



MEETING AGENDA

TIME/DATE: **9:30 a.m. / Wednesday, October 11, 2023**
LOCATION: **BOARD ROOM**
County of Riverside Administrative Center
4080 Lemon Street, First Floor, Riverside

COMMISSIONERS

Chair – Bob Magee
Vice Chair – Lloyd White
Second Vice Chair – Karen Spiegel

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
Yxstian Gutierrez, County of Riverside, District 5
Sheri Flynn / Rick Minjares, City of Banning
Lloyd White / Julio Martinez, City of Beaumont
Joseph DeConinck / Johnny Rodriguez, City of Blythe
Linda Molina / Wendy Hewitt, City of Calimesa
Jeremy Smith / Jennifer Dain, City of Canyon Lake
Raymond Gregory / Mark Carnevale, City of Cathedral City
Steven Hernandez / Stephanie Virgen, 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 / Ty Peabody, City of Indian Wells

Waymond Fermon / Oscar Ortiz, City of Indio
Brian Berkson / Armando Carmona, City of Jurupa Valley
Kathleen Fitzpatrick / Deborah McGarrey, City of La Quinta
Bob Magee / Natasha Johnson, City of Lake Elsinore
Bill Zimmerman / Dean Deines, City of Menifee
Ulises Cabrera / Edward Delgado, City of Moreno Valley
Cindy Warren / Ron Holliday, City of Murrieta
Berwin Hanna / Katherine Aleman, City of Norco
Jan Harnik / Kathleen Kelly, City of Palm Desert
Lisa Middleton / To Be Appointed, City of Palm Springs
Michael M. Vargas / Rita Rogers, City of Perris
Meg Marker / Lynn Mallotto, City of Rancho Mirage
Chuck Conder / Patricia Lock Dawson, City of Riverside
Alonso Ledezma / Valerie Vandever, City of San Jacinto
James Stewart / Jessica Alexander, City of Temecula
Joseph Morabito / Ashlee DePhillippo, City of Wildomar
Catalino Pining, Governor's Appointee Caltrans District 8

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, October 11, 2023

Board Room

County of Riverside Administrative Center

4080 Lemon Street, First Floor, Riverside, CA

This meeting is being conducted in person as well as via teleconference. Please visit <https://rivco.org/constituent-speaking-request> to complete a speaker slip and receive further instructions to participate via teleconference. For members of the public wishing to submit written comments, please email comments to the Clerk of the Board at lmobley@rctc.org prior to October 10, 2023, and your comments will be made part of the official record of proceedings.

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

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a 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. 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.*

6A. APPROVAL OF MINUTES – SEPTEMBER 13, 2023

Page 1

6B. ANNUAL INVESTMENT POLICY

Page 20

Overview

This item is for the Commission to:

- 1) Approve the revised annual Investment Policy; and
- 2) Adopt Resolution No. 23-008, “Resolution of the Riverside County Transportation Commission Regarding the Revised Investment Policy”.

6C. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 49

Overview

This item is for the Commission to:

- 1) Receive and file a state and federal legislative update.

6D. 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT RECOMMENDATIONS

Page 53

Overview

This item is for the Commission to:

- 1) Approve programming \$51,215,772 of 2024 State Transportation Improvement Program (STIP) Western Riverside County and Palo Verde Valley target share funding capacity on the Interstate 15 Express Lanes Project Southern Extension (ELPSE), I-10 Bypass, and French Valley Parkway Phase III projects, and forward to the California Transportation Commission (CTC);
- 2) Include programming \$6,778,587 of 2024 STIP Coachella Valley target share funding capacity based on the project recommendation by the Coachella Valley Association of Governments (CVAG) and forward to the CTC;

- 3) Include programming Planning, Programming, and Monitoring (PPM) funds (3 percent of STIP target share programming capacity) in the amount of \$1,793,640 in Fiscal Years 2024/25 through 2028/29;
- 4) Submit the 2024 STIP submittal to the CTC by the statutory deadline of December 15, 2023;
- 5) Forward the Riverside County 2024 STIP project recommendations to the Southern California Association of Governments (SCAG) to conduct regional performance measures analysis as required by the CTC STIP guidelines;
- 6) Approve a revision to Agreement No. 07-71-028-05, Amendment No. 5 to Agreement No. 07-71-028-00, with the city of Blythe (Blythe) to trade \$294,804 of Palo Verde Valley STIP funds with Measure A Western Riverside County Highway funds to facilitate delivery of local arterial projects for a revised total amount not to exceed \$4,588,934; and
- 7) Authorize the Executive Director, pursuant to legal counsel review, to execute the revised Agreement No. 07-71-028-05 on behalf of the Commission upon CTC adoption of the 2024 STIP in March 2024.

6E. CITY OF COACHELLA'S STATION FEASIBILITY AND LAND USE AND TRANSIT NETWORK STUDY

Page 58

Overview

This item is for the Commission to:

- 1) Approve Agreement No. 24-65-006-00, with the city of Coachella (City) for completion of the Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network Study (Study); and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement and future non-funding agreements and/or amendments on behalf of the Commission.

6F. MORENO VALLEY/MARCH FIELD METROLINK STATION TRACK AND PLATFORM EXPANSION PROJECT - SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY CONSTRUCTION COOPERATIVE AGREEMENT AMENDMENT

Page 67

Overview

This item is for the Commission to:

- 1) Approve Agreement No. 21-33-097-01, Amendment No. 1 to Cooperative Agreement No. 21-33-097-00 between the Commission and Southern California Regional Rail Authority (SCRRA) for construction support services for the Moreno Valley/March Field Metrolink Station Track and Platform Expansion Project (Project) in the amount of \$717,080, plus a contingency amount of \$71,708, for an additional amount of \$788,788, and a total amount not to exceed \$3,451,888;

- 2) Approve an amendment to the Fiscal Year 2023/24- 2027/28 Short Range Transit Plan (SRTP) to reprogram \$788,788 of State Transit Assistance (STA) funds from the Downtown Riverside Metrolink Station Improvement Project to this Project;
- 3) Approve a FY 2023/24 budget adjustment of \$788,788 for both revenue and expenses related to the Project
- 4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and
- 5) Authorize the Executive Director or designee to approve contingency work pursuant to the agreement terms up to the total amount.

6G. COUNTYWIDE TRANSIT REPORT: FISCAL YEARS 2019/20 THROUGH 2021/22

Page 79

Overview

This item is for the Commission to:

- 1) Receive and file the Countywide Transit Report for Fiscal Years 2019/20 through 2021/22.

6H. CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE TRANSIT NEEDS PUBLIC HEARING UPDATE

Page 96

Overview

This item is for the Commission to:

- 1) Receive and file an update on the Citizens and Specialized Transit Advisory Committee (CSTAC) Transit Needs Public Hearing.

7. DRAFT UPDATE TO THE TRAFFIC RELIEF PLAN

Page 106

Overview

This item is for the Commission to:

- 1) Approve the Draft 2024 Traffic Relief Plan for public outreach and engagement; and
- 2) Direct staff to return to the Commission in early 2024 with the results of public outreach and engagement efforts and a finalized 2024 Traffic Relief Plan.

8. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

9. EXECUTIVE DIRECTOR REPORT

10. COMMISSIONER COMMENTS

Overview

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

11. ADJOURNMENT

The next Commission meeting is scheduled to be held at 9:30 a.m. on **Wednesday, November 8, 2023.**

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, September 13, 2023

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Bob Magee at 9:30 a.m. in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, First Floor, Riverside, California, 92501. For public comment visit <https://rivco.org/constituent-speaking-request> to complete a speaker slip.

2. ROLL CALL

Commissioners/Alternates Present

Brian Berkson
Russell Betts
Chuck Conder
Joseph DeConinck
Waymond Fermon
Kathleen Fitzpatrick
Sheri Flynn*
Raymond Gregory
Yxstian Gutierrez
Berwin Hanna
Jan Harnik
Wendy Hewitt
Kevin Jeffries
Linda Krupa
Clint Lorimore
Bob Magee
Meg Marker

Lisa Middleton
Joseph Morabito
Dana Reed
Jim Rogers
Jeremy Smith
Wes Speake
Karen Spiegel
Michael M. Vargas
Valerie Vandever
Cindy Warren
Lloyd White
Bill Zimmerman

Commissioners Absent

Ulises Cabrera
Steven Hernandez
V. Manuel Perez
James Stewart
Chuck Washington

*Arrived after the meeting was called to order.

3. PLEDGE OF ALLEGIANCE

Chair Magee led the Commission in a flag salute.

4. PUBLIC COMMENTS

Sharon Morris, Voices for Children, stated that the Voices for Children is the Court Appointed Special Advocacy (CASA) a local non-profit that recruits, trains, and supports volunteers who are assigned by one of the five juvenile court judges to a child in foster

care placed anywhere in Riverside County. She expressed without RCTC's assistance with Measure A funding they would not be able to do this important work. She thanked all the Commissioners because the Commissioners are supporting these children in care, making sure they have a voice in the system, and how they can tell the judges what these children need to thrive rather than just exist in care.

5. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

6. CONSENT CALENDAR

At this time, Commissioner Wes Speake announced that he needs to recuse himself on Agenda Item 6M, *"Contract Authority for On-Call Multimodal Transit/Rail Consulting Services"*, as he has a conflict because he works for one of the firms that is being awarded a contract.

**M/S/C (Berkson/Morabito) to approve the following Consent Calendar items.
Abstain: Speake on Agenda Item 6M**

6A. APPROVAL OF MINUTES – JULY 12, 2023

6B. SINGLE SIGNATURE AUTHORITY REPORT

- 1) Receive and file the Single Signature Authority report for the fourth quarter ended June 30, 2023.

6C. QUARTERLY SALES TAX ANALYSIS

- 1) Receive and file the sales tax analysis for the Quarter 1, 2023 (1Q 2023).

6D. QUARTERLY FINANCIAL STATEMENTS

- 1) Receive and file the Quarterly Financial Statements for the twelve months ended June 30, 2023.

6E. MONTHLY INVESTMENT REPORT

- 1) Receive and file the Monthly Investment Report for the month ended June 30, 2023.

6F. MONTHLY INVESTMENT REPORT

- 1) Receive and file the Monthly Investment Report for the month ended July 31, 2023.

6G. FISCAL YEAR 2021/22 TRANSPORTATION DEVELOPMENT ACT AND MEASURE A AUDIT RESULTS

- 1) Receive and file the Transportation Development Act (TDA) and Measure A audit results report for Fiscal Year 2021/22.

6H. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, APRIL - JUNE 2023

- 1) Receive and file the Quarterly Public Engagement Metrics Report for April - June 2023.

6I. INTERSTATE 15 FRANKLIN STREET INTERCHANGE PROJECT COOPERATIVE AGREEMENT WITH THE CITY OF LAKE ELSINORE

- 1) Approve Cooperative Agreement No. 24-31-023-00, with the city of Lake Elsinore (City) for funding of the plans, specifications & estimate (PS&E) phase of the Interstate 15 Franklin Street Interchange Project, in the amounts of \$9,500,000 from the Western Riverside Council of Governments (WRCOG) local Transportation Uniform Mitigation Fees (TUMF), and \$3,000,000 in local funds from the City, for a total amount of \$12,500,000;
- 2) Authorize Commission staff to be the lead agency on behalf of the city of Lake Elsinore, as stated in the terms of Cooperative Agreement No. 24-31-023-00; and
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements and future non-funding agreements and/or amendments on behalf of the Commission.

6J. AMENDMENT TO AGREEMENT WITH FALCON ENGINEERING SERVICES TO PROVIDE CONSTRUCTION MANAGEMENT SERVICES FOR STATE ROUTE 60 TRUCK LANES PROJECT

- 1) Approve Agreement No. 18-31-164-04, Amendment No. 4 to Agreement No. 18-31-164-00, with Falcon Engineering Services Inc. (Falcon) for construction management (CM), services for the State Route 60 Truck Lanes project for an additional amount of \$151,818, and a total amount not to exceed \$17,664,366; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the amendment on behalf of the Commission.

6K. AMENDMENT TO AGREEMENT WITH VALI COOPER & ASSOCIATES, INC. TO PROVIDE CONSTRUCTION MANAGEMENT SERVICES, MATERIALS TESTING, AND CONSTRUCTION SURVEYING FOR THE INTERSTATE 215/PLACENTIA AVENUE INTERCHANGE PROJECT

- 1) Approve Agreement No. 18-31-148-04, Amendment No. 4 to Agreement No. 18-31-148-00, with Vali Cooper & Associates, Inc. (Vali Cooper), for construction management (CM) services for the Interstate 215/Placentia Avenue Interchange, in the amount of \$100,560, plus a contingency amount of \$10,056, for an additional amount of \$110,616, and a total amount not to exceed of \$6,551,659;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the amendment on behalf of the Commission; and
- 3) Authorize the Executive Director or designee to approve the use of the contingency amount as may be required for the Project.

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

- 1) Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the three months ended June 30, 2023.

6M. CONTRACT AUTHORITY FOR ON-CALL MULTIMODAL TRANSIT/RAIL CONSULTING SERVICES

- 1) Approve Amendment No. 1 to the following agreements to provide on-call multimodal transit/rail consulting services for a five-year term to extend the agreements for an additional amount of \$8,000,000 and a total amount not to exceed \$13,000,000:
 - a) Agreement No. 23-25-002-01 to HDR Engineering, Inc.;
 - b) Agreement No. 23-25-016-01 to HNTB Corporation;
 - c) Agreement No. 23-25-017-01 to Jacobs Engineering Group, Inc.;
 - d) Agreement No. 23-25-018-01 to Mott MacDonald Group, Inc.;
 - e) Agreement No. 23-25-019-01 to STV Incorporated;
 - f) Agreement No. 23-25-020-01 to WSP USA Inc.;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements, on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to execute task orders awarded to the consultants under the terms of the agreements.

6N. FISCAL YEAR 2023/24 STATE OF GOOD REPAIR PROGRAM ALLOCATIONS

- 1) Approve Resolution No. 23-007, *“Resolution of the Riverside County Transportation Commission Approving the FY 2023/24 Project List for the California State of Good Repair Program”*;
- 2) Approve an allocation of \$4,573,788 related to Fiscal Year 2023/24 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;
- 3) Approve an increase of \$30,582 in the FY 2023/24 budget for SGR revenues to reflect updated SCO estimates;
- 4) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form; and
- 5) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2023/24 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary.

At this time, Commissioner Sheri Flynn joined the meeting.

7. AGREEMENTS FOR COMPREHENSIVE PROFESSIONAL SERVICES AND SOFTWARE AS A SERVICE WITH TRANSMAX FOR THE INTERSTATE 15 SMART FREEWAY PILOT PROJECT

Erik Galloway, Project Delivery Director, presented the Interstate 15 SMART Freeway Pilot Project and the agreements, highlighting the following areas:

- Background
 - Motorists face severe delays on northbound I-15 in the afternoons/evenings, with heavy neighborhood cut-through traffic
 - RCTC is partnering with the city of Temecula, Caltrans, and the Western Riverside Council of Governments (WRCOG) on a “smart freeway” solution to improve traffic flow, safety, and air quality
 - A map that displayed the targeting 8-mile segment of northbound I-15 – County Line to 15/215 split
 - Coordinating three on-ramps – Temecula Parkway, Rancho California Road, and Winchester Road
- Project history
 - 2019-2020 – RCTC and Caltrans begins exploring smart freeway concept – Feasibility Study
 - 2021 – RCTC commence engineering and environmental studies
 - 2022 – RCTC receives \$5 million in Community Project Funding via Representative Ken Calvert – RCTC awards construction management agreement
 - 2023 – Late 2023: Design complete, ready for construction advertisement

- What are smart freeways?
 - Active traffic management system consisting of sensors continuously monitoring current traffic conditions on the northbound I-15
 - Coordinated ramp meters at Temecula Parkway, Rancho California Road, and Winchester Road adapt to current conditions
 - System allows more or fewer vehicles to enter I-15 at any given time
 - Drivers may see initial wait times at on-ramps, but overall savings is experienced on I-15
 - Non-tolled solution
- Proven success
 - Smart freeways began in Australia with proven results in Melbourne, Brisbane, and Perth
 - Melbourne 100+ miles, 120+ ramp meters
 - Two other smart freeway pilot projects
 - ✓ I-25 in Denver (Pilot period completed July 29, 2022)
 - ✓ I-680 in Contra Costa County, CA (in development)
- A video was shown of the Colorado SMART 25 Pilot Project
- A graphic of the full SMART Freeway system
- A graphic of the smart freeways effect on traffic without ramp metering and with ramp metering
- Schedule and future agreements – Engineering and environmental: Complete late 2023 and design support during construction amendment late 2023; Construction: Civil construction award in March 2024 and ITS construction award in May 2024; Operations: ITS system operator in May 2024 and Caltrans O&M in November 2023
- Pilot period
 - RCTC and Caltrans will evaluate the project’s effect on traffic operations for two years
 - Assess whether to continue and/or expand to other areas
 - User-friendly “digital dashboard” with key program statistics
 - Evaluation criteria list that will be assessed on a regular basis to determine the system performance and if modifications are required
- Transmax Pty Ltd (Transmax) agreements – Comprehensive professional services agreement and software as a service: Software license agreement
- Fiscal impact

Erik Galloway noted that Declan Lucas, Commercial Manager with Transmax, Andrew Paytner, Chief Technology Officer with Transmax, Melissa Brady, Project Manager with WSP, and Darren Henderson with GHD, are also here to answer any questions.

Commissioner Karen Spiegel referred to Erik Galloway’s comments about the backup on the ramps and then he mentioned the streets and she clarified if they pushed more cars on the ramps would it not affect the flow on the freeway.

Erik Galloway replied that all three ramps are interconnected so typically one ramp will be backed up and the other two ramps will come into play to adjust so they can start restraining cars from entering the freeway to create that gap so they can release the cars on the congested ramp. He stated in the worse case if it is horrible traffic the system will just release the cars and it will be like what is encountered today with the ramp meters. The system will work together to try to get everything else to support that one ramp.

Commissioner Brian Berkson noted he had mentioned this at the Western Riverside County Programs and Projects Committee meeting about the graphic in the presentation, the queue time, and most importantly as Commissioner Spiegel just pointed out the back up beyond the queue. He asked if there will be signs posted along the on-ramp stating to the drivers when that signal will activate so someone is not thinking the signal is broken or a countdown time. He clarified how are they going to convince people not to blow right through it because they must wait.

Erik Galloway replied they will have the LED signs at the on ramps, typically it will state if the ramps are on or off or if there is an accident. He stated regarding the wait time, he went back to the Colorado Department of Transportation's (CDOT) smart freeway project and on average their wait was two to three minutes. Prior to the project it was over five minutes and when RCTC was doing the feasibility study, they were seeing seven to eight minutes on the I-15. He stated with RCTC's system it will compensate to make sure that people are not waiting for that long and they will be monitoring it continuously.

Commissioner Berkson expressed obviously they want to give people utilizing that on-ramp notification so that someone is not trying to go around somebody because they think something is not right with the signal. They all have been stuck at a red light that does not ever seem to want to change and can vouch many times that people go right through them at some point.

Erik Galloway clarified when the driver is waiting for that four minutes they are slowly progressing through the queue.

Commissioner Berkson clarified when it was presented at its Western Riverside Programs and Projects Committee meeting, he understood they will hold all for up to four minutes the light will turn green, and a bunch of cars go through at the same time.

Erik Galloway replied no, and apologized if he gave that impression. He stated the average wait time will be two to three minutes once the driver enters the ramp and gets on the freeway.

In response to Commissioner Berkson's question if the light will be letting one car at a time on the freeway constantly or is it going to stay red for two or three minutes, Erik Galloway replied to get more into the details the system will have two to three lanes on the ramp and will simultaneously release one car in each one of those lanes. There is a

cycle, it will be dependent on the stream software and what the algorithm is picking up so that delay or cycle will change instantaneously, but there will not be a four-minute wait on the ramp.

Commissioner Berkson clarified they are not releasing a group of cars at a time but still releasing one from each lane at a time, but not releasing five or six from each lane at one point.

Erik Galloway replied that it all depends on the software and asked for Darren Henderson to respond.

Commissioner Berkson expressed the point is if the wait is for four minutes there should be signage that states they are waiting for an extended period.

Darren Henderson stated he has been working on this project since its inception. He replied that the signals will cycle between 4 seconds and 16 seconds so they will turn green, release a car, and they will go back to orange then red and that continues to cycle. He noted as Erik Galloway mentioned the queue will continue to progress as those cars release. He reiterated the four minutes is a threshold they put in the software to tell it if they start seeing queues approach four minutes and start to go to three minutes, they want it to accelerate that signal, so it starts releasing more traffic, so they do not see more queues backed up. This product is balancing that requirement to balance the ramps against the flow on the mainline so when they can hold traffic back on the ramps they will and only release it when they have the space on the mainline to allow that traffic to enter. By doing those two things they can maintain the ramps so that it is desirable for the communities, they can maintain the flows on the mainline more effectively, move more traffic, and be able to release more cars from the ramps than what they get in the metering system today.

Commissioner Berkson expressed appreciation for a more detailed explanation as it sends a little more relief because he was under a different understanding at the Western Riverside County Programs and Projects Committee meeting.

Commissioner Joseph Morabito asked what the weak spot in this smart freeway concept is as he is uncertain how much people pay attention to laws. He noted as he was driving to this meeting the traffic between McKinley and Pierce was slow and a pickup with a flatbed trailer drove on the emergency lane for half a mile as that is who they are really dealing with.

Erik Galloway replied that did come up at the Western Riverside County Programs and Projects Committee meeting and one of the things they discussed is during the initiation of the pilot they can have increased enforcements because the system was designed per Caltrans standards. They have California Highway Patrol (CHP) pull outs so CHP could sit and monitor it and ticket people so the drivers will start to learn they have to stop. If

people do not abide by the system, the system is going to pick that up and it will learn how to fix that.

Commissioner Speake clarified if the city of Temecula (Temecula) and the people that are monitoring this are also monitoring Ynez and Jefferson because as has been seen in Corona when people see a clogged-up ramp they just skip to the next ramp. Temecula has two opportunities for that one is Ynez on the eastside and Jefferson on the westside and asked if they will be monitoring to see if those hold backs are impacting people just skipping to the next ramp.

Erik Galloway replied they are not putting any additional sensors outside their limits, so the typical Caltrans system is not going to feed that information into their streamed software. He explained they do have closed-circuit television (CCTV) and their ITS operator is going to be monitoring visually so they can see what is happening further upstream and coordinate with Transmax who will have access to the system, and they can adjust the algorithm for those conditions.

Commissioner Speake expressed appreciation for the idea as he is in favor of this and thanked Temecula for doing this because he could see this working in the city of Corona just the way that Erik Galloway mentioned. The better the freeway works the better it is going to be on their side streets as that is what happens in Corona except for there is no place to go when they get to Green River, so they all have to get on the freeway. He stated when the Commissioners hear back on this he wants to know if hold backs on those ramps are impacting further on ramps and how they are impacted. He is hopeful on the projects where this has been in use and has spoken to the folks in Colorado and told him all good things. He reiterated that he wanted to make sure they are monitoring more than just the ramps due to the impacts that are outside of the ramps.

Erik Galloway replied these are things they will look at with Caltrans and the plan going forward is once they go into pilot come back to the Commission and provide a status update either at the six-month interval or the yearly interval.

Commissioner Speake expressed appreciation for this and is looking forward to voting yes.

Anne Mayer stated that RCTC is already talking to Temecula about how they might expand use of this kind of technology onto local city streets, they were interested in seeking a grant to be able to do this on the local city roads. Anne Mayer noted that RCTC hears the Commissioners, and it is of significance the local streets and the freeway work together.

Commissioner Cindy Warren asked why RCTC is recommending a two-year pilot program when Colorado did a six-month pilot program.

Erik Galloway replied that the benefit of going a longer period is to get a better data set. One of the comments that came back from Caltrans as they were trying to explain the system and planning is Caltrans wants to see the differences over a year or two based on the different periods of the year summer and winter and how it affects the system. They will do a two-year pilot to get all that data set which helps the Commission decide on whether the system is going to work well and if they can expand it up I-15 or other places.

In response to Commissioner Warren's question if there is a contingency plan if the pilot does not work, Erik Galloway replied if the pilot does not work everything goes back to the Caltrans system.

Commissioner Michael Vargas requested to display slide 8 and stated the graphic with the smart freeway system that is not California. He explained all they are doing is controlling the ramps, the red lights and signal lights in California are merely a suggestion and just to wait two minutes people are going to be blowing that light. He expressed concern because once they enter the freeway the cars are not going to be staggered evenly like the smart freeway graphic is showing and then he clarified that Australia had a 100-mile stretch. Erik Galloway confirmed Australia has 100-miles.

Commissioner Vargas stated the only way he can see this possibly working if it is from start to finish and clarified that RCTC is only doing 8 miles. Erik Galloway replied yes.

Commissioner Vargas asked what is going to happen the next 8 miles after that as it is all backed up already and stated this was already discussed at its Western Riverside County Programs and Projects Committee meeting.

Commissioner Kevin Jeffries referred to Commissioner Vargas' comments and stated some of it was answered because when he was at its Western Riverside County Programs and Projects Committee meeting, he understood a block group was going to be released. He noted as was mentioned by staff Temecula is fully embracing this and if they are willing to take the phone calls and the emails, he concurred in giving this pilot a chance. He explained that something needs to be done because Caltrans will not fix their freeways in California the Legislature will not let Caltrans do it and it is up to the locals to figure out how to fix the state owned and operated freeways. He is skeptical but he wants to give this pilot an opportunity because he drives through Temecula like the others, and it is at a dead stop. He expressed concern about how they are ever going to allow the freeway on ramps to work in the commuter hours.

Commissioner Jan Harnik stated that the Southern California Association of Governments (SCAG) went down to Australia with a small group of representatives from this region and were very favorably impressed by this system and when they came back, they did an entire report on it. She expressed they are anxiously awaiting to hear their reviews, watch this be implemented, and see how it can help. As Commissioner Jeffries mentioned they

have to take these issues with the freeways into their own hands and this could be possibly one of the answers. She thanked Erik Galloway for a great presentation.

Commissioner Russell Betts thanked Erik Galloway for an interesting presentation and reiterated that people waiting too long at a signal are going to assume the signal is broken and they are going to go. He stated along with the other suggestions, if they are going to alter what the public views as a normal traffic pattern that some signage is put in that states this is an experiment and are being asked to wait longer and see how the public reacts to that.

Erik Galloway replied that RCTC is planning a public outreach campaign to go out to the public and explain the system and try to address some of the lessons learned from Colorado Department of Transportation (CDOT).

Commissioner Betts stated on the social media websites the motorists are not going to find that and reiterated signage needs to be put on the on-ramp that states new metering in progress wait times may vary or they are just going to run the light.

Commissioner Clint Lorimore asked about data privacy since this is out of Australia. He stated he looked it up it says that Transmax is wholly owned by the Australian Government and asked about data privacy in terms of sharing how much security is there as well in terms of protection from hacking.

Erik Galloway replied he will have Transmax answer part of the question, but this has been a topic of discussion with Caltrans because one of the things they have to do is access the Caltrans' network. There are several firewalls they have to address to get into the network because they are connecting directly into the Caltrans' system. They have been a lot of discussions all the way up to Caltrans Headquarters with their IT department regarding data privacy and the hacking and to make sure it does not happen. Internally Transmax had to go through a certification process with Caltrans to show how they are protecting the data and asked Transmax to respond in terms of how they control the data.

Andrew Paynter replied he is responsible for the development of the stream software. He explained about the security requirements set by Caltrans that will be an ongoing discussion to ensure they are meeting the security requirements necessary to be able to connect to their network. In terms of the data that is collected, the data does not contain any personal or identifiable information it is essentially vehicle movements but with no details of what the vehicles are and that data is collected and retained within the United States (U.S.). The software is hosted within Amazon Web Services Cloud hosting environment within the U.S., so the data jurisdiction is contained within the U.S.

Commissioner Lorimore clarified that no data as Andrew Paynter mentioned is stored but to track movements of vehicles there must be some identifier for a specific vehicle to

track how long it is taking to get through the system and asked how that is done if no specific data is being captured.

Andrew Paynter replied the data is collected in aggregate rather than specifically per vehicle for instance instead of having a specified identifiable vehicle traveling through the system essentially streams will be recording how many vehicles are traveling through the system at a particular point and time and location. He explained the way the software is working is more in the aggregate of the number of vehicles traveling, their speed, and the distances between them.

Commissioner Lorimore clarified this is all Australian Government there is no partnerships with other governments.

Andrew Paynter replied technically it is the State Government of Queensland, so Queensland is the state within Australia, and it is the Department of Transport and Main Roads is the sole shareholder Transmax.

Commissioner Berwin Hanna expressed appreciation for the presentation and stated that he was trying to explain this to a resident that travels there about three or four times a week and he wondered about the Temecula Parkway and Winchester if those are only going to operate during the peak hours or go longer, because the traffic is horrible all day long on those two ramps.

Erik Galloway replied that the system will operate 24/7 so it will always monitor the traffic flow and engage the ramp meters as necessary to ensure the flow is moving.

Commissioner Hanna clarified if there is not much traffic on it, it will let the driver get through there quicker.

Erik Galloway replied yes and stated they will have an ITS system operator and one of their duties will be is if they look at the traffic flow and it is just moving without the traffic signals, they can turn those signals off, which is also an option.

Commissioner Chuck Conder expressed appreciation to Erik Galloway for adding the CDOT video to his presentation after it was heard at the Western Riverside County Programs and Projects Committee meeting. He stated in thinking a little further ahead if this is successful and they do continue this on he suggested about four exits south of the north terminus where the Interstate 225 comes in that is not signalized that is continual flow of traffic two lanes up, which he is very familiar with this area in Colorado. He asked how that is going to interfere with the next four ramps and handle that constant flow coming in from I-225.

Erik Galloway replied they will be looking at their system and how it functions and that will determine if they think it should be moved further. During the development phase

they did talk about expanding it, because they were concerned about a similar issue of what happens up stream. They want to get a snapshot of this area and hopefully that shows there is an improvement, come back to the Commission to give the results and probably have some other recommendations going forward.

Commissioner Conder referred to Commissioner Vargas's concern because the northern terminus will be University but right above that there is SR-6, Highway 287 and Highway 85 that is constantly backed up because they are doing that same thing, so they are going to keep backing up into the system.

Erik Galloway replied one of the positives during the design development in coordinating with Caltrans they had RCTC look at potentially expanding the network after the pilot and asked for cost estimates to expand it not just in Riverside County but through District 8. Staff will see what the results are and come back to the Commission with an update.

Commissioner Conder clarified on this map, coming north through the tech center and up into the University area if Colorado and any other reports talk about the backup from further up and coming into this area.

Darren Henderson replied that is correct as the section north of the Colorado study area is immediately south of downtown Denver and as Commissioner Conder mentioned there are a whole bunch of freeways that cross and interconnect in that vicinity. One of the things that did affect the performance in their corridor was traffic was backing up from that area into the study area, so when they did the analysis, it was broken up in three separate segments. It could be seen that the northern most segment was being heavily influenced by the downstream bottleneck that was being pushed back into their study area. It is difficult to control that because they are not controlling the ramps in that area and wherever they draw the lanes on these projects they are likely to run into those situations. He explained when they do the feasibility studies for these, they try to look for isolated bottlenecks that are not going to be more significantly impacted by those downstream situations. This location in Temecula there is a significant bottleneck at the I-215/I-15 split but further downstream it runs clear for a while before the formation of other bottlenecks, so this location gives them the opportunity as a snapshot and to see how effective it can be. He reiterated that Commissioner Conder is correct, the downstream locations can have an influence.

In response to Commissioner Conder's question, Darren Henderson replied they actually installed ramp meters on the I-225 ramps so that it was not uncontrolled but they were also being controlled as well as the E-470 and the C-470, so at those locations they installed the first freeway to freeway meters in the state of Colorado in order to prevent exactly what Commissioner Conder had mentioned and that had a significant benefit.

Commissioner Conder stated he looks forward to supporting this as something needs to be done and the technology is there, and as other Commissioners have commented they have to train Californians to not run through it.

Commissioner Bill Zimmerman stated he is for everything that can make improvements in that Temecula area and asked what staff's thoughts were regarding the French Valley Parkway Phase II Project happening as they had started the feasibility study on this in 2019. Since the construction is going to be happening concurrent, and this being a pilot project and will try to determine the results and measure the success, could it be that this French Valley Parkway construction influences those results. He asked if staff or Caltrans has thoughts about delaying this until after construction.

