.org>; Marlin Feenstra <mfeenstra@rctc.org>
Subject: [EXTERNAL] MCP, Ramona Expressway and Cajalco Expressway

Good morning Anne,

I am writing to request that RCTC engage with the County on a conversation about how we can collectively pursue major safety improvements on Ramona Expressway. Over the years, the County has worked to implement various safety strategies on Ramona Expressway including installing passing lanes, signals and intersection improvements, and striping and pavement management measures. Tragically, as you can see by the attached collision diagrams, we continue to experience a high number of fatalities and severe injury collisions on this road.

RCTC's adoption of the Mid County Parkway environmental document provides a pathway for improvements on Ramona Expressway over time as a critical part of the overall MCP project. We now have an opportunity to implement the more significant improvements, such as incremental segment widenings, that are truly needed to address immediate safety needs, while being complimentary to a gradual approach to deliver the overall MCP project over time.

Similarly, as you are aware the County has completed public circulation of the EIR for Cajalco Expressway, and we anticipate bringing the document before our Board for certification in the near future. Cajalco experiences a similar significant collision history as Ramona Expressway. While the County has also over the years implemented many spot safety measures, more must be done in order to achieve major safety benefits, and the nearing completion of the Cajalco environmental document provides an opportunity to do so.

We stand at a moment of opportunity to see plans that were put into motion many years ago to make improvements to the Cajalco Expwy/MCP/Ramona Expwy Corridor advance to the next stage of implementation. This implementation needs to be done in an incremental and balanced way that will allow the overall system to function properly, without putting any additional strain on any one roadway component. The improvements of these corridors, to address both immediate safety needs and also plan for our continued growth, are of the highest priority for our Board of Supervisors and County staff.

We look forward to working together with the RCTC team to develop an overall corridor phasing and delivery plan that can be presented to our Board and the RCTC Commission for consideration.

Regards,

Juan

Juan C. Perez
Chief Operating Officer
County of Riverside
JCPerez@RIVCO.org
951-955-1147



This email message, including any attachments, is intended for the sole viewing and use of the individual or entity to which it is addressed, and may contain confidential and privileged information, which is prohibited from disclosure. Any unauthorized review, use, disclosure, distribution, or the taking of any action in reliance on the information contained in this email, including attachments, is prohibited. If you are not the intended recipient, you are hereby notified that any dissemination or copy of this message, or any attachment, is strictly prohibited. If you have received a copy of this email in error, please notify the sender by reply email immediately, and remove all copies of the original message, including attachments, from your computer.

Confidentiality Disclaimer

This email is confidential and intended solely for the use of the individual(s) to whom it is addressed. The information contained in this message may be privileged and confidential and protected from disclosure.

If you are not the author's intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this email is strictly prohibited. If you have received this email in error please delete all copies, both electronic and printed, and contact the author immediately.

[County of Riverside California](#)