Erik Galloway replied they had hoped to be a little bit faster in the project development to try to beat the French Valley Parkway Project as they were progressing, they were working closely with Temecula on their progress, and they developed revised designs to incorporate RCTC's system into their construction project. He explained they are anticipating depending on the sequence of construction that the devices if they place them first, they will be moved to the final location within Temecula's project, which is part of the design and approval process. They have anticipated it, and everything comes down to the schedule what will go first and then figure out if they have to do the change order or not. Commissioner Zimmerman replied it is reasonable to anticipate the French Valley Parkway Project is either going to be the praise or the blame for the success of this or the failure.

Commissioner Dana Reed made the motion to approve staff's recommendation.

Chair Magee expressed appreciation and noted that he had one more Commissioner that has requested to speak.

At this time, Commissioner Middleton left the meeting.

Commissioner Sheri Flynn requested to display slide 8 and stated at the Western Riverside County Programs and Projects Committee meeting she expressed concern about the car to the right crossing in front of the car to the left and Erik Galloway mentioned this graphic was not to scale and that it would be a much larger on ramp. She stated in Orange County the Lincoln east on ramp to the State Route 55 and SR-91 interchange they have two cars coming in and then it expands to four and then there are lights, and it times each one and then it lets each go sequentially. It seems to work very well and if they use something like that where it would expand it to four cars across, they will get more cars off the main highway, so it does not back up and asked if this was considered or a possibility to do that.

Erik Galloway replied they were looking for the queuing space because there is capacity that they need for each one of the ramps, so they did do some civil improvements at the ramps. At one of those ramps, during peak operations they will be using the shoulder as

a lane so they can increase the capacity increase the queuing. They did anticipate that as that was one of the reasons why they have civil improvements on this project. Another one is they have hook ramps, and he described a typical hook ramp, and stated they will put k-rail so they will get channelized to one location where it will have up to four lanes that will control the access to the freeway. They looked at it because that was one of the parameters, they had to meet for the system to work so they are increasing capacity and storage.

Anne Mayer expressed appreciation for all the questions, the comments, and the input from the Commissioners. She explained this Commission has always been innovative and creative, and it is not uncommon for the Commission to try something new because they have a lot of congestion in Riverside County and as Darren Henderson noted there are a lot of isolated hot spots, and this is one potential solution that may work. It may not be perfect, but it is something the Commission can try that can make a difference in not only the freeways but what is happening on the local streets. It is an exciting opportunity but are optimistic enough based on the experiences that Australia and Colorado had. This has a real potential to work so there has already been some preliminary work looking at I-15 in Corona as David Thomas, Toll Project Delivery Director, and his team have looked at that, they are going to start to look at potential on I-10 in the Pass Area from SR-60 to SR-111 just to see if there is feasibility there so that they are not waiting until the end of a pilot if it is successful to see what is next. Staff will look in advance to see where other potential hot spots are where this could expand to, but it will depend on Caltrans being supportive of the pilot and it is exciting to have District 8 as a full partner here in trying to make a difference.

Commissioner Berkson asked Commissioner Reed if they could include more of a requirement to the motion to have some signage added at the on ramps to recognize the pilot program or if staff is going to take care of that.

Anne Mayer clarified they will have signs on the ramps they can put messages on that are changeable message signs and as a part of the initial outreach if they need to put permanent signs up to say SMART Freeway pilot project, they can do that, which is a normal course of what they do anyway.

In response to Commissioner Berkson's clarification the signage does not need to be added to the motion, Anne Mayer replied she does not think it needs to be added to the motion. Commissioner Reed replied no.

Commissioner Speake seconded the motion. Commissioner Reed clarified the Commission is a policy board they are not into naming signs and what they state.

Chair Magee requested Commissioner Reed to state his motion.

Commissioner Reed reiterated he moves staff recommendation. Commissioner Speake seconded staff recommendation.

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

- 1) Award Agreement No. 23-031-035-00 to Transmax Pty Ltd (Transmax) for comprehensive professional services for the Interstate 15 SMART Freeway Pilot Project (Project), in the amount of \$1,889,038 plus a contingency amount of \$283,356 for a total amount not to exceed \$2,172,394;**
- 2) Award Agreement No. 23-031-034-00 to Transmax for Software as a Service (SaaS) for the Project in the amount \$2,510,237, plus a contingency amount of \$376,536 for a total amount not to exceed \$2,886,773;**
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission;**
- 4) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project; and**
- 5) Authorize the Executive Director or designee, pursuant to legal counsel review, to execute non-funding amendments to the agreements on behalf of the Commission.**

No: Commissioner Zimmerman

8. 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING DISTRIBUTION AND ADOPTED FUND ESTIMATE

Edward Emery, Senior Management Analyst, presented an update on the 2024 State Transportation Improvement Program (STIP) intracounty formula distribution, highlighting the following areas:

- 2024 STIP
 - The 2024 STIP Fund Estimate (FE) was approved by the California Transportation Commission (CTC) at its August 2023 meeting
 - The FE identifies the amount of funding for each county (county share) in the state for Fiscal Years 2024/25 – 2028/29
 - RCTC programs these funds following the STIP intracounty memorandum of understanding (MOU)
- Past STIP cycles: Measure A taxable sales by geographic area
- 2024 STIP cycle: Intracounty formula distribution
- Coachella Valley Rail STIP funding
- Next steps

Commissioner Spiegel requested to display slide 5 and asked about the 2024 STIP programming for Coachella Valley as Edward Emery mentioned it was over \$6 million but it shows \$10 million there.

Edward Emery replied it was \$4.7 million because staff had to take out some money that was previously programmed that needed to be added to the CV Rail Tier 2 as they did not put the proportional share in the previous STIP.

Commissioner Spiegel then referred to slide 4 that was displayed and stated it shows in the column for Coachella Valley over \$11 million but down below it has a different amount.

Anne Mayer replied RCTC has a memorandum of understanding (MOU) with the Coachella Valley Association of Governments (CVAG) that states the intent of how this money is to be distributed and every programming cycle is not exactly equal to those shares, so RCTC has to reconcile. She explained they are looking at the books on how RCTC is reconciling how much of the STIP share comes to RCTC and Western County versus how much goes to CVAG and the Coachella Valley. RCTC is reconciling what happened in the 2022 STIP with the 2024 STIP allocations. CVAG/Coachella Valley owes STIP share to Western County to be able to comply with the overall formulas which is what is being seen here. They have an overall share they owe money related to the programming of CV Rail, they also returned \$2 million on their I-10/Avenue 50 Project and that is how RCTC is ending up with the totals.

Commissioner Spiegel replied to Anne Mayer if she understands the numbers then she is okay because she still does not understand it. Anne Mayer replied she realizes it is confusing there is a lot of accounting that takes place to make sure the Commission can say each geographic area of the County is precisely getting their fair share of the STIP funding in accordance with their MOU.

Commissioner Spiegel clarified with Tom Kirk, CVAG Executive Director, who was in the audience if they are good with it, and he replied yes.

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

- 1) Approve the 2024 State Transportation Improvement Program (STIP) funding distribution among the three geographic areas in Riverside County per the adopted STIP intracounty Memorandum of Understanding (MOU).**

At this time, Commissioner Jeremy Smith left the meeting.

9. STATE AND FEDERAL LEGISLATIVE UPDATE

David Knudsen, External Affairs Director, presented an update for the state and federal legislative activities and on SB 617 by Senator Josh Newman, which passed out of the Assembly and is on the Governor's desk for signature or veto.

M/S/C to:

- 1) Receive and file a state and federal legislative update.**

10. TRAFFIC RELIEF PLAN UPDATE

Aaron Hake, Deputy Executive Director, presented an overview of the Traffic Relief Plan (TRP), and at its October Commission meeting staff plans to provide the draft of the updated TRP, he welcomes the Commissioners input throughout the process, what is important, and for staff to truly reflect the needs and priorities of the residents of this County.

M/S/C to:

- 1) Receive and file an update on the Traffic Relief Plan.**

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

There were no items pulled from the Consent Calendar.

12. EXECUTIVE DIRECTOR'S REPORT

Anne Mayer announced:

- For the CV Rail Project, they are waiting for a decision on the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program funding related to the Tier 2 environmental document (ED). There is approximately \$40 million already programmed and have asked for another \$20 million from the federal government but they have pushed out the announcements yet again. Staff is already preparing for the process to kick off to start the Tier 2 ED in some way regardless of whether they get the \$20 million or not. Last week they went to Sacramento and had a great meeting with Deputy Secretary of California State Transportation Agency (CalSTA) Chad Edison, who is the Deputy Secretary for rail and transit and also met with the Caltrans rail team to start strategizing on roles and responsibilities in the Tier 2 ED and she assured the Commissioners that in spite of the fact they are still waiting for a decision the RCTC team is working with their partners at CalSTA and Caltrans to be ready to go. Again, staff is identifying creative ways to keep the project moving.

13. COMMISSIONER COMMENTS

There were no comments from the Commissioners.

14. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Magee adjourned the meeting at 10:48 a.m. The next Commission meeting is scheduled to be held at 9:30 a.m. on Wednesday, October 11, 2023.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Lisa", with a long horizontal flourish extending to the right.

Lisa Mobley
Administrative Services Director /
Clerk of the Board

AGENDA ITEM 6B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 11, 2023
TO:	Riverside County Transportation Commission
FROM:	Matt Wallace, Deputy Director of Financial Administration Sergio Vidal, Chief Financial Officer
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Annual Investment Policy

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the revised annual Investment Policy; and
- 2) Adopt Resolution No. 23-008, *“Resolution of the Riverside County Transportation Commission Regarding the Revised Investment Policy”*.

BACKGROUND INFORMATION:

In accordance with state law, staff annually submits a resolution to the Commission recommending approval of the Commission’s Investment Policy. The Investment Policy outlines the following primary objectives in priority order:

- To provide safety of principal;
- To provide sufficient liquidity; and
- To maximize return on investments.

DISCUSSION:

Section XIV of the Investment Policy requires an annual investment policy review and specifically states that the *“Chief Financial Officer shall annually render to the Board a statement of investment policy, which the Board must consider at a public meeting. Any changes to the policy shall also be considered by the Board at a public meeting.”*

Therefore, staff reviewed the Investment Policy approved by the Commission in December 2022 and consulted with legal counsel to consider changes to the policy. Additionally, throughout the year staff consulted with the Commission’s investment managers and County Treasurer’s Office to determine an appropriate level of changes primarily affecting the Commission’s operating investment portfolio.

The following is an overview of the recommended changes to the Investment Policy:

All Changes

The proposed changes to the Investment Policy are administrative in nature and are recommended to comply with existing government code statutes or to provide additional clarification to the Investment Policy related to administrative processes and investment limits.

SUMMARY AND FISCAL IMPACT:

Staff recommends approval of the Investment Policy and adoption of Resolution No. 23-008 related to the Investment Policy. There is no fiscal impact related to the approval and adoption of this policy; the approval by the Commission, as provided in the Investment Policy results in a direct fiscal impact.

Attachments:

- 1) Resolution No. 23-008
- 2) Investment Policy (red-line draft)
- 3) Investment Policy (clean)

RESOLUTION NO. 23-008**RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
REGARDING THE REVISED INVESTMENT POLICY**

WHEREAS, the Legislature of the State of California has declared that the deposit and investment of public funds by local officials and local agencies is an issue of statewide concern (California Government Code Sections 53600.6 and 53630.1); and

WHEREAS, the legislative body of the Riverside County Transportation Commission (the "Commission") may invest surplus monies not required for the immediate necessities of the Commission in accordance with the provisions of California Government Code Section 53600 *et seq.*; and

WHEREAS, the Commission has previously developed and adopted its Investment Policy (the "Policy"); and

WHEREAS, Section 53646 of the California Government Code allows local agencies to annually approve at a public meeting a Statement of Investment Policy prepared by the treasurer or chief fiscal officer of such local agency; and

WHEREAS, pursuant to California Government Code Section 53646(a)(2), any changes to the Commission's Policy shall be considered by the governing body at a public meeting; and

WHEREAS, the governing body has been presented with a Statement of Investment Policy, attached hereto as Exhibit A and incorporated by reference, which includes updates to the Policy; and

WHEREAS, the governing body, with the aid of its staff, has reviewed the Statement of Investment Policy and now wishes to approve the same and renew the delegation of authority.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the Riverside County Transportation Commission as follows:

1. The above recitals are true and correct, and the governing body of the Commission so finds and determines.
2. The Statement of Investment Policy, as provided in Exhibit A hereto, is hereby approved and adopted, including the updates to the Policy therein.
3. The Commission hereby renews its delegation of authority for management responsibility of the Commission's investment program to the Executive Director for a one-year period.
4. This Resolution shall take effect immediately after its adoption on the date hereof.

PASSED, APPROVED, AND ADOPTED by the Riverside County Transportation Commission this 11th day of October 2023, by the following vote:

By: _____
Robert E. Magee, Chair
Riverside County Transportation
Commission

ATTEST:

By: _____
Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

EXHIBIT A

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
INVESTMENT POLICY**

[ATTACHED]



INVESTMENT POLICY

I. Introduction

The purpose of this document is to identify policies and procedures that enhance opportunities for a prudent investment program and to organize and formalize investment-related activities of the Riverside County Transportation Commission (the "Commission").

II. Scope

It is intended that this Policy cover all funds (except retirement funds) and investment activities under the direction of the Commission serving as the Riverside County Transportation Commission's governing board. Investment activities may be classified between operating and bond/debt portfolios.

III. Delegation of Authority

The Commission's management responsibility for the investment program is hereby delegated for a one-year period to the Executive Director who shall monitor and review all investments for consistency with this investment policy. Subject to review, the Commission may renew the delegation of authority pursuant to this section each year. The Executive Director may delegate these duties to a designee ("Chief Financial Officer"). The Commission may delegate its investment decision making and execution authority to an investment advisor. The advisor shall follow this Policy and such other written instructions as are provided.

IV. Prudence

All persons authorized to make investment decisions on behalf of the Commission are subject to the prudent investor standard. Investments shall be made with care, skill, prudence and diligence under circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the Commission that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the Commission.

Authorized individuals acting in accordance with this Policy and written procedures and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion.

V. Objective

The Commission's primary investment objectives, in priority order, shall be:

- 1. Safety.** Safety of principal is the foremost objective of the investment program. Investments of the Commission shall be undertaken in a manner that seeks to ensure preservation of capital in the portfolio.
- 2. Liquidity.** The investment portfolio of the Commission will remain sufficiently liquid to enable the Commission to meet its cash flow requirements.
- 3. Return on Investment.** The investment portfolio of the Commission shall be designed with the objective of maximizing return on its investments, but only after ensuring safety and liquidity.

The Commission may from time to time sell securities that it owns in order to better reposition its portfolio assets in accordance with updated cash flow schedules, yield opportunities existing between market sectors, or simply market timing.

VI. Investments

California Government Code Section 53601 governs the investments permitted for purchase by the Commission. Within the investments permitted by Code, the Commission seeks to further restrict eligible investments to the investments listed in Section VI.1 below. Percentage limitations, where indicated, apply *at the time of purchase*. Unless otherwise noted below, no security shall be purchased in accordance with this Policy that has a term remaining to maturity in excess of five years. Percentage holdings with any one non-U.S. Government issuer or non-Federal Agency issuer are further restricted to a maximum of 10% (direct and indirect commitments), except as otherwise noted. Rating requirements where indicated, apply *at the time of purchase*. The term or remaining maturity of a security purchased in accordance with this Policy shall be measured from the settlement date to final maturity. A security purchased in accordance with this Policy shall not have a forward settlement date exceeding forty-five (45) days from the time of investment. In the event a security held by the Commission is subject to a rating change that brings it below the minimum specified rating requirement, the Chief Financial Officer shall be authorized to act immediately and to notify the Commission of any actions taken in regards to the security. The course of action to be followed will then be decided on a case-by-case basis, considering such factors as the

reason for the rating drop, prognosis for recovery or further rating drops, and the market price of the security.

1. Eligible Investments

- A. U.S. Government Issues.** United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest.
- B. Federal Agency Securities.** Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.
- C. Supranational Obligations.** United States dollar denominated senior unsecured unsubordinated obligations issued, or unconditionally guaranteed, by the following supranational institutions:
 - 1. International Bank for Reconstruction and Development; and
 - 2. International Finance Corporation.

Such securities must have a maximum maturity of four (4) years and ratings from at least one Nationally Recognized Statistical Rating Organization (NRSRO) as follows: at least “Aa/AA/or AA” which denotes “Aa2” by Moody’s Investors Service (Moody’s), or “AA” by S&P Global Ratings (S&P), or “AA” by Fitch Ratings (Fitch); or as otherwise approved by the Commission. Investments in supranational obligations are limited to a maximum of 20% of Commission funds which may be invested with no more than 10% of funds invested in any one supranational institution.

- D. Municipal Bonds.** Registered treasury notes or bonds of any of the other 49 United States, in addition to California, payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency or authority of any of the other 49 United States, in addition to California. Such securities must have a maximum maturity of five (5) years and ratings from at least one NRSRO as follows: at least “A1/A+/or A+”; or as otherwise approved by the Commission.

Registered general obligation treasury notes or bonds of any of the 50 United States. Such securities must have a maximum maturity of five (5) years and ratings from at least one NRSRO as follows: at least “A1/A+/or A+” or as otherwise approved by the Commission.

Taxable or tax-exempt bonds, notes, warrants, or other evidences of indebtedness of any local agency within the State of California with a maximum maturity of five (5) years and ratings from at least one NRSRO as follows: at least "A1/A+/or A+" (the minimum rating shall apply to the local agency, irrespective of any credit enhancement), including bonds, notes, warrants, or other evidences of indebtedness payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by either the local agency, a department, board, agency, or authority of the local agency, or of any local agency within this state.

Investments in municipal bonds are further limited to 25% of the Commission's funds.

- E. Tri-Party Repurchase Agreements.** Tri-party repurchase agreements are to be used solely as short-term investments not to exceed 30 days. The Commission may enter into tri-party repurchase agreements with primary government securities dealers rated "A" or better by two NRSROs. Counterparties should also have (i) a short-term credit rating of at least P-1/A-1/ or F-1; (ii) minimum assets and capital size of \$25 billion in assets and \$350 million in capital; (iii) five years of acceptable audited financial results; and (iv) a strong reputation among market participants.

The following collateral restrictions will be observed: Only U.S. Treasury securities or Federal Agency securities, as described in V.1 A and B, will be acceptable collateral. All securities underlying tri-party repurchase agreements must be delivered to the Commission's custodian or fiscal agent bank versus payment or be handled under a properly executed tri-party repurchase agreement. The total market value of all collateral for each tri-party repurchase agreement must equal or exceed 102% of the total dollar value of the money invested by the Commission for the term of the investment. For any tri-party repurchase agreement with a term of more than one day, the value of the underlying securities must be reviewed on an on-going basis according to market conditions. Market value must be calculated each time there is a substitution of collateral.

The Commission or its trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to tri-party repurchase agreement. The Commission shall have properly executed a PSA agreement with each counterparty with which it enters into tri-party repurchase agreements.

- F. U.S. Corporate Debt.** Medium-term notes, defined as all corporate and depository institution securities with a maximum remaining maturity of

five (5) years or less, issued by corporations organized and operating within the United States or depository institutions licensed by the United States or any state and operating within the United States. Eligible investment shall be rated at least “A1/A+ or A+” by at least one NRSRO. Investments in U.S. Corporate Debt are further limited to 25% of the Commission’s funds that may be invested, and no more than 10% of total investment assets may be invested in any single issuer.

G. Commercial Paper. Commercial paper of “prime” quality rated in the highest category by one or more nationally recognized statistical rating organization (NRSRO). The entity that issues the commercial paper shall meet all of the following conditions in either paragraph (1) or paragraph (2):

(1) The entity meets the following criteria: (A) Is organized and operating in the United States as a general corporation, ~~z-~~ (B) Has total assets in excess of five hundred million dollars (\$500,000,000), and- (C) Has debt other than commercial paper, if any, that is rated “A” or its equivalent or higher by at least one NRSRO.

(2) The entity meets the following criteria: (A) Is organized within the United States as a special purpose corporation, trust, or limited liability company, ~~z-~~ (B) Has program-wide credit enhancements, including, but not limited to, over collateralization, letters of credit, or surety bond, and- (C) Has commercial paper that is rated at least “~~P-1/A-1~~ or F-1”, or the equivalent, by at least one NRSRO.

Purchases of eligible commercial paper may not exceed 270 days maturity nor represent more than 10% of the outstanding paper of an issuing corporation. Investments in commercial paper are limited to a maximum of 25% of the Commission’s funds.

H. Banker’s Acceptances. Banker's acceptances issued and accepted by ~~domestic or foreign~~ commercial banks, ~~which are eligible for purchase by the Federal Reserve System.~~ Purchases of banker’s acceptances may not exceed 180 days maturity. Eligible banker’s acceptances are restricted to issuing financial institutions with short-term paper rated in the highest category by one or more nationally recognized rating service. Investments in banker’s acceptances are further limited to 40% of the Commission’s funds with no more than 30% of the Commission’s funds invested in the banker’s acceptances of any one commercial bank.

I. Money Market Mutual Funds. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the

Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, *et seq.*) and that invest solely in U.S. treasuries, obligations of the U.S. Treasury, and repurchase agreements relating to such treasury obligations.

The Commission may invest in shares of beneficial interest issued by a company that shall have met either of the following criteria: (1) Attained the highest ranking or the highest letter and numerical rating provided by not less than two nationally recognized rating services, or; (2) Retained an investment adviser registered or exempt from registration with the Securities and Exchange Commission with not less than five years' experience managing money market mutual funds with assets under management in excess of five hundred million dollars (\$500,000,000).

The purchase price of shares of beneficial interest purchased pursuant to this subdivision shall not include any commission that the companies may charge. Investments in Money Market Mutual Funds are further limited to 20% of the Commission's funds.

J. Riverside County Pooled Investment Fund ("RCPIF"). The Commission may invest in the Riverside County Pooled Investment Fund (maximum maturity upon demand). As on-going due diligence, the Chief Financial Officer shall obtain the information listed below:

- A description of eligible investment securities and a written statement of investment policy.
- A description of the interest calculation, the frequency of interest distributions, and the treatment of gains and losses in the portfolio.
- A description of how often the securities are priced, how the securities are safeguarded, and the audit arrangements.
- A description of who may invest in the program, how often they may invest, and what size deposits and withdrawals are allowed.
- A schedule for receiving statements and portfolio listings.
- A fee schedule, and when and how fees are assessed.
- The composition of the investment fund for each reporting period.

K. State of California Local Agency Investment Fund ("LAIF"). The Commission may invest in LAIF (maximum maturity upon demand). As on-going due diligence, the Chief Financial Officer shall obtain the information listed below:

- A description of eligible investment securities and a written statement of investment policy.

- A description of the interest calculation, the frequency of interest distributions, and the treatment of gains and losses in the portfolio.
- A description of how often the securities are priced, how the securities are safeguarded, and the audit arrangements.
- A description of who may invest in the program, how often they may invest, and what size deposits and withdrawals are allowed.
- A schedule for receiving statements and portfolio listings.
- A fee schedule, and when and how fees are assessed.
- The composition of the investment fund for each reporting period.

L. Certificates of Deposit.

Negotiable Certificates of Deposit (NCD's): The Commission may invest in NCDs ~~are money market instruments issued by a bank~~ issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by Section 5102 of the Financial Code), or a state or federal credit union. They specify that a sum of money has been deposited, payable with interest to the bearer of the certificates on a certain date. ~~NCDs are issued by nationally or state chartered bank or state or federal savings and loan association.~~ All purchases must be from institutions rated the highest letter and number rating (e.g., P-1/A-1/or F-1) as provided for by at least one NRSRO, as designated by the U.S. Securities and Exchange Commission. The maturity of NCDs shall not exceed one (1) year to maturity, and purchases of NCDs shall not exceed 30% of the Commission's investment portfolio. NCDs shall be evaluated in terms of the creditworthiness of the issuing institution, as these deposits are uninsured and uncollateralized promissory notes.

FDIC-insured Certificates of Deposit: The principal amount of the investment must be federally insured through the Federal Deposit Insurance Corporation (FDIC). No more than the prevailing FDIC insured coverage amount may be invested with any one deposit. Certificates of Deposit placed through the Certificate of Deposit Account Registry Service (CDARS) shall be considered fully insured, assuming that the total amount invested with any participating bank is limited to the prevailing FDIC insured coverage amount. Interest on the principal must be paid to the Commission at least annually. The placement of Certificates of Deposit with local banks that qualify in accordance with Government Code section 53601(h) is encouraged. The Commission, at its discretion, may invest a portion of its funds in certificates of deposit at a commercial bank, savings bank, savings and loan association, or credit union using a private sector entity to assist in the placement of such certificates, provided that it complies with Government Code Section 53601.8. Such investments may not exceed in total 20% of the Commission's funds invested pursuant to

Government Code Sections 53601.8, 53635.8 and 53601, and shall have a maximum maturity of one (1) year from the date of the deposit.

Collateralized Certificates of Deposit: For investments exceeding \$100,000, there will be a waiver of collateral for the first \$100,000 deposited and protected by FDIC insurance. The remainder of the deposit shall be fully collateralized by U.S. Treasury and Federal Agency securities having maturities less than five years. The Commission must receive written confirmation that these securities have been pledged in repayment of the time deposit. The securities pledged as collateral must have a current market value greater than the dollar amount of the deposit in keeping with the ratio requirements specified in Section 53652 of the Government Code. Additionally, a statement of the collateral shall be provided to the Commission on a monthly basis. Such investments may not exceed in total 15% of the Commission's funds invested pursuant to Government Code Sections 53601.8, 53635.8 and 53601, and shall have a maximum maturity of one (1) year from the date of the deposit.

- M. Time Deposits.** Federal Deposit Insurance Corporation insured money market savings accounts or time deposits which are deposited through depository institutions which are participants of the Money Market Insured Deposit Account Service ("MMIDAS"), and in compliance with Government Code Section 53601.8.
- N. Mortgage and Asset-backed Securities.** Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable-backed bond of a maximum maturity of five (5) years.

Securities eligible for investment under this subdivision shall be ~~issued by an issuer and rated in a rating category of at least "A3/A-/or A-AA" for the issuer's debt as provided by at least one NRSRO and rated in the rating category of "AAA" or its equivalent~~ or better (excluding U.S. Government/Agency-backed structured products which will be permitted with their prevailing ratings even if those ratings are below the rating category of "AAA") by at least one NRSRO.

Purchase of these securities may not exceed 10% of the Commission's operating investment portfolio.

2. Eligible Investments for Bond Proceeds

Bond proceeds shall be invested in securities permitted by the applicable bond documents. If the bond documents are silent as to permitted investments, bond proceeds will be invested in securities permitted by this Policy.

With respect to maximum maturities, the Policy authorizes investing bond reserve fund proceeds beyond the five (5) years if prudent in the opinion of the Chief Financial Officer.

3. Ineligible Investments

The Commission shall not invest any funds in the types of securities as provided in California Government Code Section 53601.6.

The purchase of any security not listed in Section VI.1 above, but permitted by the California Government Code, is prohibited unless the Commission approves the investment either specifically or as a part of an investment program approved by the Commission.

VII. Maximum Maturities

Maturities of investments will be selected to provide necessary liquidity, minimize interest rate risk, and maximize earnings. Current and expected yield curve analysis will be monitored and the portfolio will be invested accordingly. Because of inherent difficulties in accurately forecasting cash flow requirements, a portion of the portfolio should be continuously invested in readily available funds.

Where this Policy does not specify a maximum remaining maturity at the time of the investment, no investment shall be made in any security, other than a security underlying a repurchase or reverse repurchase agreement authorized by this section, that at the time of the investment has a term remaining to maturity in excess of five (5) years.

VIII. Performance Standards

The Chief Financial Officer shall continually monitor and evaluate the portfolio's performance.

IX. Reporting

The Executive Director or designee shall prepare and provide to the Commission a monthly report, within 30 days following the end of the month, which includes the following information:

- Type of investment;
- Issuer name;
- Date of maturity;
- Dollar amount invested in all securities, and investments and monies held by the local agency;
- A description of the funds, investments, and programs (including lending programs) managed by contracted parties;
- Current market value of securities;
- A statement of compliance with the investment policy or an explanation for non-compliance; and
- A statement denoting the ability of the Commission to meet its liquidity requirements for the next six months, or provide an explanation as to why sufficient money, shall or may not be available.

X. Investment Procedures

The Chief Financial Officer, as the Commission's designee, is responsible for ensuring compliance with the Commission's investment policies and establishing written procedures and internal controls for the operation of the investment program. No person may engage in investment transactions except as provided under the terms of this Policy and the written procedures established by the Chief Financial Officer. The written procedures should address: delegation of authority to subordinate staff members, control of collusion, separation of transaction authority from accounting and record keeping, written confirmations of transactions, reconciliation of custody statements, and wire transfer procedures and agreements. An independent analysis by an external auditor shall be conducted annually to review internal control, account activity, and compliance with policies and procedures.

XI. Authorized Broker-Dealers and Financial Institutions

The Chief Financial Officer shall maintain a list of authorized broker-dealers and financial institutions which are approved for investment purposes. It shall be the Commission's policy to purchase securities only from those authorized institutions and firms (unless purchased directly from the issuer). Separate lists shall be maintained for broker-dealers and financial institutions approved for repurchase agreements and those approved for

the purchase of other securities. If an investment advisor is used, they may use their own list of approved broker-dealers and financial institutions for investment purposes.

To be eligible, a firm must meet the following minimum criteria: (i) an institution licensed by the state as a broker-dealer (as defined in Section 25004 of the Corporations Code), or from a member of a federally regulated securities exchange, from a national or state-chartered bank, from a savings association or federal association (as defined by Section 5102 of the Financial Code), or from a brokerage firm designated as a primary government dealer by the Federal Reserve bank; and (ii) all broker-dealer firms and individuals must be properly registered with the FINRA and/or SEC to transact business in the relevant geographic locations and product sectors.

In addition, counterparties for Repurchase Agreements shall be limited to primary government securities dealers rated “A” or better by two NRSROs. Counterparties shall also have (i) a short-term credit rating of at least P-1/A-1/or F-1; (ii) minimum assets and capital size of \$25 billion in assets and \$350 million in capital; (iii) five years of acceptable audited financial results; and (iv) a strong reputation among market participants.

The Chief Financial Officer shall select broker-dealers and other financial institutions on the basis of the firm’s expertise and creditworthiness. The Commission shall annually send a copy of the current investment policy to all securities professionals approved to do business with the Commission. Each securities professional, financial institution, or any other consultant providing investment advice, as determined in the sole discretion of the Executive Director or designee, that has been authorized by the Commission shall be required to submit and annually update a Questionnaire which includes the firm’s most recent financial statements. The Chief Financial Officer shall maintain a file for each firm approved for investment purposes, which includes the most recent Questionnaire.

XII. Safekeeping and Custody

To protect the Commission’s assets, all securities owned by the Commission shall be held in safekeeping in the Commission’s name by a third party bank trust department, acting as agent for the Commission under the terms of a custody agreement executed by the bank and the Commission. All securities will be received and delivered using standard delivery versus payment (DVP) procedures; the Commission's safekeeping agent will only release payment for a security after the security has been properly delivered.

Physical delivery securities shall be avoided whenever possible, as book entry securities are much easier to transfer and account for since actual delivery of a document never takes place. In addition, delivered securities must be properly safeguarded against loss or destruction. The potential for fraud and loss increases with physically delivered securities.

XIII. Ethics and Conflicts of Interest

The Commission adopts the following policy concerning conflicts of interest:

1. Officers and employees involved in the investment process shall refrain from personal business activity that could conflict with proper execution of the investment program or which could impair their ability to make impartial investment decisions.
2. Officers and employees involved in the investment process shall disclose any material financial interest in any financial institution that conducts business with the Commission, and they shall further disclose any large personal financial/investment positions that could be related to the performance of the Commission's portfolio.
3. Officers shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of the Commission.

XIV. Investment Policy Review

The Chief Financial Officer shall annually render to the Commission a statement of investment policy, which the Commission must consider at a public meeting. Any changes to the policy shall also be considered by the Commission at a public meeting.



INVESTMENT POLICY

I. Introduction

The purpose of this document is to identify policies and procedures that enhance opportunities for a prudent investment program and to organize and formalize investment-related activities of the Riverside County Transportation Commission (the "Commission").

II. Scope

It is intended that this Policy cover all funds (except retirement funds) and investment activities under the direction of the Commission serving as the Commission's governing board. Investment activities may be classified between operating and bond/debt portfolios.

III. Delegation of Authority

The Commission's management responsibility for the investment program is hereby delegated for a one-year period to the Executive Director who shall monitor and review all investments for consistency with this investment policy. Subject to review, the Commission may renew the delegation of authority pursuant to this section each year. The Executive Director may delegate these duties to a designee ("Chief Financial Officer"). The Commission may delegate its investment decision making and execution authority to an investment advisor. The advisor shall follow this Policy and such other written instructions as are provided.

IV. Prudence

All persons authorized to make investment decisions on behalf of the Commission are subject to the prudent investor standard. Investments shall be made with care, skill, prudence and diligence under circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the Commission that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the Commission.

Authorized individuals acting in accordance with this Policy and written procedures and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion.

V. Objective

The Commission's primary investment objectives, in priority order, shall be:

1. **Safety.** Safety of principal is the foremost objective of the investment program. Investments of the Commission shall be undertaken in a manner that seeks to ensure preservation of capital in the portfolio.
2. **Liquidity.** The investment portfolio of the Commission will remain sufficiently liquid to enable the Commission to meet its cash flow requirements.
3. **Return on Investment.** The investment portfolio of the Commission shall be designed with the objective of maximizing return on its investments, but only after ensuring safety and liquidity.

The Commission may from time to time sell securities that it owns in order to better reposition its portfolio assets in accordance with updated cash flow schedules, yield opportunities existing between market sectors, or simply market timing.

VI. Investments

California Government Code Section 53601 governs the investments permitted for purchase by the Commission. Within the investments permitted by Code, the Commission seeks to further restrict eligible investments to the investments listed in Section VI.1 below. Percentage limitations, where indicated, apply *at the time of purchase*. Unless otherwise noted below, no security shall be purchased in accordance with this Policy that has a term remaining to maturity in excess of five years. Percentage holdings with any one non-U.S. Government issuer or non-Federal Agency issuer are further restricted to a maximum of 10% (direct and indirect commitments), except as otherwise noted. Rating requirements where indicated, apply *at the time of purchase*. The term or remaining maturity of a security purchased in accordance with this Policy shall be measured from the settlement date to final maturity. A security purchased in accordance with this Policy shall not have a forward settlement date exceeding forty-five (45) days from the time of investment. In the event a security held by the Commission is subject to a rating change that brings it below the minimum specified rating requirement, the Chief Financial Officer shall be authorized to act immediately and to notify the Commission of any actions taken in regards to the security. The course of action to be followed will then be decided on a case-by-case basis, considering such factors as the

reason for the rating drop, prognosis for recovery or further rating drops, and the market price of the security.

1. Eligible Investments

- A. **U.S. Government Issues.** United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest.
- B. **Federal Agency Securities.** Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.
- C. **Supranational Obligations. United States dollar denominated senior unsecured unsubordinated** obligations issued, or unconditionally guaranteed, by the following supranational institutions:
 - 1. International Bank for Reconstruction and Development; and
 - 2. International Finance Corporation.

Such securities must have a maximum maturity of four (4) years and ratings from at least one Nationally Recognized Statistical Rating Organization (NRSRO) as follows: at least “Aa/AA/or AA” which denotes “Aa2” by Moody’s Investors Service (Moody’s), or “AA” by S&P Global Ratings (S&P), or “AA” by Fitch Ratings (Fitch); or as otherwise approved by the Commission. Investments in supranational obligations are limited to a maximum of 20% of Commission funds which may be invested with no more than 10% of funds invested in any one supranational institution.

D. **Municipal Bonds.**

Registered treasury notes or bonds of any of the other 49 United States, in addition to California, payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency or authority of any of the other 49 United States, in addition to California. Such securities must have a maximum maturity of five (5) years and ratings from at least one NRSRO as follows: at least “A1/A+/or A+”; or as otherwise approved by the Commission.

Registered general obligation treasury notes or bonds of any of the 50 United States. Such securities must have a maximum maturity of five (5) years and ratings from at least one NRSRO as follows: at least “A1/A+/or A+” or as otherwise approved by the Commission.

Taxable or tax-exempt bonds, notes, warrants, or other evidences of indebtedness of any local agency within the State of California with a maximum maturity of five (5) years and ratings from at least one NRSRO as follows: at least "A1/A+/or A+" (the minimum rating shall apply to the local agency, irrespective of any credit enhancement), including bonds, notes, warrants, or other evidences of indebtedness payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by either the local agency, a department, board, agency, or authority of the local agency, or of any local agency within this state.

Investments in municipal bonds are further limited to 25% of the Commission's funds.

- E. Tri-Party Repurchase Agreements.** Tri-party repurchase agreements are to be used solely as short-term investments not to exceed 30 days. The Commission may enter into tri-party repurchase agreements with primary government securities dealers rated "A" or better by two NRSROs. Counterparties should also have (i) a short-term credit rating of at least P-1/A-1/ or F-1; (ii) minimum assets and capital size of \$25 billion in assets and \$350 million in capital; (iii) five years of acceptable audited financial results; and (iv) a strong reputation among market participants.

The following collateral restrictions will be observed: Only U.S. Treasury securities or Federal Agency securities, as described in V.1 A and B, will be acceptable collateral. All securities underlying tri-party repurchase agreements must be delivered to the Commission's custodian or fiscal agent bank versus payment or be handled under a properly executed tri-party repurchase agreement. The total market value of all collateral for each tri-party repurchase agreement must equal or exceed 102% of the total dollar value of the money invested by the Commission for the term of the investment. For any tri-party repurchase agreement with a term of more than one day, the value of the underlying securities must be reviewed on an on-going basis according to market conditions. Market value must be calculated each time there is a substitution of collateral.

The Commission or its trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to tri-party repurchase agreement. The Commission shall have properly executed a PSA agreement with each counterparty with which it enters into tri-party repurchase agreements.

- F. U.S. Corporate Debt.** Medium-term notes, defined as all corporate and depository institution securities with a maximum remaining maturity of

five (5) years or less, issued by corporations organized and operating within the United States or depository institutions licensed by the United States or any state and operating within the United States. Eligible investment shall be rated at least “A1/A+ / or A+” by at least one NRSRO. Investments in U.S. Corporate Debt are further limited to 25% of the Commission’s funds that may be invested, and no more than 10% of total investment assets may be invested in any single issuer.

G. Commercial Paper. Commercial paper of “prime” quality rated in the highest category by one or more nationally recognized statistical rating organization (NRSRO). The entity that issues the commercial paper shall meet all of the following conditions in either paragraph (1) or paragraph (2):

(1) The entity meets the following criteria: (A) Is organized and operating in the United States as a general corporation, (B) Has total assets in excess of five hundred million dollars (\$500,000,000), and (C) Has debt other than commercial paper, if any, that is rated “A” or its equivalent or higher by at least one NRSRO.

(2) The entity meets the following criteria: (A) Is organized within the United States as a special purpose corporation, trust, or limited liability company, (B) Has program-wide credit enhancements, including, but not limited to, over collateralization, letters of credit, or surety bond, and (C) Has commercial paper that is rated at least “A-1”, or the equivalent, by at least one NRSRO.

Purchases of eligible commercial paper may not exceed 270 days maturity nor represent more than 10% of the outstanding paper of an issuing corporation. Investments in commercial paper are limited to a maximum of 25% of the Commission’s funds.

H. Banker’s Acceptances. Banker's acceptances issued and accepted by commercial banks. Purchases of banker’s acceptances may not exceed 180 days maturity. Eligible banker’s acceptances are restricted to issuing financial institutions with short-term paper rated in the highest category by one or more nationally recognized rating service. Investments in banker’s acceptances are further limited to 40% of the Commission’s funds with no more than 30% of the Commission’s funds invested in the banker’s acceptances of any one commercial bank.

I. Money Market Mutual Funds. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, *et seq.*) and that

invest solely in U.S. treasuries, obligations of the U.S. Treasury, and repurchase agreements relating to such treasury obligations.

The Commission may invest in shares of beneficial interest issued by a company that shall have met either of the following criteria: (1) Attained the highest ranking or the highest letter and numerical rating provided by not less than two nationally recognized rating services, or (2) Retained an investment adviser registered or exempt from registration with the Securities and Exchange Commission with not less than five years' experience managing money market mutual funds with assets under management in excess of five hundred million dollars (\$500,000,000).

The purchase price of shares of beneficial interest purchased pursuant to this subdivision shall not include any commission that the companies may charge. Investments in Money Market Mutual Funds are further limited to 20% of the Commission's funds.

J. Riverside County Pooled Investment Fund ("RCPIF"). The Commission may invest in the Riverside County Pooled Investment Fund (maximum maturity upon demand). As on-going due diligence, the Chief Financial Officer shall obtain the information listed below:

- A description of eligible investment securities and a written statement of investment policy.
- A description of the interest calculation, the frequency of interest distributions, and the treatment of gains and losses in the portfolio.
- A description of how often the securities are priced, how the securities are safeguarded, and the audit arrangements.
- A description of who may invest in the program, how often they may invest, and what size deposits and withdrawals are allowed.
- A schedule for receiving statements and portfolio listings.
- A fee schedule, and when and how fees are assessed.
- The composition of the investment fund for each reporting period.

K. State of California Local Agency Investment Fund ("LAIF"). The Commission may invest in LAIF (maximum maturity upon demand). As on-going due diligence, the Chief Financial Officer shall obtain the information listed below:

- A description of eligible investment securities and a written statement of investment policy.

- A description of the interest calculation, the frequency of interest distributions, and the treatment of gains and losses in the portfolio.
- A description of how often the securities are priced, how the securities are safeguarded, and the audit arrangements.
- A description of who may invest in the program, how often they may invest, and what size deposits and withdrawals are allowed.
- A schedule for receiving statements and portfolio listings.
- A fee schedule, and when and how fees are assessed.
- The composition of the investment fund for each reporting period.

L. Certificates of Deposit.

Negotiable Certificates of Deposit (NCD's): The Commission may invest in NCDs issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by Section 5102 of the Financial Code), or a state or federal credit union. They specify that a sum of money has been deposited, payable with interest to the bearer of the certificates on a certain date. All purchases must be from institutions rated the highest letter and number rating (e.g., P-1/A-1/or F-1) as provided for by at least one NRSRO, as designated by the U.S. Securities and Exchange Commission. The maturity of NCDs shall not exceed one (1) year to maturity, and purchases of NCDs shall not exceed 30% of the Commission's investment portfolio. NCDs shall be evaluated in terms of the creditworthiness of the issuing institution, as these deposits are uninsured and uncollateralized promissory notes.

FDIC-insured Certificates of Deposit: The principal amount of the investment must be federally insured through the Federal Deposit Insurance Corporation (FDIC). No more than the prevailing FDIC insured coverage amount may be invested with any one deposit. Certificates of Deposit placed through the Certificate of Deposit Account Registry Service (CDARS) shall be considered fully insured, assuming that the total amount invested with any participating bank is limited to the prevailing FDIC insured coverage amount. Interest on the principal must be paid to the Commission at least annually. The placement of Certificates of Deposit with local banks that qualify in accordance with Government Code section 53601(h) is encouraged. The Commission, at its discretion, may invest a portion of its funds in certificates of deposit at a commercial bank, savings bank, savings and loan association, or credit union using a private sector entity to assist in the placement of such certificates, provided that it complies with Government Code Section 53601.8. Such investments may not exceed in total 20% of the Commission's funds invested pursuant to Government Code Sections 53601.8, 53635.8 and 53601, and shall have a maximum maturity of one (1) year from the date of the deposit.

Collateralized Certificates of Deposit: For investments exceeding \$100,000, there will be a waiver of collateral for the first \$100,000 deposited and protected by FDIC insurance. The remainder of the deposit shall be fully collateralized by U.S. Treasury and Federal Agency securities having maturities less than five years. The Commission must receive written confirmation that these securities have been pledged in repayment of the time deposit. The securities pledged as collateral must have a current market value greater than the dollar amount of the deposit in keeping with the ratio requirements specified in Section 53652 of the Government Code. Additionally, a statement of the collateral shall be provided to the Commission on a monthly basis. Such investments may not exceed in total 15% of the Commission's funds invested pursuant to Government Code Sections 53601.8, 53635.8 and 53601, and shall have a maximum maturity of one (1) year from the date of the deposit.

- M. Time Deposits.** Federal Deposit Insurance Corporation insured money market savings accounts or time deposits which are deposited through depository institutions which are participants of the Money Market Insured Deposit Account Service ("MMIDAS"), and in compliance with Government Code Section 53601.8.
- N. Mortgage and Asset-backed Securities.** Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable-backed bond of a maximum maturity of five (5) years.

Securities eligible for investment under this subdivision shall be rated in a rating category of "AA" or its equivalent or better (excluding U.S. Government/Agency-backed structured products which will be permitted with their prevailing ratings even if those ratings are below the rating category of "AA") by at least one NRSRO.

Purchase of these securities may not exceed 10% of the Commission's operating investment portfolio.

2. Eligible Investments for Bond Proceeds

Bond proceeds shall be invested in securities permitted by the applicable bond documents. If the bond documents are silent as to permitted investments, bond proceeds will be invested in securities permitted by this Policy.

With respect to maximum maturities, the Policy authorizes investing bond reserve fund proceeds beyond the five (5) years if prudent in the opinion of the Chief

Financial Officer.

3. Ineligible Investments

The Commission shall not invest any funds in the types of securities as provided in California Government Code Section 53601.6.

The purchase of any security not listed in Section VI.1 above, but permitted by the California Government Code, is prohibited unless the Commission approves the investment either specifically or as a part of an investment program approved by the Commission.

VII. Maximum Maturities

Maturities of investments will be selected to provide necessary liquidity, minimize interest rate risk, and maximize earnings. Current and expected yield curve analysis will be monitored and the portfolio will be invested accordingly. Because of inherent difficulties in accurately forecasting cash flow requirements, a portion of the portfolio should be continuously invested in readily available funds.

Where this Policy does not specify a maximum remaining maturity at the time of the investment, no investment shall be made in any security, other than a security underlying a repurchase or reverse repurchase agreement authorized by this section, that at the time of the investment has a term remaining to maturity in excess of five (5) years.

VIII. Performance Standards

The Chief Financial Officer shall continually monitor and evaluate the portfolio's performance.

IX. Reporting

The Executive Director or designee shall prepare and provide to the Commission a monthly report, within 30 days following the end of the month, which includes the following information:

- Type of investment;
- Issuer name;
- Date of maturity;
- Dollar amount invested in all securities, and investments and monies held by the local agency;
- A description of the funds, investments, and programs (including lending programs) managed by contracted parties;

- Current market value of securities;
- A statement of compliance with the investment policy or an explanation for non-compliance; and
- A statement denoting the ability of the Commission to meet its liquidity requirements for the next six months, or provide an explanation as to why sufficient money, shall or may not be available.

X. Investment Procedures

The Chief Financial Officer, as the Commission's designee, is responsible for ensuring compliance with the Commission's investment policies and establishing written procedures and internal controls for the operation of the investment program. No person may engage in investment transactions except as provided under the terms of this Policy and the written procedures established by the Chief Financial Officer. The written procedures should address: delegation of authority to subordinate staff members, control of collusion, separation of transaction authority from accounting and record keeping, written confirmations of transactions, reconciliation of custody statements, and wire transfer procedures and agreements. An independent analysis by an external auditor shall be conducted annually to review internal control, account activity, and compliance with policies and procedures.

XI. Authorized Broker-Dealers and Financial Institutions

The Chief Financial Officer shall maintain a list of authorized broker-dealers and financial institutions which are approved for investment purposes. It shall be the Commission's policy to purchase securities only from those authorized institutions and firms (unless purchased directly from the issuer). Separate lists shall be maintained for broker-dealers and financial institutions approved for repurchase agreements and those approved for the purchase of other securities. If an investment advisor is used, they may use their own list of approved broker-dealers and financial institutions for investment purposes.

To be eligible, a firm must meet the following minimum criteria: (i) an institution licensed by the state as a broker-dealer (as defined in Section 25004 of the Corporations Code), or from a member of a federally regulated securities exchange, from a national or state-chartered bank, from a savings association or federal association (as defined by Section 5102 of the Financial Code), or from a brokerage firm designated as a primary government dealer by the Federal Reserve bank; and (ii) all broker-dealer firms and individuals must be properly registered with the FINRA and/or SEC to transact business in the relevant geographic locations and product sectors.

In addition, counterparties for Repurchase Agreements shall be limited to primary government securities dealers rated "A" or better by two NRSROs. Counterparties shall also have (i) a short-term credit rating of at least P-1/A-1/or F-1; (ii) minimum assets and

capital size of \$25 billion in assets and \$350 million in capital; (iii) five years of acceptable audited financial results; and (iv) a strong reputation among market participants.

The Chief Financial Officer shall select broker-dealers and other financial institutions on the basis of the firm's expertise and creditworthiness. The Commission shall annually send a copy of the current investment policy to all securities professionals approved to do business with the Commission. Each securities professional, financial institution, or any other consultant providing investment advice, as determined in the sole discretion of the Executive Director or designee, that has been authorized by the Commission shall be required to submit and annually update a Questionnaire which includes the firm's most recent financial statements. The Chief Financial Officer shall maintain a file for each firm approved for investment purposes, which includes the most recent Questionnaire.

XII. Safekeeping and Custody

To protect the Commission's assets, all securities owned by the Commission shall be held in safekeeping in the Commission's name by a third party bank trust department, acting as agent for the Commission under the terms of a custody agreement executed by the bank and the Commission. All securities will be received and delivered using standard delivery versus payment (DVP) procedures; the Commission's safekeeping agent will only release payment for a security after the security has been properly delivered.

Physical delivery securities shall be avoided whenever possible, as book entry securities are much easier to transfer and account for since actual delivery of a document never takes place. In addition, delivered securities must be properly safeguarded against loss or destruction. The potential for fraud and loss increases with physically delivered securities.

XIII. Ethics and Conflicts of Interest

The Commission adopts the following policy concerning conflicts of interest:

1. Officers and employees involved in the investment process shall refrain from personal business activity that could conflict with proper execution of the investment program or which could impair their ability to make impartial investment decisions.
2. Officers and employees involved in the investment process shall disclose any material financial interest in any financial institution that conducts business with the Commission, and they shall further disclose any large personal financial/investment positions that could be related to the performance of the Commission's portfolio.
3. Officers shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of the Commission.

XIV. Investment Policy Review

The Chief Financial Officer shall annually render to the Commission a statement of investment policy, which the Commission must consider at a public meeting. Any changes to the policy shall also be considered by the Commission at a public meeting.

AGENDA ITEM 6C

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 11, 2023
TO:	Riverside County Transportation Commission
FROM:	David Knudsen, External Affairs Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file a state and federal legislative update.

State Update

California State Legislature 2023-24 Session

The California Legislature completed all business and adjourned for the first year of its two-year legislative session on September 14, sending approximately 900 bills to Governor Gavin Newsom’s desk. Following adjournment, the deadline for the Governor to sign or veto legislation is October 14.

Assembly Bill 1385 (Garcia)

On September 6, RCTC-supported Assembly Bill (AB 1385) passed out of the Senate by a vote of 32-6, sending the bill to the Governor for consideration. If signed into law, AB 1385 will increase RCTC’s sales tax authority to 1.5 cents.

Assembly Bill 7 (Friedman)

As previously reported, RCTC staff opposed Assembly Bill 7 (AB 7) on May 25, in accordance with the Commission-adopted 2023 State and Federal Legislative Platform. AB 7 represented renewed efforts from legislation that failed to pass in 2022 and would have potentially altered how billions of dollars in state transportation are allocated, impacting RCTC’s ability to deliver critical transportation infrastructure projects to Riverside County. As a result of ongoing advocacy between RCTC and other transportation partners across the state, AB 7 did not pass out of the Legislature and is now a two-year bill. RCTC staff will continue to advocate against the bill next year to ensure Riverside County remains eligible for state funding for needed transportation projects.

Senate Bill 617 (Newman)

On September 1, Senate Bill 617 (SB 617) passed out of the Senate by a vote of 37-0 and now awaits consideration by Governor Gavin Newsom. RCTC previously supported SB 617 on April 5 in accordance with the Commission's 2023 State and Federal Legislative Platform, as the bill would authorize a regional transportation agency, such as RCTC, to utilize a progressive design-build (PDB) procurement approach for up to 10 projects in excess of \$5 million. PDB would permit RCTC to retain a design-builder earlier in the project delivery process, allowing transportation projects to be completed quicker and at a lower cost.

Federal Update

The federal fiscal year ended on September 30 and, as of the publish date of this report, Congress has yet to approve all 12 of the annual appropriations bills. To avoid a government shutdown, Congress must pass – and the President must sign – all 12 bills, or Congress can pass a Continuing Resolution to fund programs at current levels for a particular length of time. While members of the House Republican Conference outlined a Continuing Resolution on September 17 to fund government programs through October 31, the proposal includes an 8 percent funding cut to nondefense spending, which is unlikely to receive support in the Senate if it passes the House. RCTC staff will continue to monitor the appropriations process and are preparing to address any short-term effects in the instance of a government shutdown.

FISCAL IMPACT:

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

Attachment: Legislative Matrix – October 2023

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – OCTOBER 2023

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 6 (Friedman)	This bill provides significant new oversight to the California Air Resources Board in the approval process of a metropolitan planning organization’s Sustainable Communities Strategy and the methodology used to estimate greenhouse gas emissions. These new burdensome requirements will likely result in significant delays to transportation projects.	Passed the Assembly, referred to the Senate Transportation and Environmental Quality Committees on June 14, 2023. Two-year bill. September 15, 2023	<i>Oppose Based on Platform</i>	5/24/2023
AB 7 (Friedman)	This bill requires the California State Transportation Agency, California Department of Transportation, and California Transportation Commission to consider specific goals as part of their processes for project development, selection, and implementation. AB 7 may impact the allocation of billions of dollars in state transportation funding, infringing on RCTC’s ability to deliver critically needed transportation infrastructure in Riverside County.	Ordered to the inactive file. Two-year bill. September 11, 2023	<i>Oppose Based on Platform</i>	5/25/2023
AB 558 (Arambula)	This bill restructures the Fresno County Transportation Authority (FCTA) by increasing its board membership from nine to thirteen members. This restructuring is done without the consensus and support from regional stakeholders and sets a concerning precedent for RCTC and other regional transportation agencies that rely upon a collaborative process to be effective. Additionally, the bill was amended on April 18 to subject a county transportation expenditure plan prepared by the Fresno County Transportation Authority (FCTA) to the requirements of the California Environmental Quality Act.	Hearing postponed by the Local Government Committee on April 24, 2023. Two-year bill. April 28, 2023	<i>Oppose Based on platform</i>	4/10/2023

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 1385 (Garcia)	This bill would raise RCTC's maximum tax rate authority from 1% to 1.5%.	Passed out of the Senate on September 6. Enrolled and presented to the Governor. September 13, 2023	<i>Support</i>	3/8/2023
AB 1525 (Bonta)	This bill significantly narrows the location and types of projects eligible to receive state transportation funding by requiring 60% of funds to be allocated to priority populations.	Held under submission in the Assembly Appropriations Committee on May 18, 2023. Two-year bill. May 18, 2023	<i>Oppose Based on platform</i>	4/11/2023
SB 617 (Newman)	This bill, until January 1, 2029, would authorize a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process for up to 10 public works projects in excess of \$5 million for each project. The bill would specify that the authority to use the progressive design-build process.	Passed out of the Senate on September 1. Enrolled and presented to the Governor. September 7, 2023	<i>Support Based on platform</i>	4/5/2023

AGENDA ITEM 6D

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 11, 2023
TO:	Riverside County Transportation Commission
FROM:	Jillian Guizado, Planning and Programming Director Aaron Hake, Deputy Executive Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	2024 State Transportation Improvement Program Project Recommendations

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve programming \$51,215,772 of 2024 State Transportation Improvement Program (STIP) Western Riverside County and Palo Verde Valley target share funding capacity on the Interstate 15 Express Lanes Project Southern Extension (ELPSE), I-10 Bypass, and French Valley Parkway Phase III projects, and forward to the California Transportation Commission (CTC);
- 2) Include programming \$6,778,587 of 2024 STIP Coachella Valley target share funding capacity based on the project recommendation by the Coachella Valley Association of Governments (CVAG) and forward to the CTC;
- 3) Include programming Planning, Programming, and Monitoring (PPM) funds (3 percent of STIP target share programming capacity) in the amount of \$1,793,640 in Fiscal Years 2024/25 through 2028/29;
- 4) Submit the 2024 STIP submittal to the CTC by the statutory deadline of December 15, 2023;
- 5) Forward the Riverside County 2024 STIP project recommendations to the Southern California Association of Governments (SCAG) to conduct regional performance measures analysis as required by the CTC STIP guidelines;
- 6) Approve a revision to Agreement No. 07-71-028-05, Amendment No. 5 to Agreement No. 07-71-028-00, with the city of Blythe (Blythe) to trade \$294,804 of Palo Verde Valley STIP funds with Measure A Western Riverside County Highway funds to facilitate delivery of local arterial projects for a revised total amount not to exceed \$4,588,934; and
- 7) Authorize the Executive Director, pursuant to legal counsel review, to execute the revised Agreement No. 07-71-028-05 on behalf of the Commission upon CTC adoption of the 2024 STIP in March 2024.

BACKGROUND INFORMATION:

At its September 2023 Commission meeting, the formula distribution for the three geographic areas was approved, per the STIP Intracounty Memorandum of Understanding (MOU) with

Western Riverside Council of Governments (WRCOG) and CVAG. Staff also presented an outline of the process for developing the 2024 STIP and reported that the adopted Fund Estimate (FE) indicated Riverside County’s Target Share for programming was \$59,788,000.

DISCUSSION:

CTC Programming Requirements

The 2024 STIP covers a five-year period from FYs 2024/25 – 2028/29. CTC staff reported that new programming capacity in the target share (explained in the next section) is mostly available in the last two years of the 2024 STIP cycle (FYs 2027/28 and 2028/29). A few notable requirements for programming STIP projects are:

- ✓ Projects cannot be programmed prior to FY 2027/28 without pushing back projects currently programmed in the first three years.
- ✓ Projects must have a completed project study report (PSR) or PSR Equivalent.
- ✓ Projects costing \$50 million or more or that are requesting over \$15 million in STIP funds must provide additional analysis (e.g. Benefit/Cost (B/C) and air quality analyses).
- ✓ Project phases must be fully funded.

Riverside County 2024 STIP Target Share

The 2024 STIP target share funding distribution for the three geographic areas is included in the table below based on the funding distribution approved at the September 2023 Commission meeting.

Table 1. 2024 STIP Fund Estimate for Riverside County – Target Share

		Target Share
Total Riverside County Target Share		\$59,788,000
	Less: 3% Planning, Programming and Monitoring (PPM)	1,793,640
	Less: PVV delta from 2022 Target/Max	68,895
Total New Project Programming		57,925,465
Western County	79.91%	46,288,239
Coachella Valley	19.70%	11,411,316
Palo Verde Valley	00.39%	225,909

Per an MOU between the Commission and Blythe, Palo Verde Valley STIP funds have been traded with Measure A Western Riverside County highway funds to facilitate delivery of local arterial projects in the Palo Verde Valley. Given Blythe’s small staff, lower STIP funding levels, and focus on local arterials, it is more efficient to provide local funding to ensure project delivery and a less cumbersome allocation process. Upon CTC adoption of the 2024 STIP, staff recommends

amending the STIP MOU with Blythe trading \$294,804 of STIP funds with Measure A Western Riverside County highway funds. Blythe will also be required to include the STIP trade funds and associated project(s) in its Measure A Capital Improvement Program. This increases the 2024 STIP Western Riverside County total to \$46,583,043.

In the 2022 STIP, the Commission programmed up to the Maximum STIP share by programming \$15,658,000 for the Coachella Valley-San Geronio Pass Rail Corridor Service (CV Rail) Project without considering a proportional cost share between Riverside County geographic areas. With 64 percent of the Riverside County CV Rail track mileage share located in the Coachella Valley, the Coachella Valley's STIP formula share contribution to CV Rail is \$10,021,120. Utilizing its taxable sales share of the \$15,658,000 2022 STIP amount programmed on CV Rail, the Coachella Valley was only contributing \$3,388,391; combining this with \$6,632,729 of 2024 STIP Coachella Valley share achieves the Coachella Valley's \$10,021,120 track mileage share STIP contribution to the CV Rail Tier 2 environmental phase. This leaves \$4,778,587 of 2024 STIP funding for CVAG to nominate on a project. Additionally, as staff reported to the Commission at its May 2022 meeting, in the 2022 STIP, CVAG 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 needs to be added back into the Coachella Valley share during the 2024 STIP cycle, bringing the total Coachella Valley amount of 2024 STIP funding available for programming to \$6,778,587. This revises the 2024 STIP Western County total to \$51,215,772.

2024 STIP Target Share Programming Recommendation: Western Riverside County

Due to the long horizon for when the funds can be programmed and the requirement that STIP projects be fully funded, identifying projects for STIP funding can be a challenge. Staff researched regionally significant projects and identified three projects that meet the criteria for STIP programming.

Staff recommends programming the \$51,215,772 of STIP target share funding between three projects:

1. I-15 ELPSE in unincorporated Riverside County (Temescal Valley) in the amount of \$37,415,772 for the construction phase.
2. I-10 Bypass in unincorporated Riverside County (Cabazon) in the amount of \$8,800,000 for the right of way phase.
3. The French Valley Parkway Phase III Project in Temecula in the amount of \$5,000,000 for the design phase.

The Commission is the lead agency for the I-15 ELPSE. It is anticipated the environmental phase will be completed in FY 2025/26.

The County of Riverside is the lead agency for the I-10 Bypass. The environmental phase was completed in 2021 and design is expected to commence in the coming months.

The city of Temecula is the lead agency on Phase III of the French Valley Parkway Project. The environmental phase was completed several years ago for the entire French Valley Parkway Project. Phase II of the project, which is currently under construction, received substantial STIP funding.

The project timelines and funding plans align well with when 2024 STIP funds are anticipated to be available (FYs 2027/28 and 2028/29) and how much 2024 STIP funds are available for programming. An additional key element that makes these projects well-qualified to receive STIP programming is they either already have or are currently seeking federal environmental clearance under the National Environmental Policy Act; this is critical for projects in need of discretionary funding.

2024 STIP Target Share Programming Recommendation: Coachella Valley

CVAG is responsible for STIP programming actions for the Coachella Valley per the STIP Intracounty MOU. At its September 11, 2023, meeting, the CVAG Transportation Committee recommended the Coachella Valley STIP share be programmed on the I-10/Monroe Street Interchange project, the region's top-ranked project in the Transportation Project Prioritization Study. This adds to the Coachella Valley's 2022 STIP share of \$7.55 million that was previously programmed toward the Interstate 10/Monroe Street Interchange project. This project has experienced significant cost increases and this recommendation is contingent on a CVAG staff analysis of the higher cost estimate recently provided by the City of Indio.

2024 STIP PPM Programming

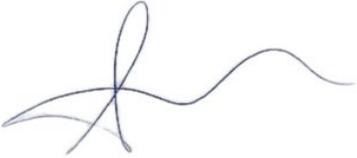
A total of \$1,793,640 in STIP PPM funds will be programmed in FYs 2024/25 through 2028/29. Commission staff will coordinate with CVAG on the use of PPM for planning, programming, and monitoring activities.

2024 STIP Submittal

The 2024 STIP is statutorily required to be submitted to the CTC by December 15, 2023. The submittal requires various forms and reports that will involve input from Caltrans, project sponsors and consultants, and SCAG. The proposed STIP projects will be submitted to SCAG by September 22 to give SCAG sufficient time to conduct the required regional performance measures analysis to meet the submittal deadline.

FISCAL IMPACT:

STIP funding for Commission projects and PPM will be included in future budgets based on the CTC's STIP adoption in March 2024. STIP funding for projects not led by RCTC will not pass through the Commission however funds will be received directly by the project sponsor.