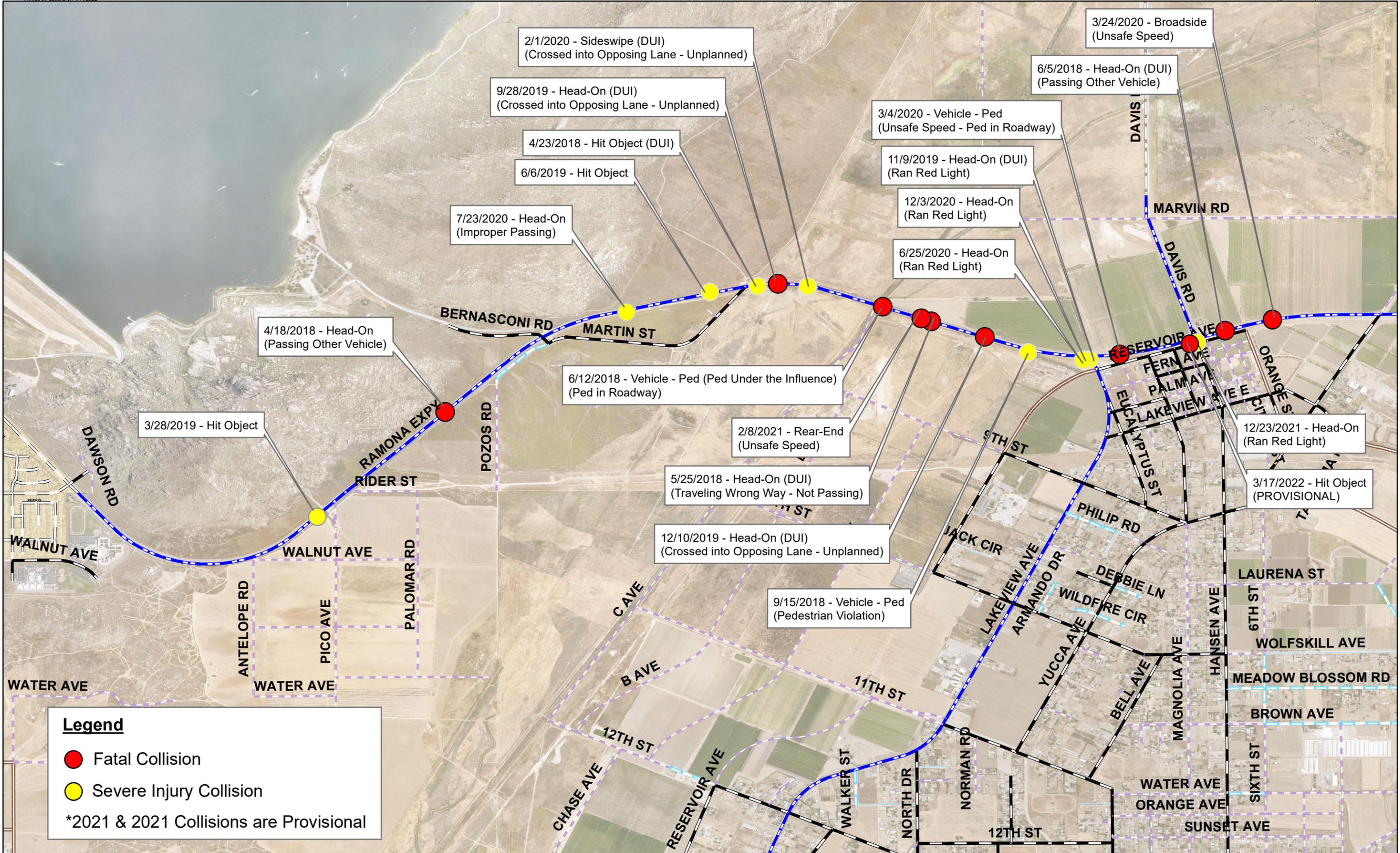
RAMONA EXPRESSWAY - FATAL/SEVERE INJURY COLLISION PIN MAP

SEGMENT 1 OF 2

(01/01/2017 - 04/14/2022)

0 800 1,600 3,200 Feet
 1 inch = 1,751 feet
 Orthophotos Flown 2016
 Printed by dscuma on 4/14/2022

The County of Riverside assumes no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to updates, modifications and may not be complete or appropriate for all purposes. County GIS and other sources should be queried for the most current information. Do not copy or resell this map.