Financial Information					
In Fiscal Year Budget:	N/A	Year:	2024/25+	Amount:	\$39,209,412
Source of Funds:	2024 STIP			Budget Adjustment:	N/A
GL/Project Accounting No.:	106 65 41501		\$ 1,793,640 (PPM)		
	003044 415 41502 00000 262 31 41501		\$37,415,772 (15 ELPSE)		
Fiscal Procedures Approved:				Date:	09/22/2023

AGENDA ITEM 6E

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 11, 2023
TO:	Riverside County Transportation Commission
FROM:	Jenny Chan, Planning and Programming Manager Jillian Guizado, Planning and Programming Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	City of Coachella’s Station Feasibility and Land Use and Transit Network Study

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Agreement No. 24-65-006-00, with the city of Coachella (City) for completion of the Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network Study (Study); and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement and future non-funding agreements and/or amendments on behalf of the Commission.

BACKGROUND INFORMATION:

The Southern California Association of Governments (SCAG) received approximately \$246 million in formula funding from the California Department of Housing and Community Development (HCD) through the Regional Early Action Planning Grants of 2021 (REAP 2.0). With this one-time State General Fund infusion, SCAG was in a unique position to build upon prior REAP efforts, allowing for broader planning and implementation investments, including those which focus on transportation initiatives and future housing development.

To implement REAP 2.0, SCAG issued a Call for Applications for the Transportation Partnership Programs - County Transportation Commission (CTC) Partnership Program to support transformative planning and implementation. Projects must meet three REAP 2.0 objectives:

1. Reduce vehicle miles travelled (VMT)
2. Encourage infill development
3. Enhance transportation services for the historically underserved

Only county transportation commissions such as the Commission were eligible for this program. Commission staff collaborated for approximately nine months with the City, Riverside Transit Authority (RTA), and Coachella Valley Association of Governments (CVAG) on seven REAP applications. The following five applications were selected by SCAG for award:

1. RCTC Core Capacity Innovative Transit Study
2. The City's Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network
3. RTA's GoMicro Microtransit Pilot Program Extension
4. CVAG's Vehicle Miles Traveled Study
5. CVAG's CV Link Community Connectors Analysis (partial funding)

DISCUSSION:

As the eligible entity for the program, the Commission is the direct recipient of the REAP funds and will serve as the Sponsoring Agency for RTA and CVAG's projects. RTA and CVAG will act as the Implementing Agency. The Commission will not be providing non-REAP dollars to the projects. As such, Commission staff will execute a memorandum of understanding, administratively, with RTA and CVAG to establish this arrangement.

For Coachella's project, upon SCAG's announcement of the REAP awards, the City requested the Commission's assistance in managing the delivery of the project due to lack of city resources and the strict statutory requirement to complete the project by December 31, 2025. Commission staff will assist the City in procuring a qualified consultant to perform the services and Commission staff will provide project management services during the development of the study. The Commission will serve as the Sponsoring Agency utilizing REAP funding. As the land use authority, the City will retain all decision-making control in the development of the study and serve as the Implementing Agency. Staff is recommending approval of Agreement No. 24-65-006-00 to memorialize these important roles for the Commission and the City.

FISCAL IMPACT:

This item has no fiscal impact. Funding for the City's study will be provided by REAP 2.0 funds for a total of \$2,005,000. RCTC staff time is budgeted at \$75,000 and will be reimbursed via REAP 2.0 funds.

Attachment: Commission and the City Agreement No. 24-65-006-00

**COOPERATIVE AGREEMENT
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND
CITY OF COACHELLA
FOR THE COACHELLA RAIL STATION FEASIBILITY STUDY AND INTEGRATED
LAND USE AND TRANSIT NETWORK STUDY PHASE**

1. Parties and Date.

This Cooperative Agreement is made and entered into this ____ day of _____, 2023 (“Effective Date”), by and between the Riverside County Transportation Commission (“RCTC”) and the City of Coachella (“City”). RCTC and the City are sometimes referred to herein individually as a “Party” and collectively as the “Parties”.

2. Recitals.

2.1 RCTC and City submitted a joint application to the Southern California Association of Governments (SCAG)’s Regional Early Action Planning 2.0 (REAP 2.0) program for the Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network (“Project”). The Project includes conducting a transit station feasibility study and visioning plan to support the proposed Coachella Valley-San Gorgonio Pass Rail Corridor Service Tier II environmental work to be undertaken by RCTC (“Study Phase”).

2.2 SCAG and RCTC will be entering into a funding memorandum of agreement allocating the Project \$2,005,000 in REAP 2.0 funds (“SCAG MOU”).

2.3 As the only eligible recipient for REAP 2.0 funds, RCTC will serve as the Sponsoring Agency for the Project. The only funding RCTC will be contributing to the Project are the REAP 2.0 funds.

2.4 RCTC staff time will be reimbursed with REAP 2.0 funds.

2.5 The Project is located within the jurisdictional boundaries of the City of Coachella. City will serve as the Implementing Agency for the Project.

2.6 When RCTC and City submitted the REAP 2.0 application to SCAG for the Project, it was anticipated RCTC would only serve as a pass-through entity for the Project. Upon receiving notification that SCAG selected the Project for REAP 2.0 funding, the City requested RCTC’s assistance with managing the delivery of the project.

2.7 RCTC has agreed to provide project management services to the City for the Project and City will continue to serve as the Implementing Agency.

3. Terms.

3.1 Study Phase Work.

A. RCTC will work jointly with City for the Study Phase. RCTC shall select, retain, and oversee consultants to complete the Study Phase work and services including, but not limited to, preparation of the Study document. The Study Phase work and services shall be funded by the funding source set forth in Sections 2.3 and 2.4. The Parties agree that RCTC shall not have any obligation to fund the Study Phase work or services using its own funds. In the case that additional funds are needed to complete the Study Phase work or services, beyond the funding described in Sections 2.3 and 2.4, the City shall be responsible for identifying and obtaining such additional funding. Allocation of additional funding shall be by amendment to this Cooperative Agreement or by separate agreement.

B. Costs incurred by RCTC to facilitate completion of the Study Phase will be reimbursed by the funding source set forth in Sections 2.3 and 2.4.

C. RCTC shall complete the Study Phase work and services within the term of this Agreement, as provided in Section 3.2, unless extended by mutual agreement of the Parties.

C. Funding and responsibilities for any other phases of the Project, or construction of any portion or all of the Project, shall be by separate agreement.

3.2 Term of Agreement. The term of this Cooperative Agreement shall extend from the Effective Date and shall remain in effect through December 31, 2025, or until written agreement by the Parties that the Study Phase has been completed, unless earlier terminated as provided in this Cooperative Agreement.

3.3 Cooperation. RCTC and the City agree to cooperate in the development of the Study document for the Project, completion of the Study Phase work and services, and the implementation of this Cooperative Agreement.

3.4 Obligations of the City.

A. The City shall provide a team of City staff with expertise in City Council priorities, land use, housing, and transportation, to collaborate and provide input on the Study Phase work and services at its own cost, and without reimbursement from the REAP 2.0 funds.

B. The City team shall timely review, approve and respond to RCTC and consultant requests and submittals for the Project including, but not limited to, Project communications plan, public engagement plan, Project branding and outreach materials, existing conditions memo, station site evaluation and selection report, transit-oriented development vision plan and land use strategy, infrastructure and public realm strategy, station renderings, building types, conceptual plans, mobility

hub plan, first/last mile analysis, phasing and financing strategy, metrics, business case analysis, market and real estate analysis, and general decisions regarding city land use, housing, and zoning policies.

3.5 Obligations of RCTC

- A. RCTC shall provide project management services for the Study Phase. RCTC shall be responsible for procuring, retaining, and overseeing consultant(s) as required for completion of the Study Phase, or as reasonably necessary for Study Phase completion.
- B. RCTC shall provide the City an opportunity to review and approve all study documents for the Project prior to finalization of such document for the Project.
- C. RCTC shall invoice SCAG for Study Phase expenses incurred in accordance with this Cooperative Agreement, no less frequently than quarterly in any quarter in which reimbursable expenses are incurred, but not to exceed once per month. Invoices submitted to SCAG shall be in a form and include such detail as reasonably requested by SCAG.

3.6 Incorporation of SCAG MOU.

A. City is aware of and has reviewed a copy of the draft SCAG MOU. RCTC shall provide the final version of the SCAG MOU to the City for review prior to execution. If the City objects to any provisions of the final SCAG MOU that impact the City, the City shall inform RCTC within ten (10) days of receipt of a copy thereof, and the Parties may terminate this Cooperative Agreement for mutual convenience. In such case, RCTC shall inform SCAG that RCTC and the City have elected not to proceed with Study Phase under the SCAG MOU.

B. If the City does not object to the terms of the final SCAG MOU, and RCTC has approved such terms, or if SCAG has agreed to amend the terms to the satisfaction of the Parties, RCTC will proceed with execution of the agreement. Once executed by SCAG and RCTC, a copy of the final SCAG MOU shall be provided to the City and maintained on file by the Parties. The executed SCAG MOU, once received by the City, shall be automatically incorporated into this Cooperative Agreement by reference, without further action of the Parties.

C. The City shall comply with all applicable provisions of the executed SCAG MOU, and shall timely comply with its obligations under this Cooperative Agreement, to ensure continued funding eligibility of the Project under the executed SCAG MOU. The Parties shall amend this Cooperative Agreement, as may be necessary, in order to incorporate and ensure compliance with applicable provisions of the executed SCAG MOU.

3.7 Mutual Indemnification.

A. RCTC shall, at its sole cost and expense, indemnify, defend and hold the City, its officials, officers, employees, consultants and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liabilities, losses, judgments, penalties, damages or injuries, in law or in equity, to property or persons, including wrongful death, whether actual, alleged or threatened, which arise in any manner out of, pertain to, or relate to, in whole or in part, to any negligent acts, omissions or breach of law, recklessness, or willful misconduct of RCTC, its officials, officers, employees, agents, consultants or contractors in the performance of RCTC's obligations under this Cooperative Agreement, including but not limited to the payment of expert witness fees and reasonable attorneys' fees and costs.

B. The City shall, at its sole cost and expense, indemnify, defend and hold RCTC and its officials, officers, employees, consultants and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liabilities, losses, judgments, penalties, damages or injuries, in law or in equity, to property or persons, including wrongful death, whether actual, alleged or threatened, which in any manner arise out of, pertain to, or relate to, in whole or in part, to any negligent acts, omissions or breach of law, recklessness, or willful misconduct of City, its officials, officers, employees, agents, consultants or contractors in the performance of City obligations under this Cooperative Agreement, including but not limited to the payment of expert witness fees and reasonable attorneys' fees and costs.

3.8 Amendments. The terms and conditions of this Cooperative Agreement shall not be altered or modified at any time except by a written amendment executed by the mutual consent of the Parties by an instrument in writing.

3.9 Waiver. No delay or omission in the exercise of any right or remedy of a non-defaulting Party on any default shall impair such right or remedy or be construed as a waiver. No consent or approval of either Party shall be deemed to waive or render unnecessary such Party's consent to or approval of any subsequent act of the other Party. Any waiver by either Party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Cooperative Agreement.

3.10 Severability. In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this Cooperative Agreement shall be declared invalid or unenforceable by valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this Funding Agreement, which shall be interpreted to carry out the intent of the parties hereunder.

3.11 Survival. All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this Cooperative Agreement, shall survive any such expiration or termination.

3.12 RCTC Disclaimer. In no event shall RCTC be responsible or liable for the quality, suitability, operability or condition of any design or construction by the Project consultants or the contractor, as applicable, and RCTC expressly disclaims any and all express or implied representations or warranties with respect thereto, including any warranties of suitability or fitness for use.

3.13 Third Party Beneficiaries. There are no third-party beneficiaries to this Cooperative Agreement.

3.14 Default; Notice to Cure. If during the term of this Cooperative Agreement, either Party fails or delays to perform any material term of this Cooperative Agreement, the non-defaulting Party shall provide written notice to the other Party of breach. In the event that the defaulting Party fails to commence to cure, correct or remedy such breach within thirty (30) calendar days following receipt of written notice, or thereafter fails to diligently complete such cure, correction or remedy, a default of this Cooperative Agreement shall be deemed to have occurred.

3.15 Termination.

A. Either Party may terminate this Cooperative Agreement by giving thirty (30) days written notice thereof. The Parties acknowledge that if this Cooperative Agreement is terminated, RCTC will exercise its right to terminate that SCAG MOU.

B. The City shall reimburse RCTC, in full, for any costs or liability incurred by RCTC under the executed SCAG MOU as a result of either (i) the City's termination of this Cooperative Agreement, except in the case of a termination for RCTC's default; or (ii) RCTC's termination of this Cooperative Agreement for City's default.

C. No termination for default shall occur until the non-defaulting Party has provided notice and opportunity to cure in accordance with the terms of this Cooperative Agreement.

3.16 Assignment or Transfer. The Parties shall not assign, hypothecate, or transfer, either directly or by operation of law, this Cooperative Agreement or any interest herein without the prior written consent of the other Parties. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

3.17 Binding Effect. Each and all of the covenants and conditions shall be binding on and shall inure to the benefit of the Parties, and their successors, heirs, personal representatives, or assigns. This section shall not be construed as an authorization for any Party to assign any right or obligation

3.18 Notices. All notices, demands, invoices, and written communications shall be in writing and delivered to the following addresses or such other addresses as the Parties may designate by written notice:

To RCTC: Riverside County Transportation Commission
4080 Lemon Street, Third Floor
P.O. Box 12008
Riverside, CA 92502-2208
Attention: Executive Director

Copy to: Best, Best & Krieger, LLP
3390 University Ave. 5fl.
Riverside, CA 92501
Attention: Steven C. DeBaun

To City: City of Coachella
1515 6th Street
Coachella, CA 92236
Attention: City Manager

Copy to: Best, Best & Krieger, LLP
74760 Highway 111
Suite 100
Indian Wells, California 92210
Attention: Carlos Campos

Depending upon the method of transmittal, notice shall be deemed received as follows: by facsimile, as of the date and time sent; by messenger, as of the date delivered; and by U.S. Mail first class postage prepaid, as of 72 hours after deposit in the U.S. Mail.

3.19 Time of Performance. Time is of the essence in the performance of this Agreement.

3.20 Governing Law. This Agreement is in all respects governed by California law and venue for any dispute shall be in Riverside County.

3.21 Insurance. The Parties each verify that they are self-insured or maintain insurance coverage through a Joint Powers Authority in reasonable and customary amounts for their respective operations.

3.22 Authority to Enter into Agreement. Each Party warrants that the individuals who have signed this Cooperative Agreement have the legal power, right and authority to make this Cooperative Agreement and bind each respective Party.

3.23 Counterparts. This Cooperative Agreement may be signed in counterparts, each of which shall constitute an original and which collectively shall constitute one instrument.

3.24 Entire Agreement. This Cooperative Agreement contains the entire agreement of the Parties relating to the subject matter hereof and supersedes all prior negotiations, agreements or understandings.

3.25 Electronically Transmitted Signatures; Electronic Signatures. A manually signed copy of this Cooperative Agreement 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 Cooperative Agreement for all purposes. This Cooperative Agreement may be signed using an electronic signature.

**SIGNATURE PAGE
TO
COACHELLA RAIL STATION FEASIBILITY STUDY AND INTEGRATED LAND USE
AND TRANSIT NETWORK STUDY PHASE**

IN WITNESS WHEREOF, the parties hereto have executed the Agreement as of the Effective Date.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

CITY OF COACHELLA

By: _____
Anne Mayer, Executive Director

By: _____
Title: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP
Counsel to RCTC

By: _____
Title: _____

ATTEST:

By: _____
Title: _____

AGENDA ITEM 6F

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 11, 2023
TO:	Riverside County Transportation Commission
FROM:	John Tarascio, Senior Capital Projects Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Moreno Valley/March Field Metrolink Station Track and Platform Expansion Project - Southern California Regional Rail Authority Construction Cooperative Agreement Amendment

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Agreement No. 21-33-097-01, Amendment No. 1 to Cooperative Agreement No. 21-33-097-00 between the Commission and Southern California Regional Rail Authority (SCRRA) for construction support services for the Moreno Valley/March Field Metrolink Station Track and Platform Expansion Project (Project) in the amount of \$717,080, plus a contingency amount of \$71,708, for an additional amount of \$788,788, and a total amount not to exceed \$3,451,888;
- 2) Approve an amendment to the Fiscal Year 2023/24- 2027/28 Short Range Transit Plan (SRTP) to reprogram \$788,788 of State Transit Assistance (STA) funds from the Downtown Riverside Metrolink Station Improvement Project to this Project;
- 3) Approve a FY 2023/24 budget adjustment of \$788,788 for both revenue and expenses related to the Project;
- 4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and
- 5) Authorize the Executive Director or designee to approve contingency work pursuant to the agreement terms up to the total amount.

BACKGROUND INFORMATION:

On March 9, 2022, the Commission awarded Agreement No. 21-33-095-00 to Granite Construction Company, as the lowest responsive, responsible bidder, for the construction of the Project. At that same meeting, the Commission also approved Cooperative Agreement No. 21-33-097-00 between the Commission and SCRRA for construction support of the Project, including providing railroad protective flagging services, in the amount of \$2,421,000, plus a contingency amount of \$242,100, for a total amount not to exceed \$2,663,100.

The Project will upgrade approximately 2 ½ miles of existing freight track from wood ties to new heavier track and concrete ties, an upgraded signal system, expansion of the existing platform

and the addition of a new platform. The new platform will be fitted out with the same passenger amenities present at the existing platform, including canopies, a mini-high ADA platform, an emergency telephone, electronic displays, and signage.

The Project is located on the west side of Interstate 215, between Eastridge Avenue and north of Van Buren Boulevard, along the Perris Valley Line corridor, on right of way owned by the Commission (Figure 1).

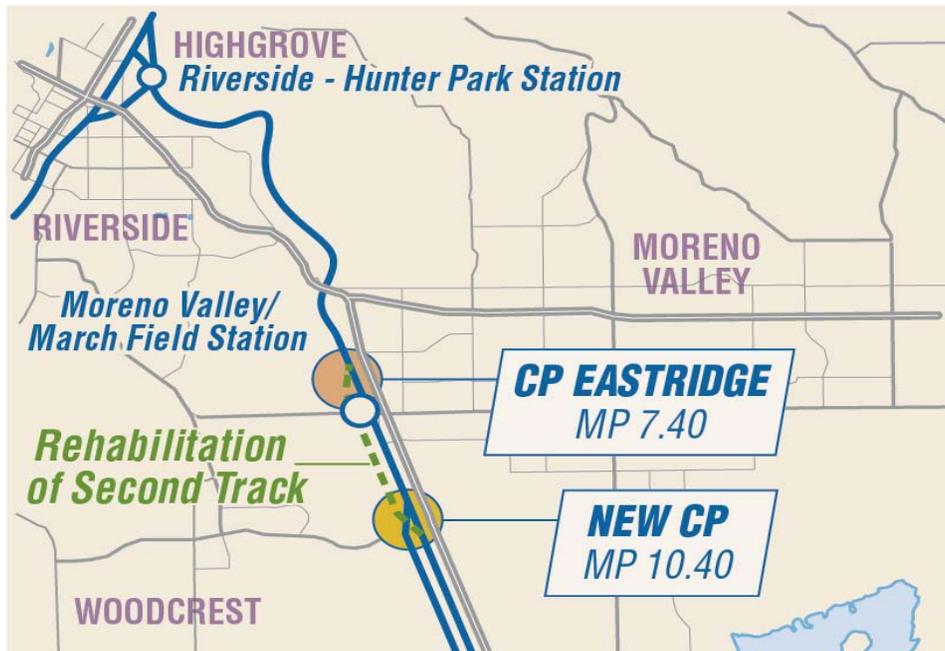


Figure 1: Project Location Map

Construction Status

Granite Construction was given a limited notice to proceed (NTP), for advance procurement of long lead time materials, effective on April 18, 2022, and given a full NTP with construction, effective October 10, 2022. Approximately a year of construction has been conducted and SCRRA has provided railroad protective flagging services and construction support for the Project. Based on the work remaining on the Project, SCRRA's projected expenditures will exceed the cooperative agreement amount and contingency. An amendment will be required to provide additional funding for SCRRA to continue supporting the Project. Staff has worked with SCRRA to estimate that an additional \$959,180 is required to provide the necessary support through the end of the Project. The previously authorized contingency amount of \$242,100 will be utilized to reduce the overall amendment amount to \$717,080.

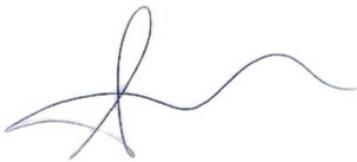
Factors leading to the overrun of the original cooperative agreement budget include underestimating the amount of flagging services required by SCRRA to support the work and an increase in the duration of construction due to unforeseen conditions encountered at the site.

The amendment has utilized the previous contingency amount of \$242,100, to reduce this amendment request for the above additional services to \$717,080, but staff is requesting that an additional contingency of 10 percent, or \$71,708, be allocated to account for any additional unforeseen issues that may arise.

It is estimated that construction of the Project will be completed by summer 2024.

FISCAL IMPACT:

Staff recommends approval of Agreement No. 21-33-097-01, Amendment No. 1 to Cooperative Agreement No. 21-33-097-00 between the Commission and SCRRA for construction support services for the Project in the amount of \$717,080, plus a contingency amount of \$71,708, for an additional amount of \$788,788, and a total amount not to exceed \$3,451,888. Funding for this increase is available from project savings from the Downtown Riverside Station Project, which was suspended in March 2023. Staff recommends an amendment to the FY 2023/24 - 2027/28 SRTP (Attachment 2) to reprogram \$788,788 of STA funds from the Downtown Riverside Station Project to this Project and approving the necessary budget adjustment for FY 2023/24 in both revenues and expenses to facilitate these changes.

Financial Information					
In Fiscal Year Budget:	No	Year:	FY 2023/24	Amount:	\$788,788
Source of Funds:	State Transit Assistance Funds \$788,788		Budget Adjustment:	Yes	
GL/Project Accounting No.:	Revenue: 004026 000 59001 0000 265 33 59001 Transfer In (\$788,788) Expenditure: 004026 81304 00000 0000 265 33 81301 SCRRA (\$788,788) 002204 97001 00000 0000 241 62 97001 Transfer Out (\$788,788)				
Fiscal Procedures Approved:				Date:	09/22/2023

Attachments:

- 1) Draft Agreement No. 21-33-097-01 with SCRRA
- 2) FY 2023/24 - 2027/28 SRTP Table 4 Amendment No. 1

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

AMENDMENT 1
TO
COOPERATIVE AGREEMENT NO. 21-33-097-00
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FOR
MORENO VALLEY / MARCH FIELD STATION EXPANSION PROJECT

This "AMENDMENT NO. 1" amends the Cooperative Agreement for the Moreno Valley / March Field Station Expansion Project ("PROJECT"), RCTC Agreement No. 21-33-097-00, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("COMMISSION") and the SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY ("SCRRA"), ("AGREEMENT"). COMMISSION and SCRRA are sometimes individually referred to as "PARTY", and collectively referred to as "PARTIES". Capitalized terms used, but not defined in this amendment shall have meanings ascribed to them in the AGREEMENT.

RECITALS:

- 1. COMMISSION and SCRRA entered into the AGREEMENT, effective May 3, 2022, which defined the terms and conditions for the construction phase of the PROJECT.

- 2. PARTIES now desire to amend the AGREEMENT to include additional funding, in the amount of Seven Hundred Eighty-Eight Thousand Seven Hundred Eighty-Eight Dollars (\$788,788), for oversight and protective services support, including but not limited to additional staff time, flagging and railroad protection, safety training, cable marking, emergency track inspection, risk analysis booklets, and specialized locks/radios; to include

**AMEND 1 COOPERATIVE AGREEMENT NO. 21-33-097-00/SCRRA #861014
MORENO VALLEY /MARCH FIELD STATION EXPANSION**

1 a Scope of Services for these additional SCRRA services; and to extend the term of the
2 AGREEMENT.

3
4 **NOW, THEREFORE**, it is mutually understood and agreed by COMMISSION and SCRRA as
5 follows:

6 1. ARTICLE 5, RESPONSIBILITIES OF SCRRA, sub-paragraph N shall be deleted and replaced in
7 its entirety with the following:

8 SCRRA shall invoice COMMISSION within fifteen (15) calendar days of execution of
9 this AGREEMENT, and COMMISSION shall pay to SCRRA within thirty (30) calendar
10 days of date of invoice, and prior to any project work commencing, a deposit of One
11 Million Three Hundred Thirty-One Thousand and Five Hundred Dollars (\$1,331,500)
12 representing fifty percent (50%) of estimated SCRRA project costs contained in **Exhibit**
13 **B**. When the actual cost and expenses incurred reach seventy-five percent (75%) of
14 the first deposit of \$1,331,500, SCRRA shall notify COMMISSION in writing and shall
15 provide back-up for expenses to-date against the deposit. COMMISSION and SCRRA
16 will then analyze costs to date and projected costs to complete the PROJECT to
17 confirm the appropriate amount of the remaining deposit, and an amendment to this
18 AGREEMENT, if required, shall be executed to fund any additional estimated cost.
19 COMMISSION shall then deposit the remaining balance of the revised total estimated
20 amount contained in **Exhibit B-1**, being Two Million One Hundred Twenty Thousand
21 Three Hundred Thirty-Eight Dollars (\$2,120,338), or other mutually agreeable amount
22 as calculated to complete the PROJECT. Each SCRRA invoice shall include the
23 following information:

- 24 1. Agreement Number 21-33-097-00;
- 25 2. SCRRA Project Number 861014;
- 26 3. The time period covered by the invoice;

**AMEND 1 COOPERATIVE AGREEMENT NO. 21-33-097-00/SCRRA #861014
MORENO VALLEY /MARCH FIELD STATION EXPANSION**

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

- 4. Progress Report, which includes a detailed description of the services performed;
- 5. Such other information as reasonably requested by COMMISSION.

2. ARTICLE 5, RESPONSIBILITIES OF SCRRA, sub-paragraph Q shall be deleted and replaced in its entirety with the following:

Q. NOT USED.

3. ARTICLE 6, MAXIMUM OBLIGATION shall be deleted and replaced in its entirety with the following:

Notwithstanding any provisions of this AGREEMENT to the contrary, COMMISSION and SCRRA mutually agree that RCTC's maximum cumulative payment obligation hereunder shall be Three Million Four Hundred Fifty-One Thousand Eight Hundred Eighty-Eight Dollars (\$3,451,888), unless agreed to and amended by both Parties.

4. **EXHIBIT B** of the AGREEMENT is amended to include **EXHIBIT B-1 AMENDMENT 1 ADDITIONAL SCRRA SCOPE OF SERVICES**, attached to and incorporated into this AGREEMENT by this reference.

5. ARTICLE 9 ADDITIONAL PROVISIONS sub-paragraph A shall be deleted and replaced in its entirety with the following:

A. Term of Agreement: This Agreement shall continue in full force and effect through **June 30, 2025**, unless terminated earlier by mutual written consent by both Parties.

**AMEND 1 COOPERATIVE AGREEMENT NO. 21-33-097-00/SCRRRA #861014
MORENO VALLEY /MARCH FIELD STATION EXPANSION**

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

6. Except as amended by this AMENDMENT No. 1, all other provisions of the AGREEMENT shall remain in full force and effect and are incorporated herein by this reference.

**AMEND 1 COOPERATIVE AGREEMENT NO. 21-33-097-00/SCRRA #861014
MORENO VALLEY /MARCH FIELD STATION EXPANSION**

1 This AMENDMENT NO. 1 shall be made effective upon execution by both PARTIES.

2
3 This AMENDMENT NO. 1 may be executed and delivered in any number of
4 counterparts, each of which, when executed and delivered shall be deemed an original and
5 all of which together shall constitute the same agreement. Facsimile signatures will be
6 permitted. This AMENDMENT NO. 1 may be signed using an electronic signature.

7
8 **IN WITNESS WHEREOF**, the PARTIES hereto have caused this AMENDMENT No. 1 to
9 AGREEMENT No. 21-33-097-00 to be executed on the date first written below.

10
11 **SOUTHERN CALIFORNIA REGIONAL**
12 **RAIL AUTHORITY**

RIVERSIDE COUNTY TRANSPORTATION
 COMMISSION

13
14 By: _____
15 Darren M. Kettle
 Chief Executive Officer

 By: _____
 Anne Mayer
 Executive Director

16
17 **APPROVED AS TO FORM:**

APPROVED AS TO FORM:

18
19 By: _____
20 Donald O. Del Rio
 General Counsel

 By: _____
 Best Best & Krieger LLP
 General Counsel

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

Exhibits:

EXHIBIT B-1 AMENDMENT 1 ADDITIONAL SCRRRA SCOPE OF SERVICES

**AMEND 1 COOPERATIVE AGREEMENT NO. 21-33-097-00/SCRRRA #861014
MORENO VALLEY /MARCH FIELD STATION EXPANSION**

**EXHIBIT B-1
AMENDMENT 1 ADDITIONAL SCRRRA SCOPE OF SERVICES**

Date	24-Aug-23				
Cooperative Agreement	Amendment 1				
SCRRRA Project No.	861014				
Project Name	Moreno Valley / March Field Station Expansion				
Schedule	21 months (+ 3 months closeout)				
NO.	ITEM	QUANTITY		UNIT COST	TOTAL COST
		Total Hours	UNIT		
1 Project Management					
a	Meetings - Consultant	90	HR	\$295.00	\$26,550.00
	Document Reviews (Work Windows, SSWP, Construction Staging, RFI Support) - Consultant	400	HR	\$295.00	\$118,000.00
b	Civil/Track General Inspection Services - Consultant	80	HR	\$295.00	\$23,600.00
c					
	Sub-Total				\$168,150.00
2 Communication & Signal Support Services					
a	C&S Cable Marking	12	EA	\$2,500.00	\$30,000.00
	Sub-Total				\$30,000.00
3 Training / Flagging					
a	Flagging Services	375	SHIFT	\$1,800.00	\$675,000.00
b	RWP Training	261	PERSON	\$230.00	\$60,030.00
c	Unauthorized Work Emergency Track Inspection				\$10,000.00
	Sub-Total				\$745,030.00
4 Miscellaneous					
a	PTC Radio	1	EA	\$2,500.00	\$3,000.00
b	Risk Analysis Booklets	1	LS	\$3,000.00	\$3,000.00
c	C&S Locks	1	LS	\$5,000.00	\$5,000.00
d	MOW/ROW Locks	1	LS	\$5,000.00	\$5,000.00
	Sub-Total				\$16,000.00
	Sub-Total (Items A-F)				\$959,180.00
	Less Existing Contingency			\$242,100.00	\$717,080.00
	New Contingency (10%)				\$71,708.00
	AMEND 1 TOTAL ESTIMATED COST				\$788,788.00
	PROJECT TOTAL ESTIMATED COST				\$3,451,888.00
Notes:					
1	The cost of the SCRRRA services shown is an estimate only and RCTC will reimburse SCRRRA on the basis of actual costs and expenses.				
2	RCTC shall reimburse SCRRRA the actual costs and expenses incurred by SCRRRA and its contractors and consultants for all services and work performed in connection with this project, including an allocated overhead representing SCRRRA's costs				



Table 4.0 - Summary of Funding Request - FY2023/24
RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating																
Project	Total Amount of Funds	5307 RS	5307 OB	5307 RS CARES - OB	5337	5337 OB	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail																
Metrolink Operating Subsidy & Preventative Maintenance ¹	\$29,890,387				\$ 7,365,769				\$ 22,524,618							
Next Generation Rail Study Phase II	\$0															
Program Management and Support ²	\$6,753,800								\$ 1,709,800		\$ 3,544,000	\$ 1,500,000				
Property Management General - Rail	\$2,557,200										\$ 2,110,200	\$ 447,000				
Station Operations and Security	\$7,913,200										\$ 7,544,300	\$ 368,900				
Transfer Agreements	\$100,000								\$ 100,000							
Free Rail Pass Program	\$1,007,009							\$ 1,007,009								
Working Capital Loan	\$5,000,000										\$ 5,000,000					
Vanpool																
RCTC VanClub Operating Expenses	\$1,803,144			\$ 193,700			\$ 423,400				\$ 121,900	\$ 37,200				\$ 1,026,944.00
Sub-total Operating	\$55,024,740	\$0	\$0	\$193,700	\$7,365,769	\$0	\$423,400	\$1,007,009	\$24,334,418	\$0	\$18,320,400	\$2,353,100	\$0	\$0	\$0	\$1,026,944
Capital																
Project	Total Amount of Funds	5307 RS	5307 OB	5307 RS CARES	5337	5337 OB	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail																
Rail Stations Capital Rehabilitation WC 24-1	\$1,050,785												\$ 769,000	\$ 281,785		
RCTC Metrolink Capital Obligation ³ WC 24-2	\$15,691,304	\$ 2,257,740	\$ 57,165		\$ 12,952,290	\$ 424,109										
Coachella Valley Rail																
CV Rail Environmental/Service Development Plan - CV 24-1	\$750,000														\$750,000	
Sub-total Capital	\$17,492,089	\$2,257,740	\$57,165	\$0	\$12,952,290	\$424,109	\$0	\$0	\$0	\$0	\$0	\$0	\$769,000	\$281,785	\$750,000	\$0
Total Operating & Capital	\$72,516,829	\$2,257,740	\$57,165	\$193,700	\$20,318,059	\$424,109	\$423,400	\$1,007,009	\$24,334,418	\$0	\$18,320,400	\$2,353,100	\$769,000	\$281,785	\$750,000	\$1,026,944

¹ Metrolink Subsidy is \$28,231,736 plus 6% contingency. FTA 5337 directly allocated to Metrolink.

² Includes Rail program administration, capital support, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and

³ 5307 RS FY23 \$2,257,740; 5307 OB FY22 \$57,165 funds not included in Metrolink's capital grant, funds already authorized by Commission; 5337 FY23 \$12,952,290; 5337 OB FY22 \$424,109 were not included in Metrolink Rehab grant, funds already authorized by Commission. FTA 5307 and 5337 directly allocated to Metrolink.



Table 4.0 - Summary of Funding Request - FY2023/24
RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating																	
Project	Total Amount of Funds	5307 RS	5307 OB	5307 RS CARES - OB	5337	5337 OB	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA-OB	Farebox
Western County Rail																	
Metrolink Operatin Subsidy & Preventative Maintenance ¹	\$29,890,387				\$ 7,365,769				\$ 22,524,618								
Next Generation Rail Study Phase II	\$0																
Program Management and Support ²	\$6,753,800								\$ 1,709,800		\$ 3,544,000	\$ 1,500,000					
Property Management General - Rail	\$2,557,200										\$ 2,110,200	\$ 447,000					
Station Operations and Security	\$7,913,200										\$ 7,544,300	\$ 368,900					
Transfer Agreements	\$100,000								\$ 100,000								
Free Rail Pass Program	\$1,007,009							\$ 1,007,009									
Working Capital Loan	\$5,000,000										\$ 5,000,000						
Vanpool																	
RCTC VanClub Operatin Expenses	\$1,803,144			\$ 193,700			\$ 423,400				\$ 121,900	\$ 37,200					\$ 1,026,944.00
Sub-total Operating	\$55,024,740	\$0	\$0	\$193,700	\$7,365,769	\$0	\$423,400	\$1,007,009	\$24,334,418	\$0	\$18,320,400	\$2,353,100	\$0	\$0	\$0	\$0	\$1,026,944
Capital																	
Project	Total Amount of Funds	5307 RS	5307 OB	5307 RS CARES	5337	5337 OB	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA-OB	Farebox
Western County Rail																	
Rail Stations Capital Rehabilitation WC 24-1	\$1,050,785												\$ 769,000	\$ 281,785			
RCTC Metrolink Capital Obligation ³ WC 24-2	\$15,691,304	\$ 2,257,740	\$ 57,165		\$ 12,952,290	\$ 424,109											
Moreno Valley/March Field Station Ped Bridge ⁴ WC 24-3	\$ 788,788																\$ 788,788
Riverside Downtown Station Track and Platform WC 22-3	\$ (788,788)																\$ (788,788)
Coachella Valley Rail																	
CV Rail Environmental/Service Development Plan - CV 24-1	\$750,000														\$750,000		
Sub-total Capital	\$17,492,089	\$2,257,740	\$57,165	\$0	\$12,952,290	\$424,109	\$0	\$0	\$0	\$0	\$0	\$0	\$769,000	\$281,785	\$750,000	\$0	\$0
Total Operating & Capital	\$72,516,829	\$2,257,740	\$57,165	\$193,700	\$20,318,059	\$424,109	\$423,400	\$1,007,009	\$24,334,418	\$0	\$18,320,400	\$2,353,100	\$769,000	\$281,785	\$750,000	\$0	\$1,026,944

¹ Metrolink Subsidy is \$28,231,736 plus 6% contingency. FTA 5337 directly allocated to Metrolink.

² Includes Rail program administration, capital support, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits

³ 5307 RS FY23 \$2,257,740; 5307 OB FY22 \$57,165 funds not included in Metrolink's capital grant, funds already authorized by Commission; 5337 FY23 \$12,952,290; 5337 OB FY22 \$424,109 were not included in Metrolink Rehab grant, funds already authorized by Commission. FTA 5307 and 5337 directly allocated to Metrolink.

⁴ State Transit Assistance Funds savings from Riverside Downtown Station to Moreno Valley/March Field station.

AGENDA ITEM 6G

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 11, 2023
TO:	Riverside County Transportation Commission
FROM:	Eric DeHate, Transit Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Countywide Transit Report: Fiscal Years 2019/20 through 2021/22

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the Countywide Transit Report for Fiscal Years 2019/20 through 2021/22.

BACKGROUND INFORMATION:

The Commission, as the regional transportation planning agency and county transportation commission, provides funding oversight and administration of multiple transit programs within Riverside County as required by various Public Utilities Codes (PUC), ordinances and policies. Most of the regulatory policies regarding transportation funding for transit operators in California are governed by the Transportation Development Act (TDA) of 1971. As required under PUC Section 99244, the Commission is required to regularly monitor and provide recommendations for productivity and performance improvements of the transit services receiving TDA funding. This is conducted through the Short Range Transit Plans updates submitted annually, annual audits, and triennial TDA performance audits.

In addition to complying with the minimum requirements set forth by TDA, the Commission began the compilation of a Countywide Transit Report in 2014 to provide a “state of transit” overview. The report is a standalone review of transit services based primarily on annual audited financial data and is inclusive of not only TDA-funded public transit services but also local Measure A funded programs such as the Specialized Transit Program.

DISCUSSION:

The FYs 2019/20 – 2021/22 Countywide Transit Report (Attachment 1 and 2) provides a high-level summary of the public transit network in Riverside County with factsheets for five modes of transportation: commuter rail, fixed-route bus, demand response/paratransit bus, specialized transit, and vanpool. Key performance metrics that are highlighted include the following:

- Farebox Recovery Ratio;
- Passenger Boardings;

- Operating Costs;
- Revenue Service Hours;
- Passengers Per Revenue Hour; and
- Other indicators relevant by mode such as train service miles and subsidy per trip.

Additionally, the report provides highlights of major ridership trends, future strategies to meet demand, and marketing initiatives underway as the transit providers maneuver through the recovery phase to regain ridership.

How Are We Doing?

The network of nine (9) public transit service providers and 15 human service operators carried approximately 12.5 million passenger trips in FY 2019/20, 5.8 million passenger trips in FY 2020/21, and over 7.1 million passenger trips in FY 2021/22. In 2019, prior to COVID-19, transit operators and human service operators carried 15.5 million passenger trips. This was starting to show signs of re-growth upon the implementation of various marketing initiatives and service enhancements; however, in March 2020, when the Coronavirus pandemic and stay-at-home orders were issued statewide, ridership again tumbled drastically in the months to come, declining up to 80 percent by route in some cases. FY 2020/21 was the lowest point of transit ridership during the pandemic. Farebox recovery ratios were being met in FY 2019/20, but the pandemic left farebox recovery ratios short of the state-required 20 percent for urban areas and 10 percent for rural areas in FY 2020/21. The state legislators enacted waivers for farebox recovery and penalties which has helped transit operators weather the pandemic. Annual operating costs for public transit services from FY 2019/20 through FY 2021/22 for the county exceeded \$155 million, with revenues comprised of 44 percent from federal, 42 percent from state, and 14 percent from local funding sources, such as Measure A. The passage of federal stimulus funding in 2020 was instrumental in allowing the region to preserve more local and state funds.

Transit operators prioritized enhanced safety and cleaning protocols to protect the public and employees during this time period. Mask mandates remained in effect on public transit operators until April 2022. As the pandemic continued, transit operators focused on marketing initiatives as the region moved towards a recovery phase. Strategic planning is underway for many transit operators to add back previously reduced service levels; additional community engagement with major employers and colleges and university is being conducted; and free ride programs to attract youth, college students, and veterans have been implemented.

The report provides a glimpse of the impacts the pandemic had on transit operations. A better understanding of the recovery from COVID-19 on transit will likely be gleaned in the next edition of the report which will include final audited data for FY 2022/23.

FISCAL IMPACT:

This item does not have any budgetary impacts to the Commission.

Attachments:

- 1) Countywide Transit Report: Fiscal Years 2019/20 - 2021/22 (English)
- 2) Countywide Transit Report: Fiscal Years 2019/20 - 2021/22 (Spanish)

RCTC

Riverside County Transit Report

Fiscal Years 2019/2020 - 2021/2022

RIVERSIDE COUNTY FACTS



7,200
Square Miles



2.5 million
Residents

5 MODES of Public Transit



Commuter Rail



Fixed-Route Bus



Public Demand Response

(advance reservation services, Dial-A-Ride)



Specialized Transportation



Vanpool Services

The Riverside County Transportation Commission's Countywide Transit Report provides an update on the state of Riverside County transit for the past three fiscal years. Riverside County has an extensive transit network comprised of commuter rail, fixed-route and demand response buses, specialized transportation, and vanpool services. The services are provided by nine public transit service providers and 15 community-based service operators. Each of these services use voter approved 2009 Measure A sales tax funds.

Countywide ridership before the COVID-19 pandemic averaged approximately 16.1 million trips each year, or 44,000 trips per day. Similar to other transit agencies across the country, Riverside County transit operators had significant declines in ridership. In FY 2020/2021, ridership reached its lowest point of 5.8 million annual boardings or about 16,000 per day countywide. Transit agencies adapted to public health orders by implementing additional safety standards and modified service levels to become more cost-effective and meet customer demand. As restrictions began to be lifted, ridership steadily climbed, and in FY 2021/2022 increased about 22% over FY 2020/2021.

Moving Ahead

Riverside County transit operators continue to prioritize safety for their customers and are making strides to regain ridership. Multiple strategies are being implemented to make short- and long-term changes to their systems including free or reduced fares, monitoring customer travel patterns, expanding community outreach and engagement with businesses, and exploring technological advancements such as bus tracking and mobile fare systems. The foundation is also being laid to transition to a zero-emission future to fulfill air quality goals.



Total Operating Costs by Fund Source

**Includes federal stimulus funds*

Local Funds
14%

State Funds 42%

Federal Funds*
44%

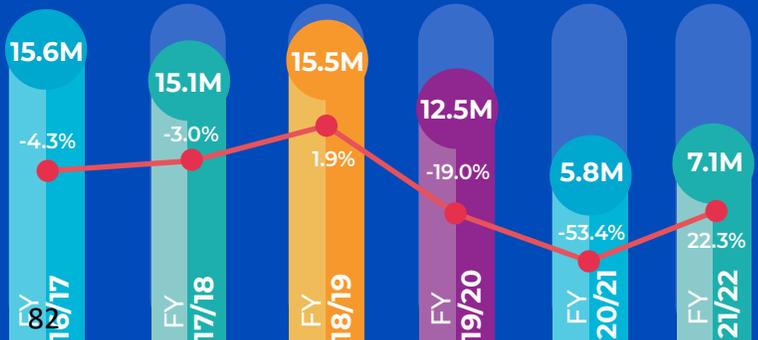
Total Operating Costs

FY 19/20
\$155.7M

FY 20/21
\$161.4M

FY 21/22
\$157.9M

Public Transit Ridership Annual Passenger Trips



As a member agency of the Southern California Regional Rail Authority, or Metrolink, the Commission has a vested interest in commuter rail services. Metrolink services seven commuter rail lines, three of which serve Riverside County. Metrolink is a valuable alternative for commuters who travel to major employment and destination centers in southern California.

Metrolink conducted multiple rider surveys to better understand rider concerns and needs during the pandemic. Survey results revealed that safety is a top concern, most riders were essential workers, and non-commute trips is a growing sector. This has led Metrolink to focus on enhanced security measures and explore additional discount programs for low-income customers and college students.

RCTC owns and maintains all nine Metrolink stations and rail property along the Perris Valley Line in the county. The stations are multimodal transit centers with regional and local bus connections that also serve as park & ride locations to encourage rideshare. Station safety, maintenance, and rehabilitation projects continue to be a priority.

Riverside Line Riverside to Los Angeles



59
Route
Miles

11
Trains on
Weekdays

Inland Empire-Orange County Line San Bernardino to Oceanside

100
Route
Miles

14
Trains on
Weekdays

4
Trains on
Weekends



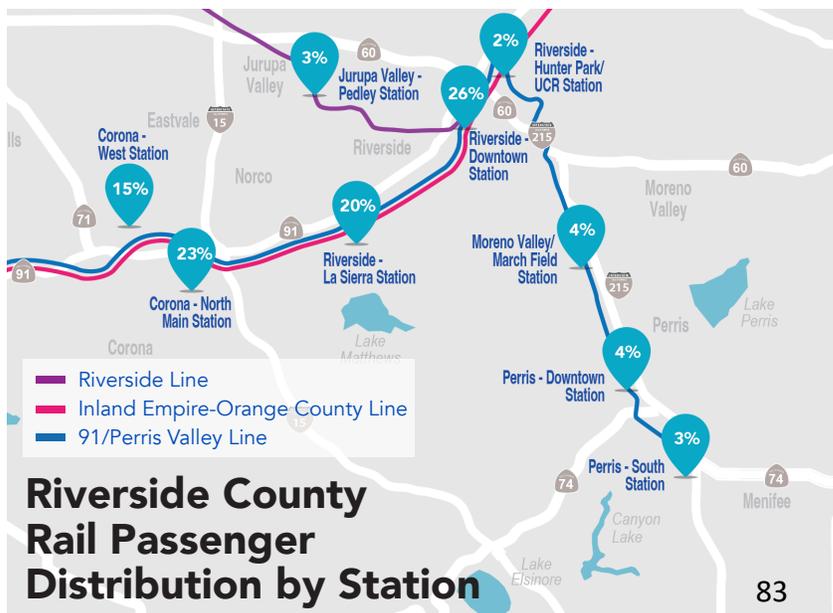
91/Perris Valley Line Perris Valley to Los Angeles via Fullerton



84
Route
Miles

12
Trains on
Weekdays

4
Trains on
Weekends



Passenger Boardings

for Lines Serving Riverside County



Station Operations & Maintenance Cost



Metrolink Operating Subsidy

for Riverside County



Service Miles



809,328 **FY 19/20**

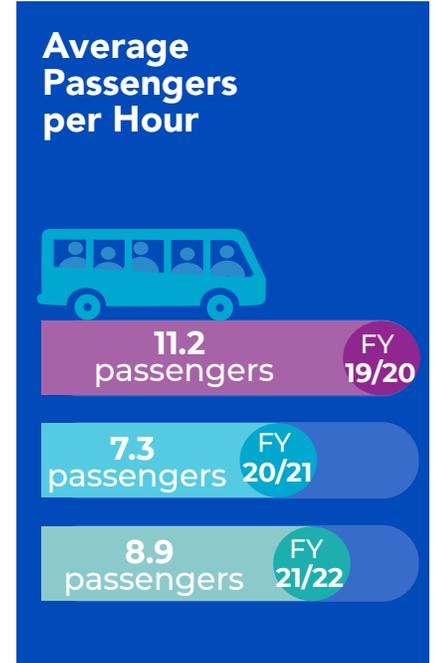
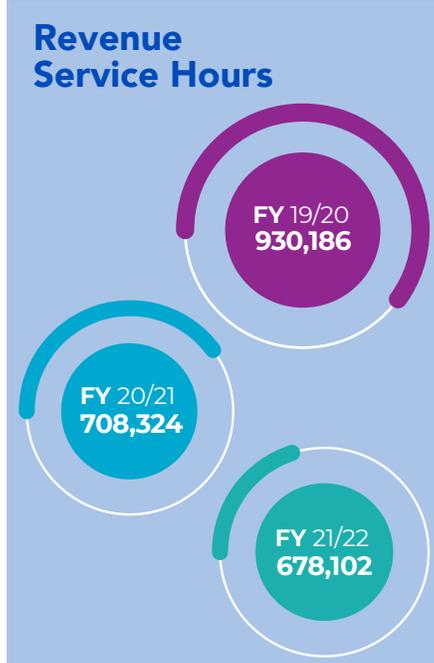
798,403 **FY 20/21**

646,457 **FY 21/22**



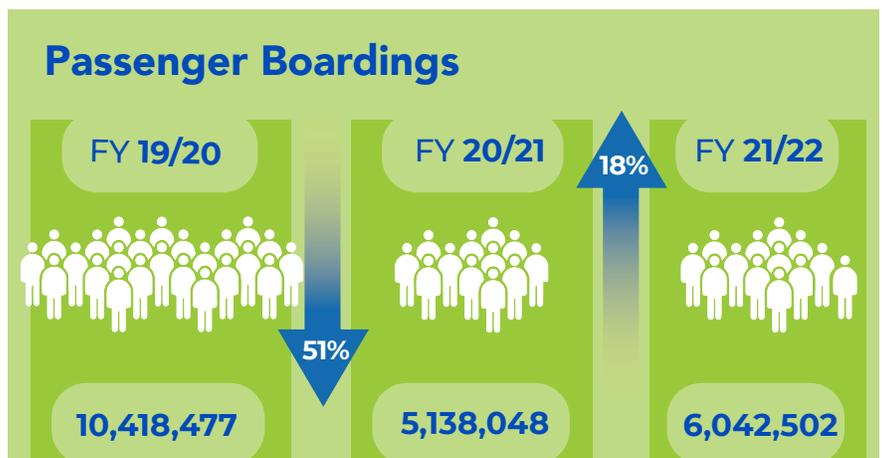
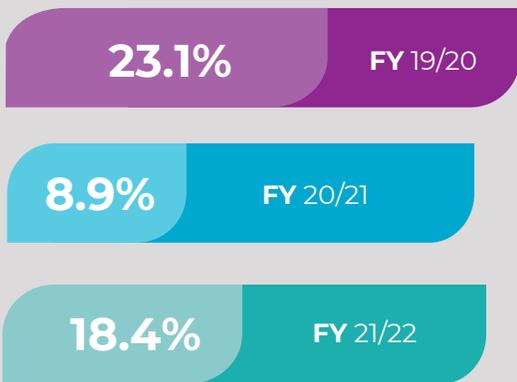
Riverside County has six operators that provide local, intercity, and express fixed-route bus services. This includes 61 local and intercity routes and seven express bus routes. These services provide an environmentally friendly alternative for residents to travel to work, school, medical appointments, and other essential tasks. During this period, bus operators invested in expanded cleaning efforts, replacing and upgrading vehicles and facilities, and introduced free and reduced fares to regain ridership.

Transit operators also continued to partner with one another and local jurisdictions to seek new funding opportunities to restore services that were reduced due to the pandemic.



Farebox Recovery Ratio

The farebox recovery ratio is a crucial performance state-mandated indicator that gauges how much paying users contribute to funding operations. Farebox recovery minimums vary by operator, generally 20% for urban and 10% for rural areas. Due to the pandemic, legislation was enacted in 2020 to waive farebox recovery requirements.

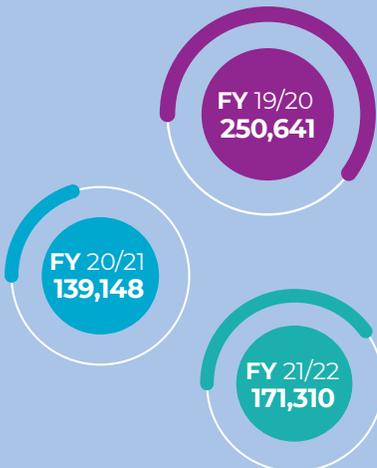


Demand response, or paratransit services, in the county are modeled as shared ride public transportation systems with advance reservations. This enables routes and schedules to be structured to transport multiple passengers to their destinations.

Complimentary paratransit service is generally provided within 3/4 of a mile from a local fixed-route service. These services are typically provided to seniors and those who qualify under the Americans with Disabilities Act, and are intended for individuals who are unable to use the fixed-route bus system. These riders are among the most vulnerable users in the transportation network.

Travel training programs such as RTA's Freedom to Go have been successful at teaching Dial-A-Ride users and others to utilize fixed-route services, enabling passengers to gain more independence and expand their mobility options.

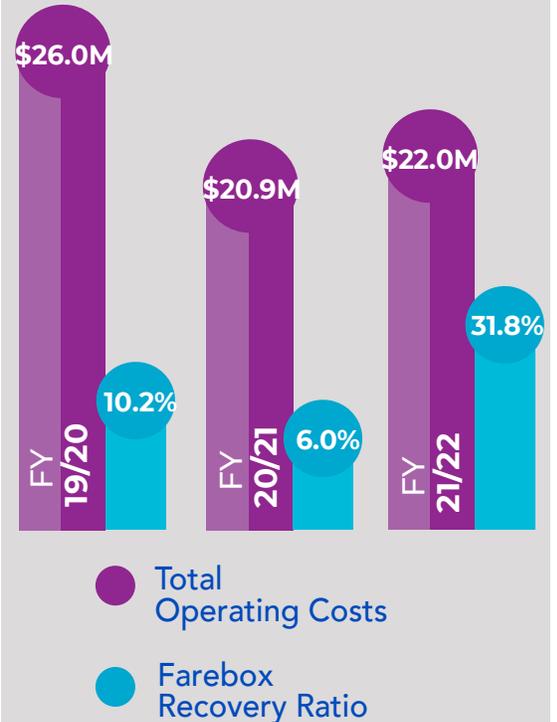
Revenue Service Hours



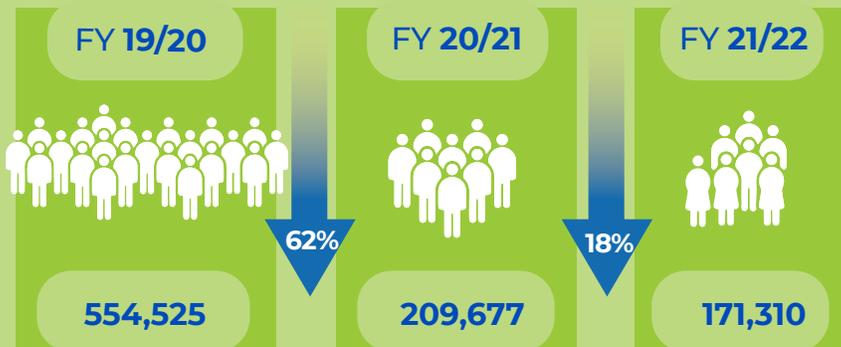
Average Passengers per Hour



Total Operating Costs & Farebox Recovery Ratio



One-way Passenger Boardings

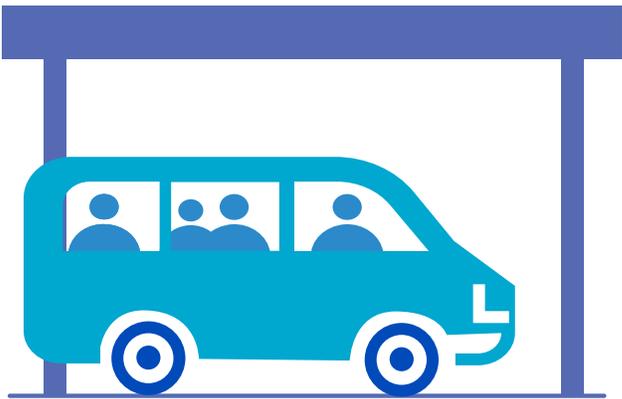


Microtransit in the County

In January 2020, SunLine launched 'SunRide,' the first microtransit program in the county using taxi services. The service now has seven zones, and with the SunRide app, riders can plan and book a ride to pick them up within walking distance of their specified location and drop them off at a bus stop or point of interest within the designated zone. Microtransit service such as this is expanding in other parts of the county to address transit challenges such as first- and last-mile connections, reduce costs, and increase ridership.

A portion of Measure A, the half-cent local sales tax revenues is used for specialized transit services. In Western Riverside County, RCTC awards funding to public and human service providers of transit services for persons with disabilities, low income, seniors, and veterans through the Specialized Transit Program. These specialized services meet the needs of the most vulnerable population that are either outside of the fixed-route bus and senior and disabled public demand response service areas, or have specific needs that cannot be met using traditional services. These services expand mobility options for individuals who cannot drive, have no one to drive them, or have difficulty using public transit.

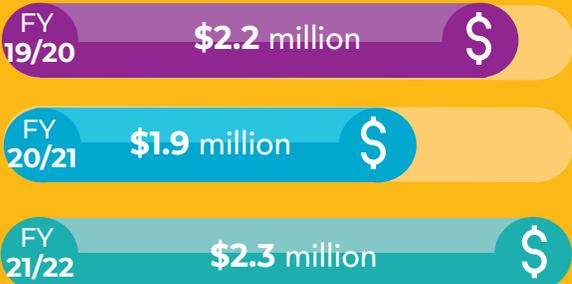
In the Coachella Valley, Measure A transit funds are allocated to SunLine, and are also used to expand transit options and keep costs low for seniors and the disabled.



15 Specialized Transit Programs in 5 Categories

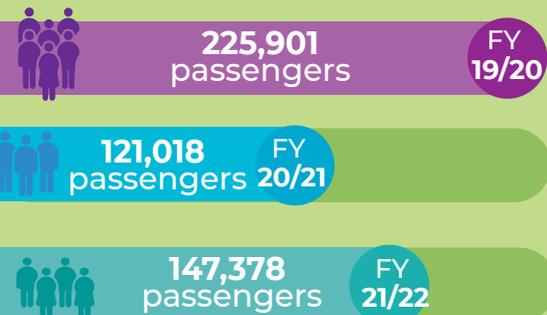
- Demand response services**
Operating assistance for services to individuals who cannot be served by existing public transit
- Mileage reimbursement programs**
Reimbursing volunteer drivers per mile for authorized trips they provide
- Bus pass programs**
Distributing day passes for the county's fixed-route bus system to human service agencies to assist with clients' urgent transportation needs
- Mobility management programs**
Assisting clients by providing information on how to use the transportation options that are available to them
- Travel training programs**
Teaching riders how to plan trips, navigate and use the public transit fixed-route bus system

Measure A Subsidy for Western Riverside County



Passenger Boardings

Inclusive of travel training and bus pass program trips.



Average Subsidy per Trip and Total Cost per Trip



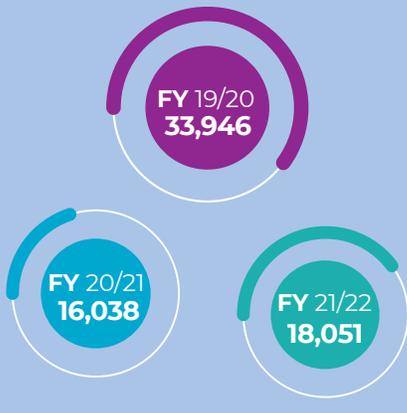
The Commission launched a new Vanpool program in Western Riverside County in May 2018, marketed as VanClub. Vanpool programs are highly effective at reducing traffic and vehicle emissions by reducing the number of vehicles traveling daily. VanClub was created to support long-distance commuters, by offering a subsidy of up to \$400 per month towards the cost of the vanpool leases. Beginning July 1, 2023, the subsidy increased to \$600 per month. They also serve as a public transportation alternative in areas that are hard to serve by transit and can be an amenity for employers to attract and retain employees.



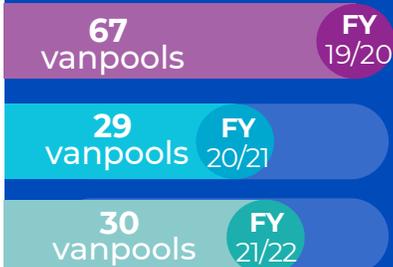
RCTC provides a Commuter Assistance Program through IE Commuter which helps residents discover a better commute to work like money-saving transit options or carpool/vanpool matches to share the ride with. At IECommuter.org, commuters can explore all the transportation options to 3,200+ worksites throughout Southern California and take advantage of rideshare incentives available to them.



Revenue Service Hours



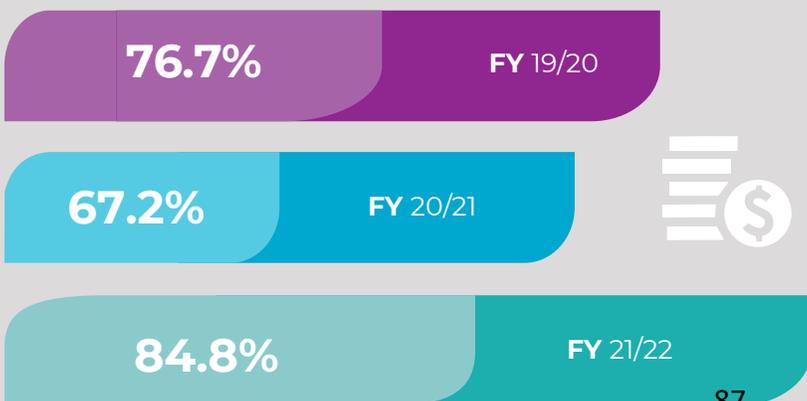
Average Vanpools per Month



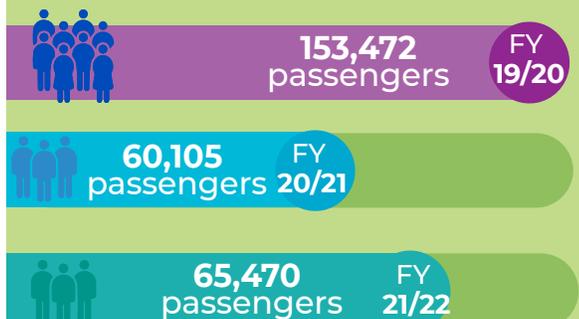
Single Occupancy Vehicle Trips Eliminated



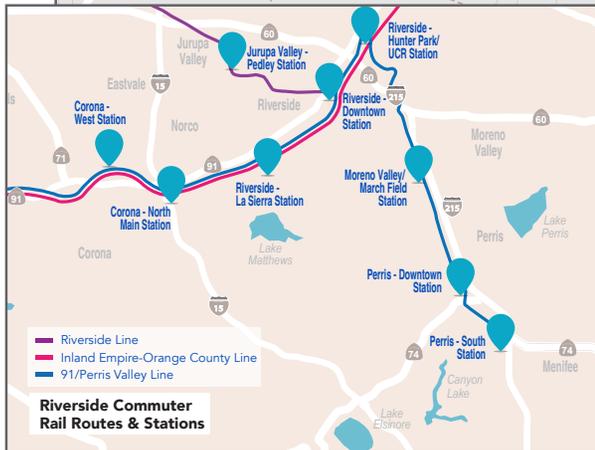
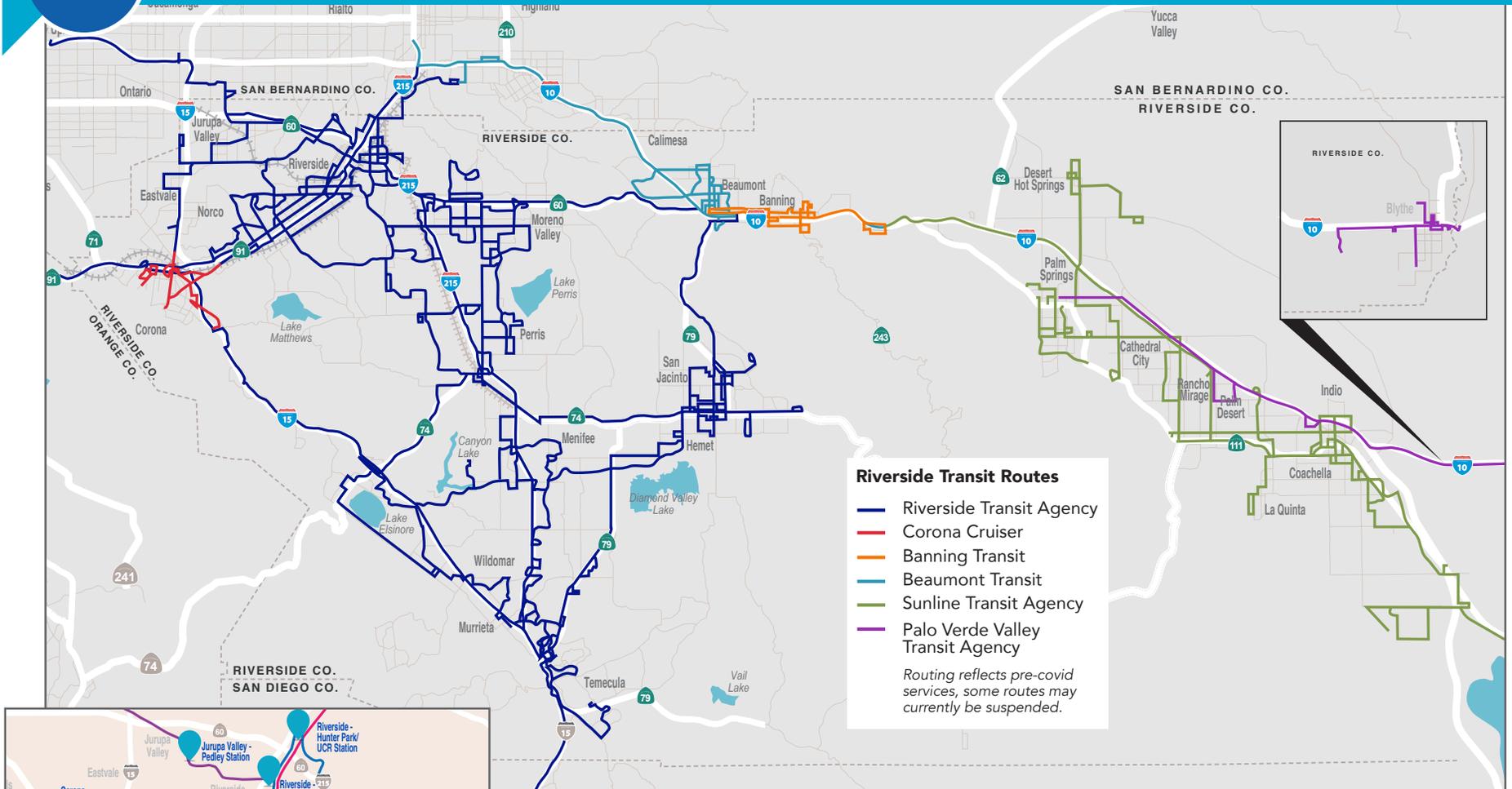
Farebox Recovery Ratio



Passenger Boardings in Western Riverside County



Riverside County Transit Routes



RCTC

Informe de transporte público del año fiscal del condado de Riverside año fiscal 2019/2020 - 2021/2022

HECHOS DEL CONDADO DE RIVERSIDE



7,200
millas cuadradas



2,5 millones
de habitantes

5 MODALIDADES de transporte público



Tren de pasajeros



autobús de ruta fija



servicios de respuesta pública a la demanda
(servicios de reserva)



transporte especializado



servicios de furgoneta compartida

El Informe de transporte público de la Comisión de Transporte de todo el condado de Riverside ha proporcionado una actualización sobre el estado del transporte público del condado de Riverside durante los últimos tres años fiscales. El condado de Riverside cuenta con una amplia red de transporte compuesta por trenes de pasajeros, autobuses de ruta fija, servicios de respuesta a la demanda, transporte especializado y servicios de furgonetas compartidas. Los servicios son proporcionados por nueve proveedores de servicios de transporte público y 15 operadores de servicios con base en la comunidad. Cada uno de estos servicios utiliza fondos del impuesto sobre la venta de la Medida A aprobada por los votantes en 2009.