Legend

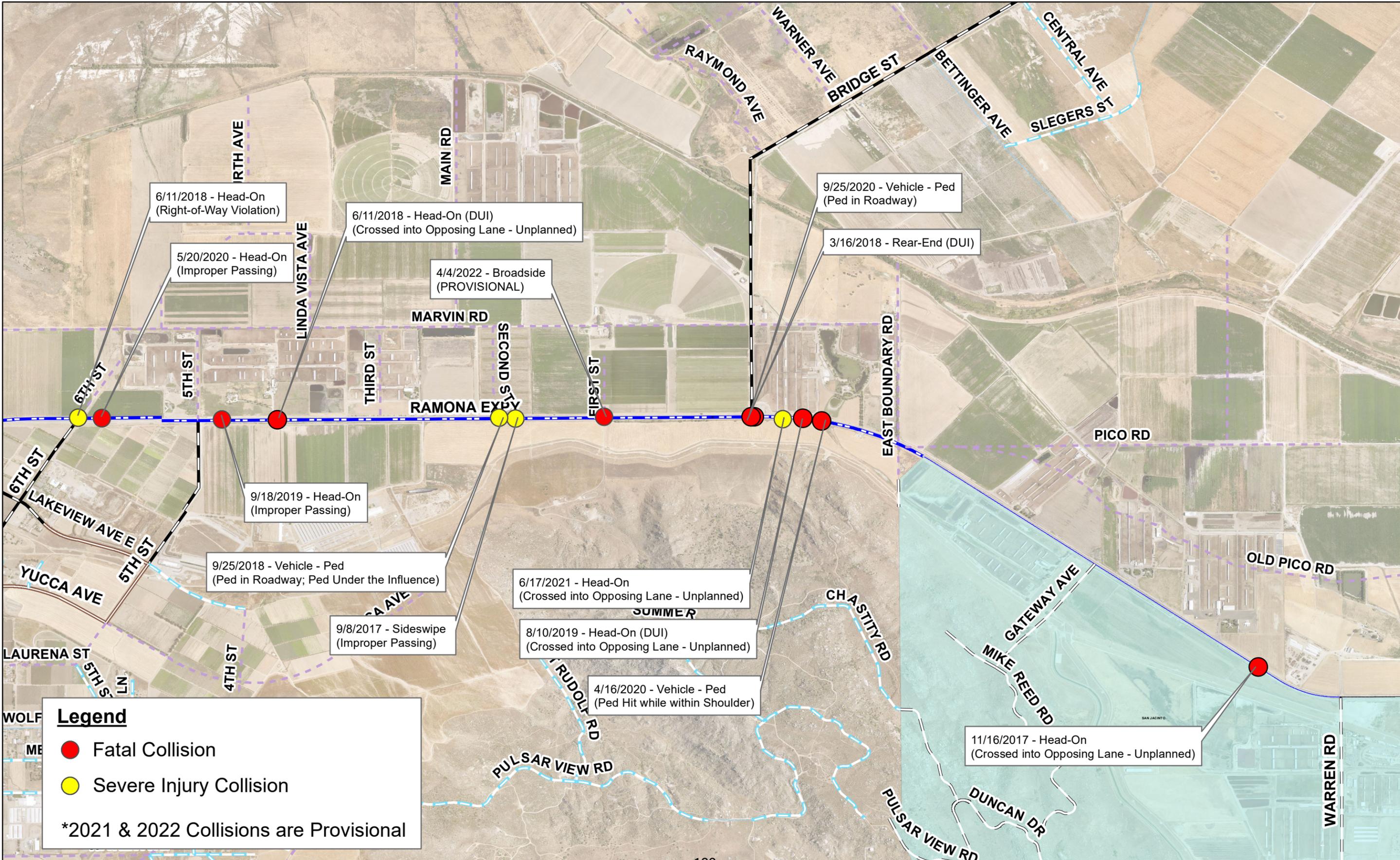
- Fatal Collision
- Severe Injury Collision

*2021 & 2021 Collisions are Provisional

RAMONA EXPRESSWAY FATAL/SEVERE INJURY COLLISION PIN MAP
 SEGMENT 2 OF 2
 (01/01/2017 - 04/14/2022)

0 900 1,800 3,600 Feet
 1 inch = 1,920 feet
 Orthophotos Flown 2016
 Printed by dacuna on 4/14/2022