El número de viajes en todo el condado antes de la pandemia del COVID-19 era de aproximadamente 16,1 millones de viajes al año o 44,000 viajes al día. Al igual que varias agencias de transporte público a lo largo de todo el país, el condado de Riverside tuvo disminuciones significativas en el número de pasajeros. En el año fiscal 2020/2021, el número de pasajeros alcanzó su punto más bajo de 5,8 millones de abordajes anuales o alrededor de 16,000 por día a lo largo de todo el condado. Las agencias de transporte se adaptaron a las órdenes de salud pública e implementaron normas de seguridad adicionales y modificaron los niveles de servicio para ser más rentables y satisfacer la demanda de los clientes. A medida que comenzaron a levantarse las restricciones, el número de pasajeros aumentó de manera constante y en el año fiscal 2021/2022 aumentó en un 22% con respecto al año fiscal 2020/2021.

Siguiendo adelante

Los operadores de transporte público del condado de Riverside siguen dándole prioridad a la seguridad de sus clientes y están avanzando para recuperar el número de pasajeros. Se están implementando múltiples estrategias con cambios en sus sistemas a corto y a largo plazo, tales como las tarifas gratuitas o reducidas, el seguimiento de los patrones de viaje de los clientes, la ampliación de la divulgación comunitaria, el compromiso con las empresas y la exploración de avances tecnológicos tales como el monitoreo de autobuses y los sistemas de tarifas móviles. También se están sentando las bases de la transición hacia un futuro de cero emisiones para cumplir los objetivos de la calidad del aire.



Costos operativos totales por fuente de financiación

**Incluyen los fondos de estímulo federales
Fondos locales, fondos estatales, fondos federales*

Fondos Locales
14%

Fondos Estatales 42%

Fondos Federales*
44%

Costos operativos totales

FY 19/20
\$155.7M

FY 20/21
\$161.4M

FY 21/22
\$157.9M

Viajes de pasajeros anuales en transporte público

15.6M

-4.3%

FY 16/17

15.1M

-3.0%

FY 17/18

15.5M

1.9%

FY 18/19

12.5M

-19.0%

FY 19/20

5.8M

-53.4%

FY 20/21

7.1M

22.3%

FY 21/22

Como organismo miembro de la Autoridad Regional Ferroviaria del Sur de California o Metrolink, la Comisión tiene un gran interés en los servicios ferroviarios de pasajeros. Metrolink presta servicios a siete líneas ferroviarias de pasajeros, tres de las cuales dan servicio al condado de Riverside. Metrolink es una valiosa alternativa para los viajeros que se desplazan a los principales centros de empleo y destino del sur de California.

Metrolink realizó varias encuestas entre los usuarios para conocer mejor sus preocupaciones y necesidades durante la pandemia. Los resultados de las encuestas revelaron que la seguridad era su principal preocupación, que la mayoría de los pasajeros eran trabajadores esenciales y que los viajes no regulares eran un sector en crecimiento. Esto ha llevado a Metrolink a centrarse en la mejora de las medidas de seguridad y a explorar programas de descuento adicionales para clientes con bajos ingresos y estudiantes universitarios.

La RCTC posee y mantiene las nueve estaciones de Metrolink y la propiedad ferroviaria a lo largo de la línea Perris Valley del condado. Las estaciones son centros de transporte multimodal con conexiones de autobuses regionales y locales que también sirven como lugares de estacionamiento para fomentar el uso compartido de viajes. Los proyectos de seguridad, mantenimiento y rehabilitación de las estaciones siguen siendo una prioridad.

Línea Riverside Riverside a Los Ángeles



59 millas de ruta | **11** trenes de lunes a viernes

Línea Inland Empire - condado de Orange San Bernardino a Oceanside

100 millas de ruta | **14** trenes de lunes a viernes | **4** trenes los fines de semana



Línea 91/Perris Valley Line Perris Valley a Los Ángeles por Fullerton

84 millas de ruta | **12** trenes de lunes a viernes | **4** trenes los fines de semana




Embarques de pasajeros: para las líneas que dan servicio al condado de Riverside



2,454,251 pasajeros **FY 19/20**



1,072,626 pasajeros **FY 20/21**



1,715,992 pasajeros **FY 21/22**

Costo de las operaciones & mantenimiento de la estación

FY 19/20 \$6.5 millones

FY 20/21 \$5.9 millones

FY 21/22 \$6.2 millones

Subvención de las operaciones de Metrolink en el condado de Riverside

FY 19/20 \$21.3M

FY 20/21 \$23.8M

FY 21/22 \$21.5M

Millas de servicio

809,328 **FY 19/20**

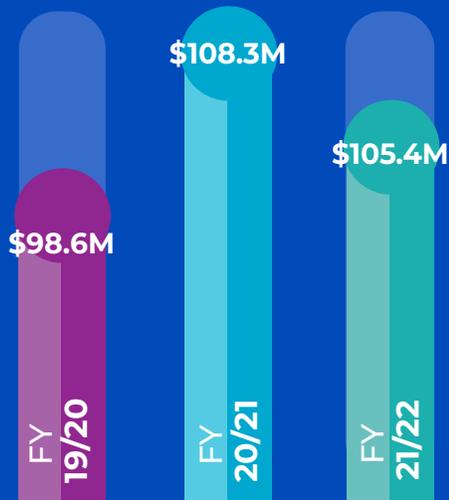
798,403 **FY 20/21**

646,457 **FY 21/22**





Costos operativos totales



El condado de Riverside cuenta con seis operadores que prestan servicios de autobús de ruta fija local, interurbana y exprés. Esto incluye 61 rutas locales e interurbanas y siete rutas de autobuses exprés. Estos servicios proporcionan una alternativa respetuosa con el medio ambiente para que los residentes se desplacen al trabajo, la escuela, las citas médicas y otras tareas esenciales. Durante este periodo, los operadores de autobuses invirtieron en mayores esfuerzos de limpieza, sustituyendo y mejorando sus vehículos e instalaciones, e ofrecieron tarifas gratuitas y reducidas para recuperar pasajeros.

Los operadores de transporte también siguieron colaborando entre sí y con las jurisdicciones locales para buscar nuevas oportunidades de financiación con el fin de restablecer los servicios que se redujeron debido a la pandemia.



Índice de recuperación de caja de tarifas:

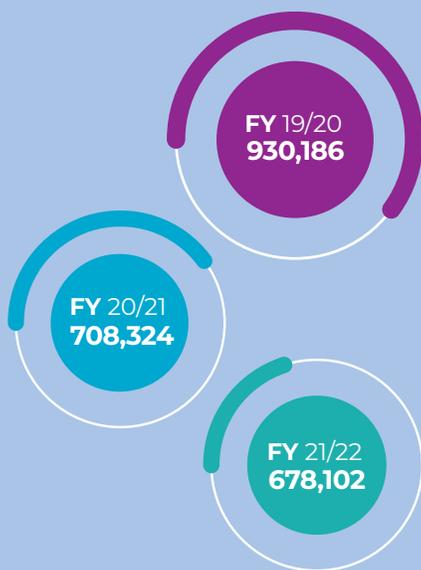
El índice de recuperación de la recaudación es un indicador de rendimiento crucial, exigido por el estado, que mide la contribución de los usuarios a la financiación de las operaciones. Los mínimos de recuperación de la tarifa varían según el operador, generalmente un 20% para las zonas urbanas y un 10% para las rurales. Debido a la pandemia, en 2020 se promulgó una ley para eximir los requisitos de recuperación de caja de tarifas.

23.1% FY 19/20

8.9% FY 20/21

18.4% FY 21/22

Ingresos por horas de servicio



Promedio de número de pasajeros por hora

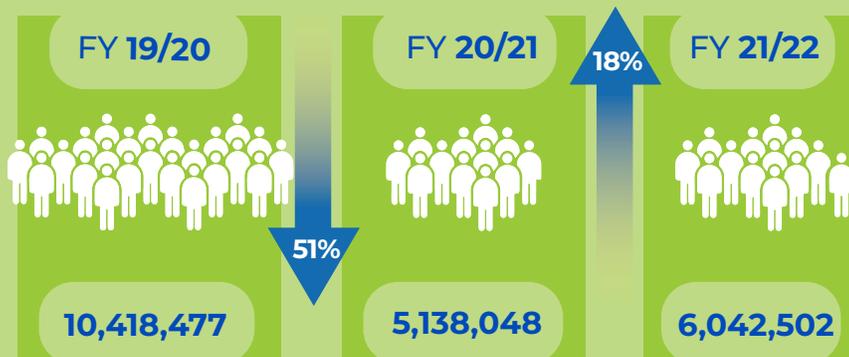


11.2 pasajeros FY 19/20

7.3 pasajeros FY 20/21

8.9 pasajeros FY 21/22

Embarque de pasajeros



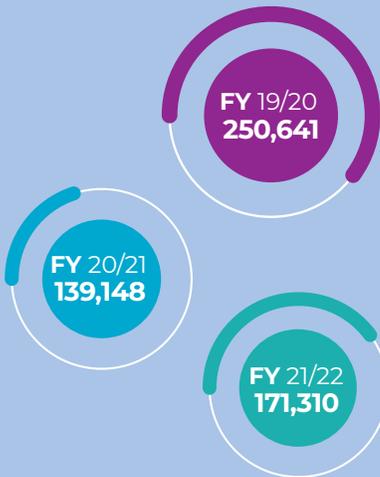
91 PVVTA



Servicios de respuesta a la demanda pública

Los servicios de respuesta a la demanda pública o servicios de paratransporte en el condado se modelan como un sistema de transporte público compartido con reservas anticipadas, lo que permite estructurar rutas y horarios para transportar a múltiples pasajeros a sus destinos. El servicio de paratransporte complementario se presta a menos de 3/4 de milla de un servicio local de ruta fija. Estos servicios suelen prestarse a personas mayores y a quienes cumplen los requisitos de la Ley de Estadounidenses con Discapacidades y están destinados a personas que no pueden utilizar el sistema de autobuses de ruta fija. Estos usuarios se encuentran entre los más vulnerables de la red de transporte. Los programas de formación de viajes como Freedom to Go de la RTA han tenido éxito a la hora de enseñar a los usuarios de "Dial-A-Ride" y a otros a utilizar los servicios de ruta fija, permitiéndole a los pasajeros ganar más independencia y ampliar sus opciones de movilidad.

Ingresos por horas de servicio



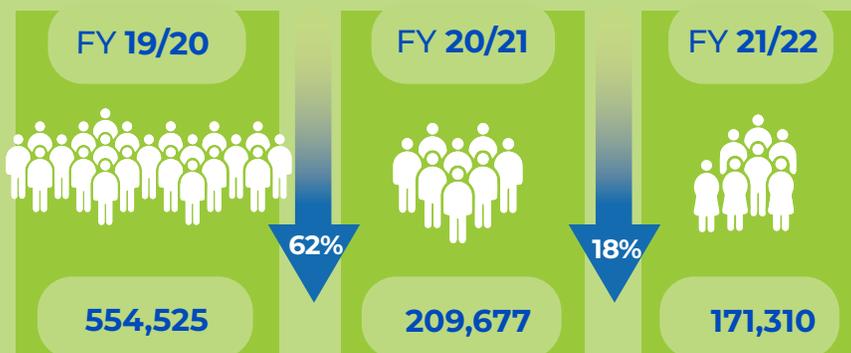
Promedio de número de pasajeros por hora



Costos operativos totales e índice de recuperación de caja de tarifas



embarques de pasajeros de ida



Microtransporte en el condado

En enero de 2020, SunLine lanzó 'SunRide', el primer programa de microtransporte del condado que utiliza servicios de taxi. El servicio cuenta ahora con siete zonas y con la aplicación SunRide, los pasajeros pueden planificar y reservar un viaje para que se les recoja cerca de su ubicación especificada y se les deje en una parada de autobús o punto de interés dentro de la zona designada. Este tipo de servicios de microtransporte se está ampliando a otras zonas del condado para resolver problemas de transporte como las conexiones de primera y última milla, reducir los costos y aumentar el número de pasajeros.

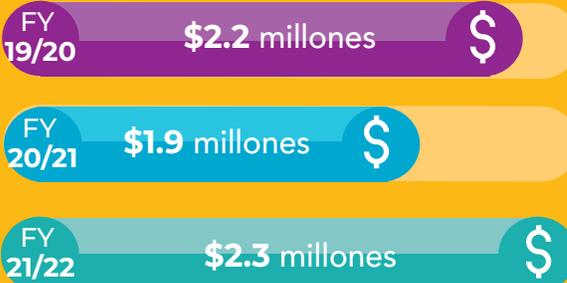
Una parte de la Medida A, la recaudación del impuesto local sobre las ventas de medio centavo se utiliza para servicios de transporte especializados. En el oeste del condado de Riverside, la RCTC otorga fondos a los proveedores de servicios públicos y humanos de transporte para personas con discapacidades, de bajos ingresos, personas mayores y veteranos a través del Programa de Transporte Especializado. Estos servicios especializados satisfacen las necesidades de la población más vulnerable que se encuentra fuera de las áreas de servicio de autobús de ruta fija y de respuesta a la demanda pública para personas mayores y discapacitadas o para personas que tienen necesidades específicas que no pueden satisfacerse utilizando los servicios tradicionales. Estos servicios amplían las opciones de movilidad de las personas que no pueden conducir, no tienen a nadie que les lleve o tienen dificultades para utilizar el transporte público. En el Coachella Valley, los fondos de transporte de la Medida A se asignaron a SunLine y también se utilizaron para ampliar las opciones de transporte y mantener los costos bajos para las personas mayores y para los discapacitados.



5 programas de transporte especializados en 5 categorías

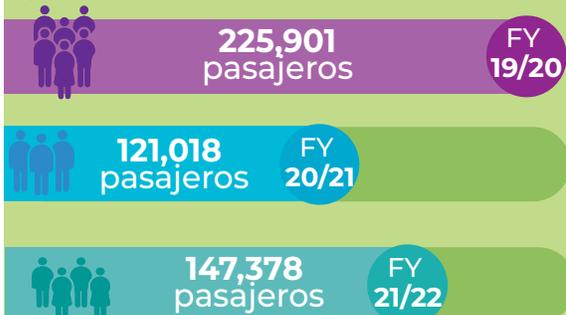
- Los servicios de respuesta a la demanda**
 ofrecen asistencia para servicios destinados a personas que no pueden ser atendidas por el transporte público existente
- Los programas de reembolso**
 de millaje reembolsan a los conductores voluntarios por milla por los viajes autorizados que realizan
- Los programas de pases de autobús**
 distribuyen pases diarios para el sistema de autobuses de ruta fija del condado a las agencias de servicios humanos para ayudar con las necesidades urgentes de transporte de los clientes
- Los programas de gestión de la movilidad**
 ayudan a los clientes proporcionándoles información sobre cómo utilizar las opciones de transporte que tienen a su disposición
- Los programas de capacitación sobre viajes**
 les enseñan a los pasajeros a planear sus viajes, a navegar y a utilizar el sistema público de autobuses de ruta fija

Subvención de la Medida A para el oeste del condado de Riverside



Embarque de pasajeros

Incluidos los viajes de capacitación y de los del programa de pases de autobús



Subvención promedio por viaje y costo total por viaje



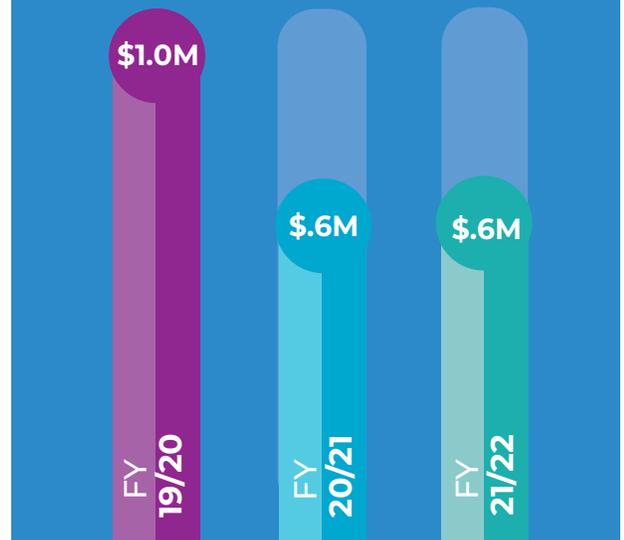
La Comisión lanzó un nuevo programa de furgoneta compartida (en inglés, Vanpool) en el oeste del condado de Riverside en mayo de 2018, comercializado como "VanClub". Los programas de furgonetas compartidas son altamente efectivos para reducir el tráfico y las emisiones de vehículos al reducir el número de vehículos que viajan diariamente. El VanClub fue creado para apoyar a los viajeros de larga distancia, ofreciendo un subsidio de hasta \$400 por mes hacia el costo de los alquileres de la Vanpool. A partir del 1 de julio de 2023, la subvención aumentó a \$600 al mes. También sirven como una alternativa de transporte público en las zonas que son difíciles de servir por el tránsito y puede ser una amenidad para los empleadores para atraer y retener a los empleados.



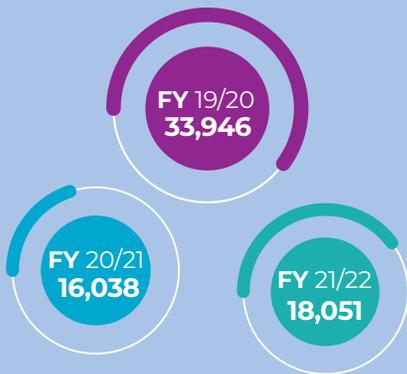
La RCTC ofrece un programa de asistencia a los viajeros a través de IE Commuter que ayuda a los residentes a descubrir una mejor forma de ir al trabajo, como opciones de transporte que ahorran dinero o vehículos compartidos con los que comparten el trayecto. En IECommuter.org, los viajeros pueden explorar todas las opciones de transporte a más de 3,200 lugares de trabajo en todo el sur de California y aprovechar los incentivos de viaje compartido a su disposición.



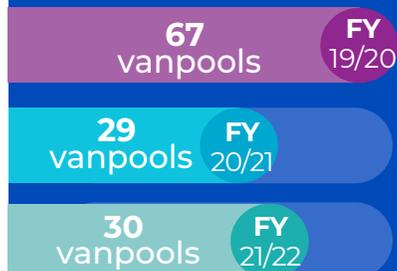
Costos operativos totales e índice de recuperación de caja de tarifas



Ingresos por horas de servicio



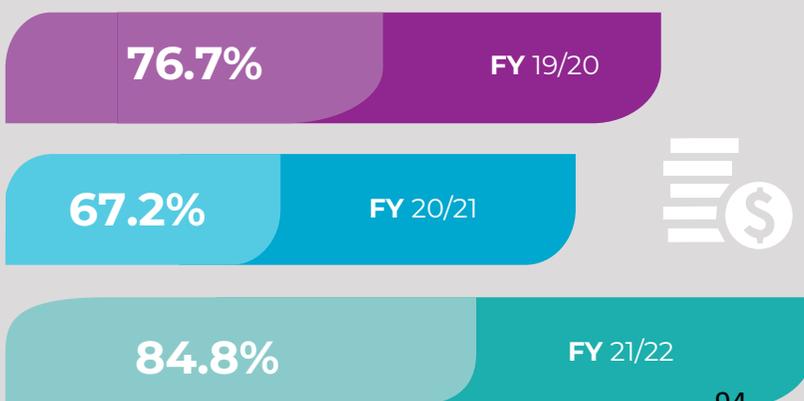
Promedio de furgonetas compartidas por mes



Viajes en vehículo de ocupación individual eliminados o menos viajes



Índice de recuperación de caja de las tarifas

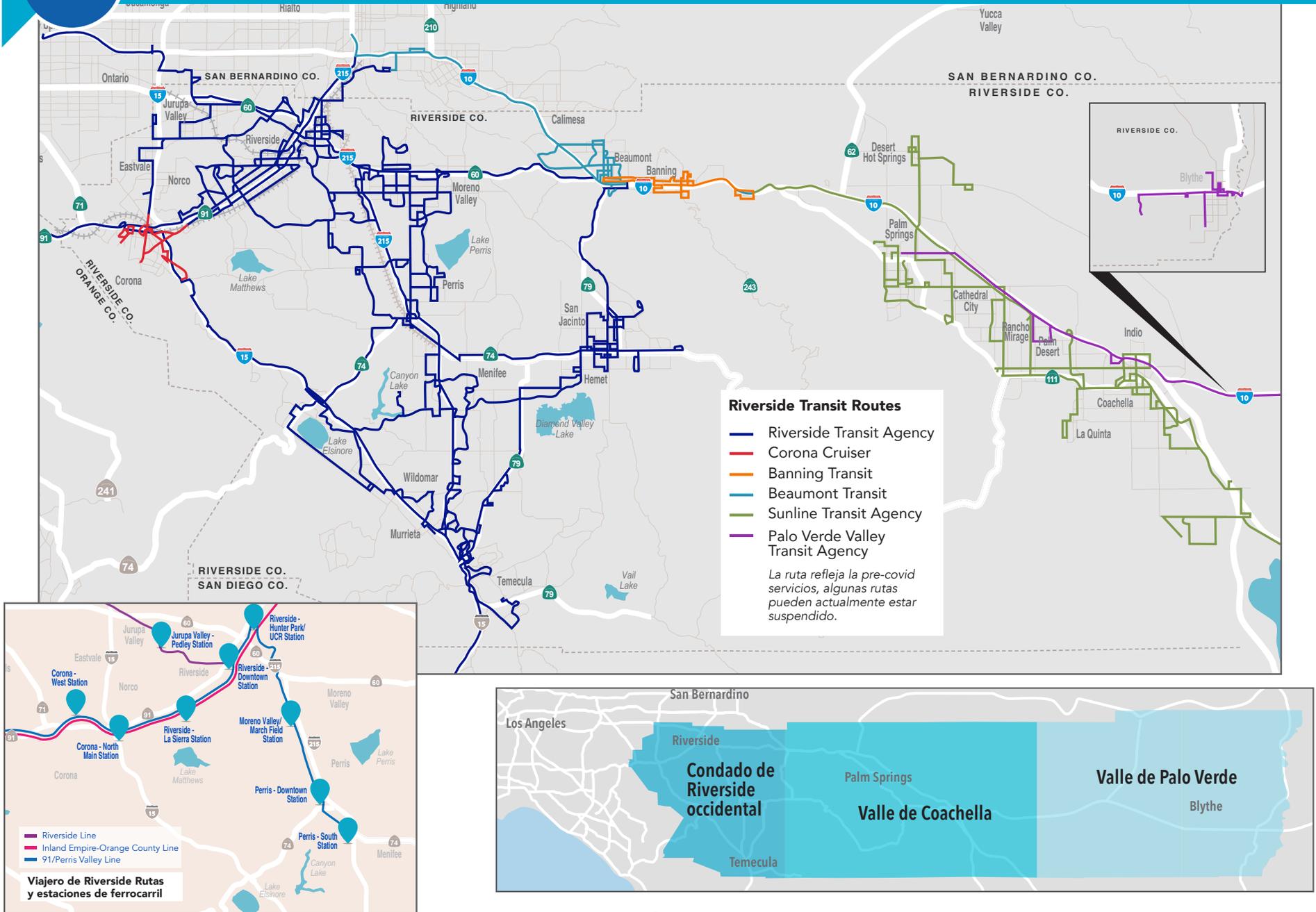


Embarques de pasajeros

en el oeste del condado de Riverside



Rutas de tránsito del condado de Riverside



AGENDA ITEM 6H

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 11, 2023
TO:	Riverside County Transportation Commission
FROM:	Eric DeHate, Transit Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Citizens and Specialized Transit Advisory Committee Transit Needs Public Hearing Update

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file an update on the Citizens and Specialized Transit Advisory Committee (CSTAC) Transit Needs Public Hearing.

BACKGROUND INFORMATION:

The California State Transportation Development Act (TDA) requires that transportation planning agencies ensure the establishment of a citizens’ participation process for each county. This process includes an element in which the California Public Utilities Code (PUC) Section 99238.5 states, *“The transportation planning agency shall ensure the establishment and implementation of a citizen participation process appropriate for each county. The process shall include a provision for at least one public hearing in the jurisdiction represented by the social services transportation advisory council.”*

The purpose of the public hearing is to garner public participation and solicit input from transit dependent and transit disadvantaged persons, including the elderly, disabled and persons of limited means. The CSTAC fulfills the citizens advisory council and the social services transportation advisory council TDA requirements. It consists of up to 13 members of the public and two (2) Consolidated Transportation Service Agency members from Riverside Transit Agency and SunLine Transit Agency. The committee assists the Commission in fulfilling TDA regulations by promoting transportation service improvements and enhancements that support the mobility of older adults, persons with disabilities, and persons of limited means. It also establishes an effective communication exchange among Riverside County’s public transit operators, local specialized transit providers, and representatives from diverse transit dependent populations regarding matters of mutual concern.

This year the public hearing was held on August 7, 2023, during the CSTAC regularly scheduled meeting. The public hearing was advertised by transit operators, specialized transit providers, and other stakeholders on buses, bus stops and facilities, and social media (see copy of flyer in

Attachment 1). Staff also published a 30-day hearing notice in *The Press-Enterprise*, *The Desert Sun*, and *The Palo Verde Times* in both English and Spanish. The following methods were made available to the public to submit comments via oral or written testimony:

- 1) Email at info@rctc.org.
- 2) Postal Mail to:
Riverside County Transportation Commission
Attn: Transit Needs Public Hearing Comments
P. O. Box 12008, Riverside, CA 92502-2208
- 3) Via the website at www.rctc.org/contact-us/.
- 4) By phone at (951) 787-7141
In-person on Monday, August 7, 2023, at 11:00am at the CSTAC meeting at three locations:

RCTC	SunLine Transit Agency	Palo Verde Valley Transit Agency
March Field Conf. Room A	32505 Harry Oliver Trail	415 N. Main St.
4080 Lemon Street,	Board Room	Room A
3rd Floor, CA 92502-2208	Thousand Palms, CA 92776	Blythe, CA 92225

This year the CSTAC received 17 public comments, which are provided in Attachment 2. Staff provided American Sign Language and Spanish translation services at the public hearing. Lastly, staff provides the comments to the appropriate transit operator(s) for consideration and follow-up as needed.

A summary of the types of comments received is as follows:

Public Comment Category	No. of Comments*	Geographic Area(s)
Bus Stop Improvements	6	Thermal, Mecca and Coachella, Perris, Riverside and Countywide
Frequency	6	Thermal, Mecca, Northshore, and Coachella, Moreno Valley and Countywide
New Service	4	Temecula, Thermal, Mecca, Northshore and Coachella, and Coachella Valley Rail
Other	3	Riverside and Calimesa, Pass Area, and Riverside to Loma Linda
Restore Service	3	Calimesa, Hemet, Riverside and Temecula
Safety	2	Perris
Schedule Changes	1	Riverside and Coachella Valley
Vehicle Maintenance	1	Coachella Valley

*Some comments included multiple categories.

FISCAL IMPACT:

This is a receive and file item and there is no fiscal impact.

Attachments:

- 1) CSTAC Public Hearing Flyer
- 2) CSTAC Public Hearing Comment Log 2023

PUBLIC HEARING ON
RIVERSIDE COUNTY TRANSIT NEEDS

JOIN US!

Monday, August 7, 2023
11:00 A.M.

RCTC is holding a public hearing to gather input on transit needs within Riverside County. RCTC and transit operators will use information provided by the public for future transit improvements.

IN PERSON AT 3 LOCATIONS:

RCTC

March Field Conf. Room A
4080 Lemon Street,
3rd Floor, CA 92502-2208

SunLine Transit Agency

32505 Harry Oliver Trail
Board Room
Thousand Palms, CA 92776

**Palo Verde Valley
Transit Agency**

415 N. Main Street, Room A
Blythe, CA 92225



¡ACOMPÁÑENOS!

Lunes, 7 de agosto de 2023
11:00 A.M.

RCTC está organizando una audiencia pública para coleccionar opiniones sobre las necesidades de transporte en el condado de Riverside. RCTC y los operadores de tránsito utilizarán la información recopilada del público para futuras mejoras de tránsito.

EN PERSONA EN TRES LUGARES:

RCTC

March Field Conf. Room A
4080 Lemon Street,
3rd Floor, CA 92502-2208

SunLine Transit Agency

32505 Harry Oliver Trail
Board Room
Thousand Palms, CA 92776

**Palo Verde Valley
Transit Agency**

415 N. Main Street, Room A
Blythe, CA 92225

HOW TO SUBMIT
A COMMENT:**EMAIL**

Email comments to
info@rctc.org with *Transit
Needs Public Hearing
Comments* in the subject line.

**MAIL**

Your comments to:
RCTC
Attn: Transit Needs Public
Hearing
PO Box 12008
Riverside, CA 92502-2208



Fill out the **ONLINE FORM**
at www.rctc.org/contact-us/



CALL (951) 787-7141

¿CÓMO ENVIAR UN
COMENTARIO?

En persona en tres lugares



Por correo electrónico a
info@rctc.org.
Escriba en la línea de
asunto "Comentarios para
la Audiencia Pública Sobre
Necesidades de Transporte"



Por correo a
RCTC
Attn: Transit Needs
Public Hearing
PO Box 12008
Riverside, CA 92502-2208



Complete el formulario
en línea en
www.rctc.org/es/contact-us/



Llamar al (951) 787-7141

CSTAC Public Hearing Comment Log

No.	Concern	Public Comment	Commentor Name	Community	Date Received
1	Restore Service	Please reinstate the former RTA Route 208 between Temecula and University of California- Riverside. Thank you.	Camille Mahant	Temecula	7/25/2023
2	Bus Stop Improvements, Frequency	Wondering how to get more covered benches at bus stops, especially in senior living areas? Wondering if an experiment could be tried to run a few lines of buses more frequently to see if more frequent buses will increase ridership? Wondering if large companies with lots of employees would consider paying RTA for bus runs to certain areas to bus people to work and/or pay RTA to advertise on the bus to lower bus costs?	Lisa Castilone	Countywide	7/26/2023
3	Restore Service	The Go Micro DOES NOT WORK. Please, go back to fix routes in Hemet. cannot schedule a ride. the bus does not show up. or you get bounced from one route to another. HEMET NEEDS THE FIXED ROUTES AGAIN. You make it difficult to get to work.	Karen Atkinson	Hemet	7/28/2023
4	Other	Dear RCTC: I would just like to thank you for bus line 14 and your wonderful service and drivers. Sincerely, Julie Mason P.S. Thanks for the appropriate people for the grant that is allowing the 25 cent summer fare.	Julie Mason	Riverside to Loma Linda	7/31/2023
5	New Service	Please see below a comment from our Community Health Worker who manages resources at Michelle's Place. Michelle's Place Cancer Resource Center is located in Temecula and provides direct services to cancer patients and their families including transportation to and from medical appointments. There is a transportation need for those who have immune compromised systems. As the Community Health Worker at Michelle's Place, I find many clients struggle with finding consistent transportation to cancer treatment appointments and medical appointments. Cancer patients are unable to use public transportation due to their immune compromised systems as they are battling cancer. Public transportation puts them at higher risk of infection. Additionally, the public transportation system in South Riverside County does not provide access to all medical providers. A form of private transportation or more programs similar to what we use like Go Go Grandparent is needed. Go Go Grandparent utilizes the Uber/Lyft system which provides a door-to-door experience that is safe and provides protection from further exposure to other people.	Michelle's Place	Temecula	8/2/2023

CSTAC Public Hearing Comment Log

No.	Concern	Public Comment	Commentor Name	Community	Date Received
6	New Service	<p>I write in favor of bringing rail service to the Coachella Valley, both for business commuters and leisure tourism. As I understand the current discussion, Amtrak is the only provider under consideration. Amtrak currently does not service the desert at convenient times for commuters or tourists and either one would require frequent (at least 6 stops) per day. For tourists, it is essential that at least one stop be a self-contained destination. Connections are the bane of public transit travelers, as any frequent flier knows. The risk and potential cost of connections usually outweighs the cost of driving. The Amtrak outpost station in Palm Springs is completely inadequate on every level, whereas a station at the Agua Caliente Casino in Rancho Mirage would be ideal. It's within 100' of the SP rails. Similarly, a station at Spotlight Casino would make sense, given its proximity to the existing rails. Let's also not repeat the mistakes Redlands has made with their Metrolink extension. Light rail cars, incompatible with Metrolink Pullman cars, creates confusion for riders about what platform to board on. Also it requires additional connections with delays and safety issues (the SB Downtown station is in a high crime area). Metrolink is the obvious partner for a Desert extension, but in working with them, RCTC needs to provide robust station information for their website as Metrolink's presentation is inadequate. Before stations open, there needs to be a requirement for a communications audit, preferably by an independent expert, like a PR consultant, to check for errors and omissions. For example the Esri station in Redlands has a sign that says you must have a ticket to be on the platform, but the ticket machine is far beyond the sign, on the platform. The Downtown Redlands station has an audio message that directs patrons to the wrong platform to board the train. The conductor on the train tells me he hears complaints like this all the time, even while the service has been operating for 9 months. Finally, RCTC needs to update its own website as the Metrolink system map pre-dates the opening of the Redlands extension. RCTC needs to work closely with stakeholders, such as Visit Greater Palm Springs, to ensure the launch of rail service receives maximum publicity at launch. Another barrier to look at is few Metrolink stations provide overnight parking, so unless that's corrected, you'll have to assume most riders will be day-trippers.</p>	Ken Alan	Coachella Valley	8/3/2023

CSTAC Public Hearing Comment Log

No.	Concern	Public Comment	Commentor Name	Community	Date Received
7	Safety	<p>The following comment was provided to RCTC staff by phone:</p> <p>Mr. Bladow is concerned about the security at the Downtown Perris station. He stated that on Wednesday, August 2nd, between 5:30 to 5:45 p.m. he was getting off of the Metrolink train in Downtown Perris and there were people doing drugs and yelling at the passengers at the platform. He stated he was hit and yelled at by a homeless lady before getting onto RTA Route 22 at the station. In addition, he stated that people were blocking his movement to get onto the RTA bus. He would have called the police, but with his hearing impairment, he would not be able to communicate with them. He did not see security presence at the station and also stated that additional people with disabilities were exiting the train as well having a similar experience. He stated that he will be coming to the transit needs hearing in person to make additional comments.</p>	John Bladow	Perris	8/4/2023
8	Frequency	<p>For my transit needs, I would like faster bus times on Alessandro Blvd from Riverside to Moreno Valley. I head to downtown Riverside for my daily commute in my car, but I would much rather take public transit to get there so I can save on gas and reduce my carbon footprint. Currently, I cannot take public transit because it would increase my commute downtown from 20 minutes to one hour (+ another hour to get back). This means that I would have to take a very early bus, and if I somehow missed my bus I would have to wait another hour for the next one. If times between buses on Alessandro Blvd decreased, then that would make taking public transportation a better option compared to driving because these time improvements would make it more reliable, and I could reduce my footprint and my gas payments.</p>	Esmeralda Montes	Moreno Valley	8/6/2023
9	New Service, Frequency	<p>Good morning members of the Committee, my name is Ismael Cruz and I work with the organization, Todec Legal Center. We are a non-profit that serves Riverside County and San Bernardino and Inyo Counties. We came here today to lift up our voices. We work a lot with rural communities such as Thermal, Mecca, Northshore, Coachella, and we always need continuous support for transit. Just for anyone, we have a lot of farmer workers in the area and sometimes its really hard for them to have transportation, resources such as gas or gas money and a lot of them are under the ISP program, so they do need to travel to Moreno Valley, so there is a lot of times they need assistance. And we also have a lot of youth as well who live in these rural communities such as Thermal and Mecca. Not everyone is lucky to get a car when they turn 18 years old, so a lot of these kids have issues going to college. A lot of times these families only have one car to really use between the family members. So its really tough and they continuously need support for the youth for everyone so they can continue progressing with these areas. Thank you.</p>	Ismael Cruz	Thermal, Mecca, Northshore, Coachella	8/7/2023

CSTAC Public Hearing Comment Log

No.	Concern	Public Comment	Commentor Name	Community	Date Received
10	New Service, Frequency	Good morning, my name is Rosa Benito and I am also part of the Todec Legal Center. I just wanted to come today to emphasize importance that SunLine's SunBus provides I'm a college student and from a farm worker family and I know that there has been many times where my parents have had to choose work before having taking us to practices and the SunBus was a very good help during my time in high school, but now that I'm in college, I was a part of a friend group of three and out of those three now I'm the only one still going to college because my other two friends had to drop out since they didn't have any transportation. But I know that SunBus could provide transportation and it would be really helpful. Thank you.	Rosa Benito	Thermal, Mecca, Coachella	8/7/2023
11	Bus Stop Improvements, Frequency	Good morning, my name is Araceli Martinez. The only thing I wanted to say was that since the hours change of how the buses go on each route, I had a friend who had to wait for about two hours or more in the heat, and yeah, I feel like that was a problem because since it gets really hot and I had to check up on her hours later, and she still said that she didn't get picked up so that was one of the big problems I thought.	Araceli Martinez	Thermal, Mecca, Coachella	8/7/2023
12	Bus Stop Improvements, Frequency	Good morning my name is Yesenia Elias and I just wanted to mention about the shelters. When you're waiting for the bus, most places don't have shelters so you could have some shade while you're waiting for the bus and I think that's a problem around the areas of Thermal, Mecca and Coachella because it gets really hot here during the summer we're out waiting in the weather with 100° or more and humidity so it gets really hard to wait and then, to add on to waiting more than two hours out in the sun could bring you problems and that's pretty much it. Thank you.	Yesenia Elias	Thermal, Mecca, Coachella	8/7/2023
13	Restore Service, Other	Good morning, I have a few comments on the transit needs in Riverside County. I was hoping there would be a restoration of service in High Grove, north of Center St. There used to be two different bus routes at different times covering Michigan St., north of Center, but those routes are both gone. RTA route 14 runs to Mt. Vernon, bus does not make any stops from Loma Linda to Center St., so if they could add a stop or two on Mt. Vernon to serve north High Grove and connect in Grand Terrace that would be nice. The City of Calimesa is totally without service at this point. The last service they had was Beaumont route 120, it would get off at Route 10 and make a couple stops on Calimesa Blvd. and then get back on the freeway. It no longer does even that. At this point, the only service Calimesa is close to having is some service from Omnitrans route 319 on the south end of Yucaipa. And the walk from Yucaipa to any part of Calimesa is not pleasant. There aren't any spots without sidewalks. I'm also curious when the Vine St. Mobility Hub is going to open. It was supposed to open in the spring. Actually, it should have opened 5-6 years ago when the old downtown center. Now, the connections are scattered all over downtown. It was an efficient operation, but apparently someone didn't like it. So, I'm hoping it will open soon and that we will reestablish efficient connections in the downtown Riverside.	Mark Strickert	Riverside and Calimesa	8/7/2023

CSTAC Public Hearing Comment Log

No.	Concern	Public Comment	Commentor Name	Community	Date Received
14	Safety, Bus stop Improvements	<p>Hello, I am deaf, so I will be signing just to let you know. So, what happened at the downtown Perris station. On the way along the Metrolink to LA along the SR-91 freeway and college and coming back. And when I'm arriving back at Perris. So, at the time at 5:45 and so, there is a bus stop. You can see the areas of the bus stop, and then there's parking, and then the Metrolink. This is where the Metrolink is right here. So the cars are over here in the parking lot and then when I'm exiting the Metrolink, there's so many people that are homeless and smoking. They are congregating in this area and its just very crowded. So, when I'm leaving the Metrolink and I need to get to my parked car, then there is the route I need to take, and then there is the train track there and get to the parked car and then there is homeless people, and the smoking and the drinking. I mean I have to breathe that in. First of all, I need to breathe that all in, trying to get to my car and last Wednesday, on August 2nd, on the 25th, and they were smoking and breathing that out and I had to go by that. There was no security at that time, there was no security and that's against the law. Its there responsibility to watch us to make sure that they are there. there was no security when I was leaving the Metrolink. So, then when they were supposed to be watching the people when they arrive from the Metrolink and then all of these homeless people and its their responsibility to watch the people exiting the Metrolink but the homeless people are bothering people they are the victims. I mean really its a problem. And then bus route 22, they are congregating there by the bus. I am asking if they can move that because of the time there is no security. And there needs to be security there when arriving from the Metrolink to make sure we are safe and have room so we have room to get to the parked cars. In the spring I was hit when I was walking north from the downtown from the ADA and then I was trying to go home. I tried to call 911. And the communication wasn't working. There was no proper training. So, as a victim, if they can change that, or reduce the number of homeless people there, so I can enjoy traveling on the Metrolink and not living as a victim in fear. So I am suggesting for Riverside County if they can work with the police department, RTA and Metrolink and arrest the people that do not make us feel safe. I would like to ride the Metrolink and feel safe, to ride safely and to move the bus stop.</p>	John Bladow	Perris	8/7/2023

CSTAC Public Hearing Comment Log

No.	Concern	Public Comment	Commentor Name	Community	Date Received
15	Other	On the advertisement of the public hearing, although the press enterprise is widely distributed in Banning and Beaumont, there is one little newspaper that is distributed daily or weekly is the record gazette. That is the primary source of news for the local community. I'd like to get these kinds of meetings advertise in that newspaper. I put it out to our neighborhood as a PDF. Sometimes these PDF files don't transfer over. If we can get the record gazette, it would do us a world of good. Thank you.	John Chavez	Pass Area	8/7/2023
16	Bus Stop Improvements	Hi, my name is Pilar Cole and I am the system change for Community Access here in Riverside County and I'm speaking on High Grove. We advocate for disability rights. We try to advocate to help people stay on their community. On Main St in High Grove, there should be a bus shelter because it is very warm outside and the stop they have has nothing but sun. There are those people outside with disabilities taking medications and they could pass out or have seizures because of the heat we are having. I am asking for a bus shelter on Main St.	Pilar Cole	Riverside	8/7/2023
17	Bus Stop Improvements, Schedule Changes, Vehicle Maintenance	Hi, my name is Anthony Muzquiz, and I would like to provide comments. I was from Palm Springs but now live in Riverside, but for the comments I have are where I am on and off the bus. There are no benches, which I understand happens especially when the routes that aren't popular. The routes that are popular which have service every 15 minutes, have shade and benches, but where I am at, there is no benches and it doesn't look like its been painted in ten years. It is all flaky red and when I am downtown on Lemon or other streets those things are bright red and well established. We need some paint to the outer limits or places. Whoever is painting them whether its RTA or City of Riverside. They need to go around and paint the curbs, the planning department or someone needs to. My next comment is to SunLine Bus System and I'm sure a lot of riders share my feelings on this. This isn't to forward but it is just to let people know about changes in the bus system. I know SunLine makes the changes to accommodate the general public to transport them better and that's a wonderful thing. But all of a sudden, I get on the bus, and I hear, we don't go to those places anymore. We changed. Oh grief. As you use it, you get to figure it out. That's fine. I have a little problem with that. My other problem is, do we every get the people on the council or the board on SunLine that actually go ride that bus for a week? Or go get out there and do some investigation on how it is to ride the bus? Cause that's what I feel like is a big break, cause we are all out there just testing it and on the bus and we are like yeah, do they ever ride the bus? The people making the decisions on where this big bus goes and how often. Please ride the bus. That's what is there for. You are part of the problem solving, part of the council. People that ride, please use the bus. See if you like what's going on out there. I like it, it's ok, but there are some questions about it. Thank you for allowing me to speak. I also have one more comment, the buses for ADA transportation needs to have air conditioning as well. A month ago the air conditioning was broke and got dizzy and just letting you know that. Thank you.	Anthony Muzquiz	Riverside and Coachella Valley	8/7/2023

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 11, 2023
TO:	Riverside County Transportation Commission
FROM:	Aaron Hake, Deputy Executive Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Draft Update To The Traffic Relief Plan

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the Draft 2024 Traffic Relief Plan for public outreach and engagement; and
- 2) Direct staff to return to the Commission in early 2024 with the results of public outreach and engagement efforts and a finalized 2024 Traffic Relief Plan.

BACKGROUND INFORMATION

In May 2020, the Commission adopted the Traffic Relief Plan (TRP or Plan) a transportation infrastructure planning and funding strategy for Riverside County residents. The TRP was developed over a years-long public and community engagement effort amongst Riverside County residents, its leaders and local stakeholder groups to identify solutions to fund a backlog of transportation improvements and to conceptualize the future transportation and mobility needs to support the County’s growing population and economy. The TRP identifies the Commission’s vision, values, and long-term transportation priorities of Riverside County.

When the TRP was adopted in 2020, the plan included:

- A roadmap for expenditure of \$8.8 billion in potential future local funding;
- Policies to ensure equity and balance of investments;
- Accountability requirements; and
- Locally-driven implementation in Riverside County’s three distinct subregions.

RCTC’s robust and interactive public engagement strategy concluded with over 5,000 comments to the TRP, 20,000 user hits to the TrafficReliefPlan.org webpage, and numerous public presentations, press articles, direct mail, and social media engagement.

As the Commission finalized its evaluation on how to fund the TRP, including a potential ballot measure before Riverside County voters in the 2020 general election, the COVID-19 public health pandemic challenged public outreach and education activities and created economic uncertainty.

As a result, the Commission decided not to move forward with a funding strategy in 2020 but the Commission did approve the TRP.

Transportation Needs Remain

The extent of Riverside County's transportation needs has not changed since the TRP was adopted in 2020. However, the cost of delivering transportation projects have significantly increased and Riverside County's population continues to grow faster than nearly all other parts of California. At its February 2023 Commission Workshop, Commissioners held dynamic discussions regarding the need for transportation funding to keep up with the population growth, adjust to new State transportation policies, and to ease traffic and congestion burden felt by so many Riverside County residents. Commissioner discussions included:

- Identifying transportation projects across Riverside County that will help meet population growth;
- Advancing multimodal and active transportation options;
- Providing highway safety and operational improvements;
- Fixing local streets and roads; and
- Supporting the economy of the future.

As a result, the Commission directed staff to review and update the TRP to reflect any cost, funding, and policy changes since its original adoption.

Updated Draft Traffic Relief Plan

Maintaining RCTC's Values

The draft updates to the TRP maintains the Commission's vision, values, and long-term transportation priorities previously adopted in 2020. The Commission's approved TRP vision, goals, and objectives include:

Vision

1. All Riverside County residents have a safe, reliable transportation system with options to get us where we want to go.
2. An efficient, world class transportation network attracts more industries with better paying jobs in Riverside County, reduces long commutes, improves health, provides social equity, strengthens our economy, and allows us to make a difference in our local communities.
3. We control our own destiny by making investments in our priorities with accountability provided by local citizens and the leaders they elect.
4. We respect the diversity of our communities and preserve the habitat and beautiful landscapes that make Riverside County special.

Goals and Objectives

1. Address safety concerns on Riverside County roadways for motorists, bicyclists, and pedestrians.
2. Reduce fatalities and collisions on Riverside County's transportation network.
3. Improve traffic flow to save time.
4. Start construction of planned projects sooner.
5. Support more economic investment in Riverside County to attract high-paying jobs.
6. Increase our use of alternate modes of transportation in Riverside County, such as mass transit and ridesharing, while also keeping fares low for our seniors, veterans, youth, and individuals with disabilities.
7. Provide for local control of sales tax revenue, ensuring that such revenue generated in the Coachella Valley, Palo Verde Valley, and Western Riverside County is expended within those regions.
8. Advance projects that improve traffic flow along major transportation corridors and on parallel routes.
9. Keep roads in good condition by fixing potholes and making repairs quickly.
10. Reinforce infrastructure against natural disasters, such as floods, high wind events, and earthquakes to avoid road closures and traffic jams during emergencies.
11. Promote open spaces, wildlife, and culturally significant places in Riverside County through a sustainable transportation network.
12. Improve transportation services in rural and disadvantaged communities.
13. Establish safe and efficient routes to school for students.
14. Limit administrative staff salaries and benefits to 1 percent of collected sales tax revenue.
15. Develop a transportation network that harnesses existing and future technologies; anticipates future technologies to make travel safer and more efficient; and increases access to healthcare, employment, and economic development.

The TRP draft updates maintain Riverside County residents' requirement for accountability, transparency, equity, and balance. The TRP includes requirements for financial annual audits that are easily accessible to the public. The Plan also ensures there is transparency in how funds are utilized and that all communities have access to and benefit from improved transportation infrastructure in Riverside County. Prioritization of investments will take into account the needs of residents in small, rural, and disadvantaged communities in Riverside County. The TRP maintains the Commission's commitment to prioritize investments based on repair and upgrade needs.

The Plan maintains the three geographic subregions identified in the 1989 and 2002 Measure A expenditure plans. The TRP ensures that revenues raised for the Plan in each subregion remain there and cannot be moved to other parts of the county:

- Palo Verde Valley (Blythe area)
- Coachella Valley

- Western Riverside County (Riverside and Corona areas, Moreno Valley and Perris areas, Hemet-San Jacinto Valley, San Gorgonio Pass, and Temecula-Murrieta-Lake Elsinore areas)

Implementation of this Plan will not require the creation of any new government entity.

Traffic Relief Plan Draft Updates

The draft updates to the TRP are intended to reflect new information related to project costs, policy changes, and funding availability. The Plan represents billions of dollars of investment in transportation infrastructure for all transportation modes and services. To help deliver these critically needed projects, the TRP assumes a new 1 percent sales tax. A 1 percent sales tax is estimated to generate \$25 billion over a 30-year funding period.

The approximate distribution among the geographic subregions includes:

- \$20 billion in Western Riverside County
- \$5 billion in Coachella Valley
- \$100 million in Palo Verde Valley

Other TRP draft updates include:

- Removal of projects that have been fully funded since the TRP was adopted in 2020;
- Addition of new projects;
- Guaranteed formula funds for every city and the County for safety and maintenance projects;
- Addition of the Environmental Mitigation investment category;
- Reorganization of road and transit investment categories; and
- More detailed description of Coachella Valley investments, in coordination with the Coachella Valley Association of Governments (CVAG).

2024 Draft Update Traffic Relief Plan

The Plan includes eight investment types. In the Coachella Valley, all investment types are funded through the valley-wide Transportation Project Prioritization Study (TPPS). In Western Riverside County, a specific percentage of funding is reserved for each investment type, with several subtypes, and the Commission as the decision-making authority for most funds. In the Palo Verde Valley, funds can be used on any of the eight investment types, with funding decisions made by the city of Blythe and County of Riverside.

Safe Streets and Roads – Pothole repair and road maintenance; sidewalks and pedestrian safety infrastructure; protected bicycle lanes; roadway improvements in high-accident areas; bus shelters; bridge repairs; improvements to railroad crossings, including bridges to separate roads

from railroad tracks; traffic calming measures; bypass roads; median barriers; protecting roads, sidewalks, and bicycle facilities from flooding and other natural hazards; traffic signals, including technology to synchronize and interconnect signals; and improvements to provide accessibility for persons with disabilities.

Highways – Improving traffic flow on State Routes 91, 60, 111 and Interstates 10, 15, and 215 by constructing new lanes, improving highway interchanges (on and off ramps and bridges), implementing innovative technologies, and constructing public transportation facilities.

Public Transportation – Increasing frequency and safety of trains and buses; building new tracks, parking and stations; extending rail service from Perris to Hemet and San Jacinto; extending rail service to the Coachella Valley and San Geronio Pass (Banning/Beaumont/Calimesa/Cabazon area); sustaining operation of rail service throughout the county; expanding bus service options including rapid/express buses and on-demand transit options known as “micro-transit;” modernizing and adding zero-emission buses; providing targeted transit services and keeping bus fares low for seniors, veterans, students and individuals with disabilities; upgrading bus stops and amenities; and improving connections between home, school, and workplaces.

Regional Connections – Constructing multi-modal transportation corridors that connect parts of Riverside County, relieving congestion on existing highways and local roads, and improving safety by: realigning State Route 79; creating a bypass of I-10 between Banning and Cabazon; improving Cajalco Road; completing Mid County Parkway; and constructing a new Ethanac Expressway.

Commuter Assistance – Expanding roadside assistance provided by Freeway Service Patrol, maintaining and expanding carpool/vanpool service and Park & Ride Lots, and partnering with employers to create incentives for alternative commute methods.

Active Transportation – Expanding and improving safety and access to pedestrian and bicycle facilities such as sidewalks and bicycle lanes, in addition to improving and expanding recreational trails and access to open spaces and natural areas.

Flood and Blowsand Control – Reinforcing roadways and infrastructure against natural hazards, such as flooding and windblown dust in the Coachella Valley.

Environmental Mitigation – To construct the traffic relief improvements in this Plan, various environmental mitigation measures will be required to preserve and improve quality of living, particularly in disadvantaged communities. RCTC understands that smart development can preserve habitats of protected species and the beautiful landscapes that make Riverside County a desirable place to live, while buffering communities from natural disasters such as wildfires. To achieve balanced growth of the region, ensure transportation projects can move forward, withstand natural hazards, and provide for a high quality of living for current and future generations of Riverside County residents, the Plan makes meaningful commitments to environmental stewardship. This is done by investing in the Habitat Conservation Plans in

Western Riverside County and Coachella Valley, which streamline development and project delivery while also assembling expansive habitat reserves across the region.

Next Steps

On September 19, 2023, RCTC’s 2023 Projects and Funding Strategies Ad Hoc Committee received an update of the draft updates to the TRP. The Committee discussed general support for the updates in anticipation of a full Commission discussion with consensus that additional public outreach should be conducted. A public outreach RFP is currently being advertised and the Commission will provide formal approval later this year if such a contract should be awarded.

Staff is seeking the Commission’s input, guidance and approval of the updated draft TRP. In addition, staff is seeking direction to conduct robust public outreach and engagement effort that will inform additional updates to the TRP. This public outreach and engagement effort will generate more feedback that can guide the Commission’s decision on finalizing the updates to the TRP and determining a funding strategy. Staff plans to bring public feedback to the Commission with a recommended final TRP in early 2024.

FISCAL IMPACT:

This is a policy and information item only. There is no fiscal impact at this time.

Attachment: 2024 Draft Traffic Relief Plan



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRAFFIC RELIEF PLAN 2024 DRAFT UPDATE



A local strategy to improve traffic flow, safety, and economic opportunity in **Riverside County**



TRAFFIC RELIEF PLAN

Table of Contents

Overview of the Traffic Relief Plan.....	2
Accountability to Taxpayers.....	3
Equity Among Regions and Residents	4
Traffic Relief Plan: Your Guide to Projects and Services	5
Palo Verde Valley (Blythe)	6
Coachella Valley	7
Western Riverside County	12

OVERVIEW OF THE TRAFFIC RELIEF PLAN

Your Voice. Your Plan.

The Traffic Relief Plan is a local strategy to reduce traffic bottlenecks, improve safety, and help create a stronger, more sustainable economy for our communities.

Residents across Riverside County have expressed thoughts about how to improve transportation in Riverside County. From freeways that move faster, to safer roads with fewer potholes, to more available public transportation, and protecting our infrastructure from natural hazards like floods and earthquakes, you told us that these improvements will make a difference to your life.

We've listened.

Highlights of the Traffic Relief Plan include:

- **Improving freeway traffic flow** on I-10, I-15, I-215, State Route 60, and State Route 91.
- **Improving traffic flow and safety on major roads** including but not limited to Temescal Canyon Road, Cajalco Road, Ramona Expressway, Gilman Springs Road, Grand Avenue, Bob Hope Drive, Fred Waring Drive, Highway 111, and Indian Canyon Drive.
- **Improving the condition of existing roads** by providing funds for basic pothole repairs, paving dirt roads, and synchronizing signals throughout Riverside County.
- **Adding sidewalks and safety improvements for pedestrians, equestrians, and bicyclists.**
- **Increasing frequency of and access to bus and rail public transportation** by adding new tracks, new stations, more trains, more bus service, bus shelters, safety and security measures, and technology to make public transit safer and more reliable.

- **Bringing daily rail service to the Coachella Valley and San Geronio Pass from Los Angeles, Orange County, and Riverside.**
- **Connecting Riverside County** by accelerating completion of a new east-west corridor between Perris and San Jacinto called the Mid County Parkway, building the long-awaited realignment of State Route 79 from the Temecula Valley through Hemet and San Jacinto, widening and improving safety on Cajalco Road, roadway improvements between Lake Elsinore and Perris to shorten commutes on I-15 and I-215, and a bypass to I-10 east of Banning toward the Coachella Valley.
- **Providing more independence and opportunity** for residents who rely on public transportation services, such as seniors, veterans, individuals with disabilities, students, residents of rural communities, and those who choose to use public transportation.
- **Using new technologies** that can improve the efficiency and safety of the current roadway and public transit systems, paving the way for the future.

Voter Approval: This Traffic Relief Plan was drafted to serve as an expenditure plan for a possible voter-approved sales tax measure. Until a sales tax measure to fund the Plan is placed before the voters and approved, the Plan is aspirational, and the financial and other mandatory requirements of the Plan are not operative.

Questions?

Questions? If you have questions about the Traffic Relief Plan, please contact the Riverside County Transportation Commission at info@rctc.org or 951-787-7141.



ACCOUNTABILITY TO TAXPAYERS

Independent Audits Required

Upon voter approval of a revenue source for the Plan, no less than annually, RCTC will obtain an independent financial audit. The audit will be published on the internet.

Efficiency and Local Control

Local Voice. Local Control.

Riverside County voters will enact the Plan, which will then be implemented through their locally elected representatives and local public works professionals. By law, the Plan is implemented by RCTC, which is governed by local city council members or mayors of every city and all five members of the County Board of Supervisors.

No Money Diverted to Sacramento or Washington D.C.

State and federal governments cannot legally divert, take, or direct funds raised through this local Plan and its governing ordinance.

Fiscal Accountability and Efficiency.

Administrative salaries and benefits to administer the Plan are limited to no more than 1% of net revenues generated under the Plan's governing ordinance. Implementation of this Plan will not require the creation of any new government entity. To achieve efficiency and local control, RCTC may delegate appropriate responsibilities for administering components of the Plan to existing local governments at its discretion.

Transparency and Openness

Implementation of the Plan will occur in compliance with all transparency, disclosure, and open meetings laws.

Mandatory Plan Review and Updates

Through a public process, RCTC must formally review this Plan at least every 10 years after it takes effect to ensure the Plan reflects the current and anticipated future needs of Riverside County's residents. If RCTC wishes to amend the Plan after its review or at any other point in time, RCTC must follow current state law and this Plan's voter-approved governing ordinance to do so.

Flexibility to Expedite Projects

RCTC may issue bonds or other debt against future revenue to achieve any objectives of the Plan and to expedite completion of projects. RCTC will issue bonds or other debt in accordance with applicable laws. The issuances of bonds or other debt will undergo a feasibility analysis to ensure the lowest borrowing costs are incurred while repayment terms are advantageous.

To expedite priority projects and services, reduce costs to taxpayers, or avoid loss of other funding, RCTC may make maximum use of funds by temporarily loaning funds between transportation purposes set forth in the Plan. In borrowing and making loans, the proportionate shares for areas and purposes over the duration of the Plan may not be changed without an amendment of the Plan as required by law.

Maintenance of Effort

Funds received by cities and the County shall supplement existing local revenues and required developer improvements used for transportation purposes. As a condition of receiving funds, cities and the County shall maintain their existing commitment of local funds for transportation purposes. Environmental mitigation funds provided for land conservation shall supplement and shall not supplant existing mitigation fees paid by developers.

EQUITY AMONG REGIONS AND RESIDENTS

Equity Among Regions and Residents

Many residents of Riverside County live in areas that lack infrastructure and public transportation services. A growing number of residents face increasing traffic congestion. Therefore, the Traffic Relief Plan commits to providing equity for Riverside County residents in the following ways:

Geography

The Traffic Relief Plan recognizes the three distinct subregions of Riverside County and ensures that revenues raised by the Plan in each subregion remain there and cannot be moved to other parts of the county:

- Palo Verde Valley (Blythe area)
- Coachella Valley
- Western Riverside County (Riverside and Corona areas, Moreno Valley and Perris areas, Hemet-San Jacinto Valley, San Geronio Pass, and Temecula-Murrieta-Lake Elsinore areas)

Small, Rural, Disadvantaged Communities

Prioritization of investments shall take into account the needs of residents in small, rural, and disadvantaged communities in Riverside County.

Mitigation Vehicle Miles Traveled (VMT)

The Traffic Relief Plan mitigates VMT with VMT-reducing projects and services funded by multiple aspects of this Plan.

Decisions Based On Needs

Priority for investments in areas requiring significant infrastructure repairs and upgrades and public transportation will be determined based on objective needs.

New Funding for All Communities in Riverside County

All communities will have access to new funding to keep local streets and roads in good condition.

Increased Transportation Options for Residents

The Traffic Relief Plan places significant focus on seniors, students, veterans, individuals with disabilities, and residents of rural and underserved communities who use public transportation regularly.

Balanced Transportation System

The Traffic Relief Plan recognizes all types of transportation needs for Riverside County. Proactively addressing the transportation issues in Riverside County requires a flexible and a comprehensive approach.