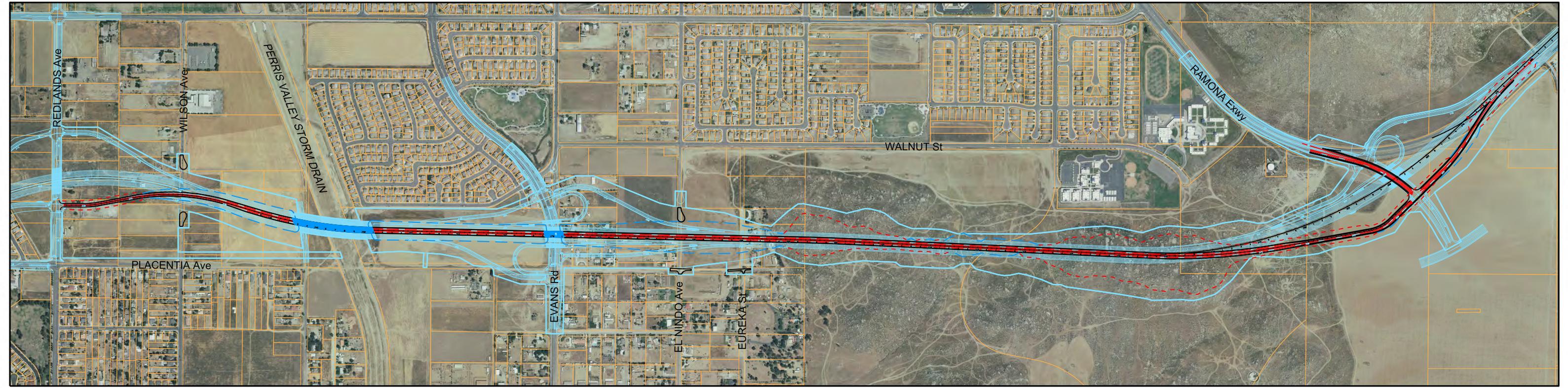
The County of Riverside assumes no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to updates, modifications and may not be complete or appropriate for all purposes. County GIS and other sources should be queried for the most current information. Do not copy or resell this map.



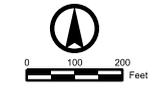
Legend

- Fatal Collision
- Severe Injury Collision

*2021 & 2022 Collisions are Provisional



- LEGEND:**
- Ultimate MCP
 - Top of Cut
 - Toe of Fill
 - Bridge
 - Parcel Boundary



**MCP Interim Buildout Package
Construction Contract 2
Redlands Avenue to Ramona Expressway**

Plan Exhibit
Mid County Parkway Project

AGENDA ITEM 10

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 11, 2022
TO:	Riverside County Transportation Commission
FROM:	Lisa Mobley, Administrative Services Manager/Clerk of the Board
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Appointment of Executive Committee Member

STAFF RECOMMENDATION:

This item is for the cities of Corona, Jurupa Valley, Moreno Valley, Murrieta, Riverside, and Temecula to select a representative to set on the Executive Committee.

BACKGROUND INFORMATION:

Executive Committee Appointments

In accordance with the Administrative Code, the membership of the Executive Committee shall be as follows: (1) The Chair of the Commission, (2) The Vice Chair of the Commission, (3) The Second Vice Chair of the Commission, (4) The Past Chair of the Commission, (5) Two regular members of the Commission representing the cities of Corona, Jurupa Valley, Moreno Valley, Murrieta, Riverside, and Temecula, (6) A regular member of the Commission representing one of the following cities: Banning, Beaumont, Calimesa, Canyon Lake, Eastvale, Hemet, Lake Elsinore, Menifee, Norco, Perris, San Jacinto, and Wildomar, (7) A regular member of the Commission representing the following cities: Blythe, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, (8) Three members of the Commission who are members of the Riverside County Board of Supervisors.

Appointees to the Executive Committee serve for a two-year term. Appointments for the cities were made to the Executive Committee for the 2021/22 term at the January 2021 Commission meeting. Commissioners Brian Berkson and Matt Rahn were appointed to represent the cities of Corona, Jurupa Valley, Moreno Valley, Murrieta, Riverside, and Temecula.

On January 23, 2022, the city of Temecula notified clerk staff that Matt Rahn would no longer be the representative to RCTC, creating a vacancy on the Executive Committee.

Commission members from the cities of Corona, Jurupa Valley, Moreno Valley, Murrieta, Riverside, and Temecula will be given time to caucus and appoint a new representative to fill Commissioner Rahn’s unexpired term. This representative will fill the vacancy for the remainder of the year.