Compliance with the California Environmental Quality Act

The Traffic Relief Plan is not a “project” under the California Environmental Quality Act (CEQA) and, therefore, is exempt from CEQA review. This is because the Plan is designed to provide a funding mechanism for potential future projects and programs related to the Commission’s provision of transportation services. However, the Commission is not approving the construction of any projects that may result in a direct or indirect physical change in the environment; future voter approval is required prior to establishing any funding mechanism as set forth in Public Utilities Code Section 240301; and all appropriate state and federal environmental review will be required and completed prior to any future approval of specific projects.

TRAFFIC RELIEF PLAN: YOUR GUIDE TO PROJECTS & SERVICES

Investment Types

The Plan includes eight investment types. In the Coachella Valley, all investment types are funded through the valleywide Transportation Project Prioritization Study (TPPS). In Western Riverside County, a specific percentage of funding is reserved for each investment type, with several sub-types. In the Palo Verde Valley (Blythe), funds can be used on any investment type below.



Safe Streets and Roads – Pothole repair and road maintenance; sidewalks and pedestrian safety infrastructure; protected bicycle lanes; roadway improvements in high-accident areas; bus shelters; bridge repairs; improvements to railroad crossings, including bridges to separate roads from railroad tracks; traffic calming measures; bypass roads; median barriers; protecting roads, sidewalks, and bicycle facilities from flooding and other natural hazards; traffic signals, including technology to synchronize and interconnect signals; improvements to provide accessibility for persons with disabilities.



Highways – Improving traffic flow on State Routes 60, 91, 111 and Interstates 10, 15, and 215 by constructing new lanes, improving highway interchanges (on- and off-ramps and bridges) and public transportation facilities, and utilizing innovative technologies.



Public Transportation – Increasing frequency and safety of trains and buses; building new tracks, parking, and stations; extending rail service from Perris to Hemet and San Jacinto; extending rail service to the Coachella Valley and San Geronio Pass (Banning/Beaumont/Calimesa/Cabazon area); sustaining operation of rail service throughout the county; expanding bus service options including rapid/express buses; on-demand transit options known as “micro-transit;” modernizing and adding zero-emission buses; providing targeted transit services and keeping bus fares low for seniors, veterans, students, and individuals with disabilities; upgrading bus stops and amenities; and improving connections between home, school, and employment centers.



Regional Connections – Constructing multi-modal transportation corridors that connect parts of Riverside County, relieving congestion on existing highways and local roads, improving safety such as realigning State Route 79, creating a bypass to I-10 east of Banning toward Coachella Valley, improving Cajalco Road, completing Mid County Parkway (Ramona Expressway), and providing a new Elsinore-Ethanac Expressway.



Commuter Assistance – Expanding Freeway Service Patrol roadside assistance, maintaining and expanding carpool/vanpool service and Park & Ride lots, and partnering with employers to create incentives for alternative commute methods.



Active Transportation – Improving safety and expanding access to pedestrian and bicycle facilities such as sidewalks and bicycle lanes, in addition to improving and expanding recreational trails and access to open spaces and natural areas.



Flood and Blowsand Control – Reinforcing roadways and infrastructure against natural hazards in the Coachella Valley.



Environmental Mitigation – To construct the traffic relief improvements in this Plan, mitigation will be required, while other community mitigation will be provided to preserve and improve quality of living, particularly in disadvantaged communities. Additionally, public infrastructure is increasingly under threat from natural disasters. Further, population growth and development puts pressure on natural areas that make Riverside County a desirable place to live. To achieve balanced growth of the region, ensure transportation projects can move forward, withstand natural hazards, and provide for a high quality of living for current and future generations of Riverside County residents, the Traffic Relief Plan makes meaningful commitments to environmental stewardship.

TRAFFIC RELIEF PLAN: PALO VERDE VALLEY

The Palo Verde Valley component of the Traffic Relief Plan calls for improvements to all aspects of local transportation. All revenues generated in the Palo Verde Valley will remain in the Palo Verde Valley, with all revenue returned directly to the City of Blythe and County of Riverside. The Blythe City Council will have authority to set priorities and expend funds within the city limits and the County Board of Supervisors will have authority to expend funds in unincorporated areas of the Palo Verde Valley.

Investments made by the City of Blythe and County must be for transportation purposes for the benefit of Palo Verde Valley residents and must be approved in an open and transparent manner pursuant to open meetings laws. All revenues generated through the Traffic Relief Plan in the Palo Verde Valley shall remain in the Palo Verde Valley and cannot be diverted to other areas of Riverside County.

To address transportation needs in rural areas, such as the Palo Verde Valley, and to strengthen the agricultural economy and tourism, new investments will focus on:

- Safety and maintenance of local streets and roads
- Ensuring public infrastructure complies with the Americans with Disabilities Act
- Closing sidewalk gaps and enhancing bike lanes for improved pedestrian access to and from schools



- Improving the condition of interchanges at Interstate 10, including landscaping and gateway enhancements
- Establishing a new vanpool program for residents commuting to major employment areas, such as Ironwood and Chuckawalla Valley prisons, Coachella Valley, and Arizona
- Providing reduced- or free-fare public transit to increase access to education, healthcare, employment, and services
- Replacing and expanding the bus fleet to improve air quality with low- and zero-emission vehicles
- Upgrading transit operating and maintenance facilities to maintain transit vehicles and infrastructure in good condition
- Increasing frequency and expanding public transit options for education, healthcare, employment, and services in underserved neighborhoods

Transportation investments through the Plan will also serve as a driver for economic development in the community. Improving the transportation network will leverage other public and private investments and encourage new businesses to invest.



TRAFFIC RELIEF: COACHELLA VALLEY



This map is illustrative of projects that could be completed.



Highways



Regional Connections



Active Transportation



Public Transportation



Safe Streets & Roads



Flood & Blow-sand Control



Commuter Assistance



Environmental Mitigation

TRAFFIC RELIEF: COACHELLA VALLEY

The Coachella Valley component of the Traffic Relief Plan calls for improvements to all aspects of local and regional transportation systems in the Coachella Valley. The Coachella Valley Association of Governments (CVAG) will administer the Plan in the Coachella Valley. CVAG is a public agency governed by an Executive Committee consisting of the mayor or an elected official representing every city council in the Coachella Valley and the City of Blythe, all five County Supervisors, and the Tribal Chairs from the Agua Caliente Band of Cahuilla Indians, Cabazon Band of Cahuilla Indians, Torres Martinez Desert Cahuilla Indians, and Twenty-Nine Palms Band of Mission Indians.

Funds Generated in the Coachella Valley Stay in the Coachella Valley

All revenues generated under the Plan in the Coachella Valley will remain in the Coachella Valley for expenditure. Funding will provide investments for projects in communities that fully participate in, and are compliant with, the Coachella Valley's Transportation Uniform Mitigation Fee (TUMF) and the procedures approved by the Coachella Valley Conservation Commission for the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). While this section uses the same library of icons seen throughout the Plan, most Coachella Valley projects, improvements, and programs may fall within multiple subject areas as they have multiple benefits.



Establishing and Updating Regional Priorities

Since 1989, CVAG has been entrusted to manage the regional transportation network. CVAG establishes its priorities according to the Transportation Project Prioritization Study (TPPS), which is a merit-based method of prioritizing all regional projects in the Coachella Valley. Project priorities are based on criteria adopted by the CVAG Executive Committee, as recommended by civil engineers and public works professionals, and publicly reviewed by elected officials representing every CVAG member jurisdiction. The TPPS is updated every few years as the Coachella Valley's population grows and becomes more diverse in order to address different mobility needs, new technologies, state and federal policy, as well as worldwide climate and economic trends.

Funding for TPPS projects follow CVAG's cost-splitting policy that requires a local match to unlock regional funding. Local funding is an element of the Maintenance of Effort requirements employed by RCTC and CVAG. CVAG will continue to work with RCTC to ensure new regional funding resources do not supplant current funding and commitments; rather the

funding pie grows larger for all. In addition to overall mobility related goals described under this Plan, the TPPS process shall include the following objectives:

- Achieve balance and equity
- Achieve climate resiliency
- Provide economic opportunities
- Address statewide and regional housing needs by supporting transit-oriented development and affordable housing
- Address safety by continually reducing serious accidents and fatalities on the roadways
- Reduce Vehicle Miles Traveled (VMT)
- Promote public health and safety, including improving air quality

The TPPS includes upgraded, safer, and more accessible regional roadways and bridges. These regional multi-modal facilities connect the Coachella Valley and ensure the transportation network helps support a stronger, more sustainable economy for the community. Some of the arterials and other roads that will continue to be improved are depicted on the map and listed at the end of this section.

TRAFFIC RELIEF: COACHELLA VALLEY



Highways

The TPPS has included projects to substantially improve connections to federal and state freeways and highways, particularly Interstate 10, Highway 111 and State Route 86. Upgrades to existing interchanges as well as new interchanges are planned and are awaiting funding to be constructed. This Plan will also allow for improvements such as managed lanes or toll lanes on I-10. Such facilities will make it easier and safer to travel along Interstate 10. Additionally, the plan will include grade separations for State Route 86, including a new bridge at Avenue 50, and improving other areas where high numbers of accidents and fatalities occur. The TPPS process is flexible enough to incorporate improvements to connecting regions, including Highway 62 and Highway 74. Additionally, the Plan includes funding to substantially improve the overall condition of these roads as CVAG works in partnership with Caltrans.



Regional Connections

To catch up with and prepare for continued population growth, the TPPS identifies regional corridors in every community of the Coachella Valley. It also will expand to address new needs, such as an I-10 bypass and extending Avenue 50 between I-10 and State Route 86 to reduce traffic gridlock on existing highways, improve safety, open economic opportunities to disadvantaged communities, and reduce the miles traveled by drivers who must drive inefficient routes to get from one end of the region to another.



Active Transportation

This Plan and the TPPS include active transportation projects that make it easier and more accessible for people to walk or bike safely. In the Coachella Valley, eligible improvements often accommodate electric vehicles such as golf carts and low-speed electric vehicles, which are part of a multifaceted approach to meet varying degrees of mobility and independence among seniors, individuals with disabilities and underserved communities. Such projects may be stand-alone projects, such as CV Link extensions to North Shore and Desert Hot Springs, and others may expand on the existing active transportation network, such as the Palm Desert Link and bike improvements to the La Quinta village. It also may include incorporating active transportation into the design of complete streets and creating multi-modal connections, such as improvements along Dillon Road. Linking such projects to public transportation and facilitating first mile, last mile connectivity shall be a priority.



Public Transportation

Public transportation investments, such as CV Rail, is an utmost priority in this Plan. Many of the improvements needed to create consistent service between the Coachella Valley and Los Angeles have already been identified and are awaiting funding to be constructed. With Plan funding, the TPPS will be updated to include CV Rail and a fair share "local commitment" from the Coachella Valley for rail investments and operational costs of CV Rail and train stations. Those investments will be paired with investments from the Western Riverside component of this plan to match federal and state funding. It also will facilitate the movement of goods along the rail lines, which is critical to economic opportunities. Under the TPPS update process, additional benefits to public transportation can be considered, such as transit priority lanes for buses, zero-emission buses and transit facilities, and bus shelters that are sustainable and enhance the passenger experience. The Plan will also support public transportation options for veterans, individuals with disabilities, seniors, students, and disadvantaged communities, including improving access and keeping these transit options affordable.

TRAFFIC RELIEF: COACHELLA VALLEY



Safe Streets and Roads

The Coachella Valley portion of the Plan will also fund operations and maintenance (O&M) of regional transportation corridors as identified in the TPPS. The CVAG regional O&M program will support operations, repairs, and replacement of traffic management systems, pavement surfaces (e.g., pothole repair), and traffic control devices. Identical to other projects in the TPPS, the O&M plan would follow a formula and approach to ensure the regional investment enhances, not replaces, investments being made by local cities and Riverside County. This plan includes funding to improve the aesthetic appeal of major corridors and gateways in the Coachella Valley, particularly Interstate 10 and Highway 86. The Coachella Valley corridors and gateways should better reflect the desert's unique characteristics and appeal to visitors and residents alike. Additionally, the O&M program will enhance existing efforts to promote uniform standards, keep transportation infrastructure in good condition, and extend the life cycle of Coachella Valley's transportation infrastructure. Regional corridors and gateways span cities and unincorporated communities and include, but are not limited to:

- Interstate 10
- Highway 111
- Ramon Road
- Cook Street
- Fred Waring Drive
- Gene Autry Trail/Palm Drive
- Indio Boulevard
- Highway 86
- Washington Street
- Monterey Avenue
- Bob Hope Drive
- Dinah Shore Drive
- Date Palm Drive
- Little Morongo Road
- Avenue 50

CVAG regularly reviews and amends the TPPS to incorporate new and innovative strategies that help reduce traffic congestion and increase economic productivity. The TPPS embraces regional mobility concepts and technologies such as signal synchronization and Intelligent Transportation System (ITS) technologies, which better connect the Coachella Valley's workforce to the workplace and reduce seasonal and traffic bottlenecks related to major events. Such concepts are also employed during emergencies to ensure access to hospitals and the best mobility possible for first responders and emergency vehicles. ITS technologies will allow for bus priority or transit signal priority to improve service and reduce delay for mass transit vehicles at intersections on regional corridors. Technologies that eliminate or reduce vehicle miles travelled, vehicle trips, and lay the groundwork for high-speed broadband access, will also be a priority.



Flood & Blowsand Control

Building bridges and other resilient infrastructure is a very high priority in the Coachella Valley. Critical roads, such as Indian Canyon, Gene Autry Trail, and Dillon Road are regularly closed due to blowsand and rainstorms. With increasing frequency, there are prolonged closures and roads are destroyed during major rain events in the communities of Palm Springs, Desert Hot Springs, and Cathedral City. Such flood impacts can occur anywhere in the Coachella Valley but are often associated with areas that have not had similar flood control and road investments in the past, such as the eastern Coachella Valley. Projects to address the persistent flooding along Box Canyon Drive and other areas will be included in this Plan and future TPPS updates.

TRAFFIC RELIEF: COACHELLA VALLEY



Commuter Assistance

Freeway Service Patrol will be expanded to I-10 in the Coachella Valley to quickly clear incidents from the freeway. Investments will be made in partnering with employers in the Coachella Valley to encourage alternative forms of commuting as a means to reduce congestion and improve air quality and safety.



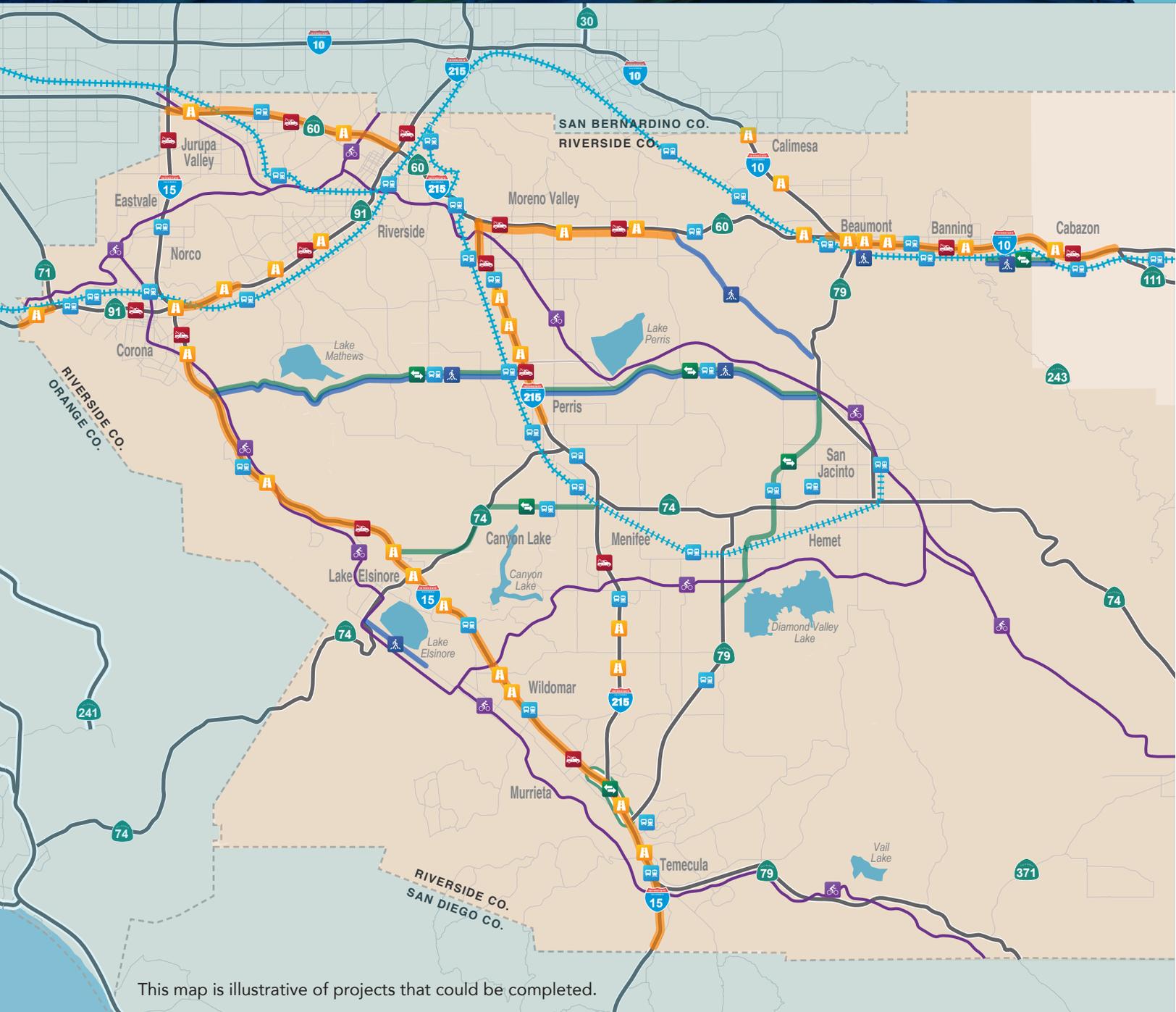
Environmental Mitigation

Population growth and development puts pressure on open spaces and natural areas, such as the sand dunes and mountains, that make the Coachella Valley a desirable place to live.

Consistent with the approach in Western Riverside County, a minimum of 12.5% of annual revenues shall be allocated, at the discretion of CVAG, to preserve the Coachella Valley's natural areas, including fulfillment of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). CVAG shall allocate sufficient revenues set-aside for the above purposes to the Coachella Valley Conservation Commission (CVCC) for habitat acquisition and/or endowment purposes until the CVMSHCP reserve assembly and endowment obligations are met to fill any funding gaps for the long-term administration, land management, and monitoring of the CVMSHCP. Funding related to this Plan shall not relieve any Permittees under the MSHCPs of their pre-existing obligations to the fulfillment of the CVMSHCP. Funding for these programs has an inherent benefit to the environment but also helps expedite permitting and completion of transportation projects.



TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY



This map is illustrative of projects that could be completed.



Safe Streets & Roads



Highways



Regional Connections



Public Transportation



Environmental Mitigation



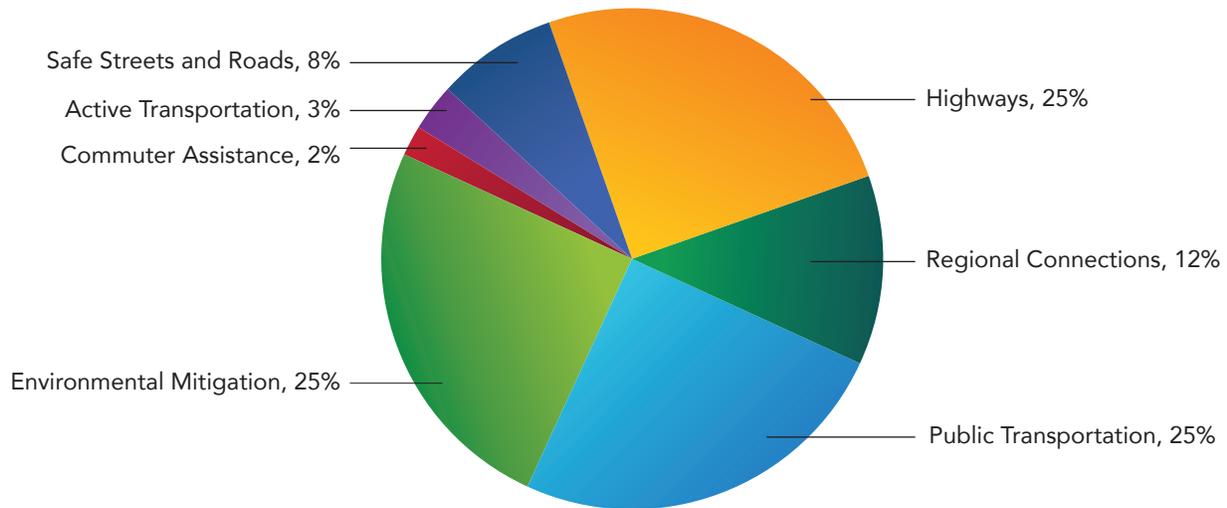
Commuter Assistance



Active Transportation

TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY

Western Riverside County Traffic Relief Investments



Safe Streets and Roads

Every city and the unincorporated communities of western Riverside County is guaranteed to receive its fair share of funds for safety improvements to local streets and roads and pedestrian and bicycle facilities. Additionally, major roadways that connect the region will receive funds to implement safety improvements that will reduce accidents, injuries, and fatalities, as well as provide emergency relief to regional corridors with few or no alternative routes.

Half of the funds for Safe Streets and Roads will be distributed by formula (based on population) to each city and the County of Riverside for unincorporated communities. Half of the funds will be distributed by RCTC to major regional safety projects.

Improvements funded from this program include:

- Pothole repair and road maintenance
- Sidewalks and pedestrian safety infrastructure
- Protected bicycle lanes
- Roadway improvements in high-accident areas
- Bus shelters
- Bridge repairs
- Improvements to railroad crossings, including bridges to separate roads from railroad tracks
- Traffic calming measures
- Bypass roads
- Median barriers

TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY

- Protecting roads, sidewalks, and bicycle facilities from flooding and other natural hazards
- Traffic signals, including technology to synchronize and interconnect signals
- Improvements to provide accessibility for persons with disabilities

Specific regional corridors that could receive funding for safety improvements include:

- Cajalco Road
- Gilman Springs Road
- Grand Avenue
- Ramona Expressway / Mid County Parkway
- I-10 Bypass between Banning and Cabazon



Highways

Improving the flow of traffic saves time, reduces stress, and improves safety, air quality, and economic productivity.

Population is growing in Riverside County. Without action, traffic congestion will also continue to grow. The highways in Riverside County were built decades ago, in some cases severing communities and impacting local traffic circulation. Additionally, Riverside County has an incomplete highway network that does not adequately serve our residents or economy. The Traffic Relief Plan will improve traffic flow by building new infrastructure and using technology to improve efficiency of how the transportation system operates. Investments will include:

I-15 Corridor/Corona, Temescal Valley, Lake Elsinore, Wildomar, Murrieta, Temecula

- Add Express Lanes in each direction on I-15 between Cajalco Road in Corona and State Route 74
- Add at least one lane in each direction on I-15 between State Route 74 to the San Diego County Line
- Construct auxiliary lanes on I-15 in Corona

- Construct the final phase of the French Valley Parkway interchange at I-15 in Temecula, which includes:
 - Widening ramps at Winchester Road
 - Constructing on and off ramps to I-15 from French Valley Parkway and a bridge over I-15
 - Constructing the French Valley Parkway from Jefferson Avenue to Ynez Road
 - Adding of collector/distributor lanes for southbound I-15 from I-215 to Winchester Road
- Reconstruct interchanges at:
 - Nichols Road in Lake Elsinore
 - Central Avenue (State Route 74) in Lake Elsinore
 - Wildomar Trail (formerly Baxter Road) in Wildomar
 - Bundy Canyon Road in Wildomar
- Construct a new interchange on I-15 at:
 - Campbell Ranch Road and Temescal Canyon Road in Temescal Valley
 - Franklin Street in Lake Elsinore

I-215 Corridor/Riverside, Moreno Valley, Perris

- Add at least one lane in each direction between State Route 60 and Van Buren Boulevard
- Construct new interchanges (on and off ramps) on I-215 at:
 - Keller Road in Murrieta
 - Garbani Road in Menifee
- Reconstruct interchange at Harley Knox Boulevard in Moreno Valley

91 Corridor/Corona, Riverside

- Add at least one new lane on State Route 91 between:
 - State Route 241 and State Route 71 in the eastbound direction

- o I-15 in Corona and Pierce Street in Riverside in both directions
- Reconstruct interchanges on State Route 91 at:
 - o Adams Street in Riverside
 - o Tyler Street in Riverside
- Construct a rapid transit connection from the 91 Express Lanes to the North Main Corona Transit Center/Metrolink station

60 Corridor/Jurupa Valley, Moreno Valley

- Add at least one lane in each direction on State Route 60 in Moreno Valley
- Reconstruct interchanges on State Route 60 at:
 - o Etiwanda Avenue in Jurupa Valley
 - o Rubidoux Boulevard in Jurupa Valley
 - o Redlands Boulevard in Moreno Valley

I-10 Corridor/Calimesa, Beaumont, Banning, Cabazon

- Reconstruct interchanges on I-10 at:
 - o State Route 79 (Beaumont Avenue) in Beaumont
 - o Highland Springs Avenue in Beaumont and Banning
 - o Pennsylvania Avenue in Beaumont
 - o Morongo Parkway and Main Street in Cabazon
 - o County Line Road in Calimesa
 - o Cherry Valley Boulevard in Calimesa
- Add express lanes on I-10 between State Route 60 in Beaumont and Highway 111 in Palm Springs

Countywide Interconnected Highways

Using technologies that have been proven effective around the world, as well as emerging innovative technologies, investments will be made to interconnect highways, street and ramp signals, and automobiles to create more efficiency in the entire transportation network. With roadways and vehicles that can talk to each other, traffic flow can be increased and safety improved by reducing the potential for human error on the road.



Regional Connections

To catch up with and prepare for continued population growth, new regional corridors are necessary to reduce traffic gridlock on existing highways, improve safety, open economic opportunities to disadvantaged communities, and reduce the miles traveled by drivers who must drive inefficient routes to get from one end of the region to another. Five new regional corridors are in various stages of preparation and need additional funding to become a reality for Riverside County residents. These transportation facilities will include features that accommodate public transit and bicyclists, and will be consistent with the Multiple Species Habitat Conservation Plan for the protection of the environment. Investments will be prioritized based on readiness to be constructed and available funding:

- Cajalco Road
- Mid County Parkway
- State Route 79 Realignment
- Elsinore-Ethanac Expressway
- I-10 Bypass



Public Transportation

Bringing reliable public transportation to more areas of Riverside County is a priority of the Traffic Relief Plan. Increased investment in bus, rail, and new modes of public transportation will offer Riverside County residents choices for how they travel, and ensure public transportation is available for those who need it most.

Passenger Rail

Riverside County is home to several railroad rights-of-way that connect our growing communities. These rail lines serve as a public transportation backbone for our region. Funds for the Traffic Relief Plan will:

- Increase train service frequency on existing commuter rail (Metrolink) lines such as the 91/Perris Valley Line and Inland-Empire Orange County Line, with trains eventually as frequent as every 30 minutes during peak periods
- Expand rail service into new areas of Riverside County such as the Beaumont/Banning/Cabazon/Calimesa area, the Coachella Valley, and Hemet and San Jacinto
- Construct new railroad tracks and supporting infrastructure within existing rail rights-of-way to allow more trains to operate and to increase efficiency and on-time performance of trains
- Construct new rail stations, such as at the Ramona Expressway, in Winchester, and in Beaumont/Banning/Calimesa/Cabazon area
- Maintain and enhance security and safety at rail stations
- Maintain and enhance management of publicly owned railroad rights-of-way to ensure proper maintenance and safety
- Enhance existing rail stations (there are currently nine stations in Corona, Riverside, Jurupa Valley, Perris, and near Moreno Valley), including:

- Construct improvements to provide better accessibility for persons with disabilities
- Construct new parking capacity at stations in Corona, Riverside, and Perris
- Construct train boarding platforms, pedestrian bridges, and crossings
- Maintain and operate existing and future rail stations
- Invest in zero-emission trains
- Maintain and enhance all aspects of operating rail service in Riverside County

Bus

The Public Transportation section of the Traffic Relief Plan will invest in bus transit to reduce traffic congestion, increase sustainability, and provide more options to residents who rely on public transit to access medical care, employment, education, and other services. Funding will go toward:

- Sustaining and expanding where feasible local fixed-route bus services
- Sustaining and expanding rapid/commuter bus services along major corridors in Riverside County to destinations such as San Diego, Orange, and San Bernardino Counties, downtown Riverside, Temecula, Moreno Valley, Coachella Valley, Hemet/San Jacinto, and Beaumont/Banning/Calimesa, Corona, and Perris. These routes can connect to commercial airports in the region, major educational, business, and retail/entertainment destinations
- Improving safety and security on bus transit
- Zero-emission buses and related capital, maintenance, and operation costs
- Maintenance and operation of transit centers/hubs and bus stops/shelters
- Roadway technologies that improve bus travel times
- Micro-transit (on-demand) public transit technologies

TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY

Additionally, funding will be set aside for specialized transportation providers that serve seniors, veterans, students, individuals with disabilities, and rural and underserved communities. The Citizens and Specialized Transit Advisory Committee, with representatives from these populations, will assist RCTC in administering and providing oversight to the program. Funding will go toward:

- Ensuring infrastructure compliance with expansion of destinations and hours of operation for paratransit services such as Dial-A-Ride
- Keeping transit fares low for seniors, veterans, students, and individuals with disabilities
- Improved access to and from schools, colleges and universities, and employment centers for low-income families and rural communities
- Free or reduced bus fares for those who require access to medical appointments, job interviews, or other needed services
- Bringing infrastructure into compliance with the Americans with Disabilities Act
- Continued operation of vital community transportation resources such as the 2-1-1 network, which provides individualized assessments with transportation and social service specialists



Environmental Mitigation

To construct the traffic relief improvements in this Plan, mitigation will be required, while other community mitigation will be provided to preserve and improve quality of living, particularly in disadvantaged communities. Additionally, public infrastructure is increasingly under threat from natural disasters. Further, population growth and development puts pressure on natural areas that make Riverside County a desirable place to live. To achieve

balanced growth of the region, ensure transportation projects can move forward, withstand natural hazards, and provide for a high quality of living for current and future generations of Riverside County residents, the Traffic Relief Plan makes meaningful commitments to environmental stewardship.

Revenues shall be allocated, at the discretion of RCTC, for one or more of the following purposes:

- To benefit the environment and to expedite permitting and completion of transportation projects
- To promote public health and safety by improving air quality or safeguarding local transportation infrastructure from natural hazards, including, but not limited to, floods, fires, earthquakes, or blowsand
- To preserve Riverside County's natural areas, including fulfillment of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) obligations
- To mitigate Vehicle Miles Traveled (VMT)
- To support transit-oriented development and housing
- To establish and maintain recreational use of public open spaces by non-motorized means

RCTC shall allocate at least half of the revenues set-aside for the above purposes to the Western Riverside County Regional Conservation Authority for habitat acquisition and/or endowment purposes until the MSHCP reserve assembly and endowment obligations are met to ensure the long-term administration, land management, and monitoring of the habitat. Funding allocated from this Plan shall not relieve any Permittees under the MSHCPs of their pre-existing obligations to the fulfillment of the MSHCP.



Commuter Assistance

To help commuters with a safer trip, and to provide alternatives to driving alone, the Traffic

Relief Plan invests in the following Commuter Assistance programs:

Freeway Service Patrol

When accidents occur on highways or when vehicles break down, traffic can build quickly, creating delays and additional safety hazards to motorists. Freeway Service Patrol provides roving tow trucks to quickly assist motorists so that traffic can flow again. This public service is operated with strict performance and accountability measures by the California Highway Patrol, Caltrans, and RCTC ensuring that Freeway Service Patrols reduce congestion, increase safety, and decrease air pollution.

The Plan will sustain and increase Freeway Service Patrol levels on Interstates 15 and 215 and State Routes 60 and 91, including weekend service. The Plan will also enable new service to begin on Interstate 10 and possibly other routes as determined by benefit-cost analysis.

Park & Ride Lots

Creating more convenient locations for commuters to meet and travel together reduces the burdens of solo commuting and decreases the number of cars on the road during peak hours.

Employer Partnerships to Reduce Commutes

The Traffic Relief Plan recognizes that improving commutes is not just about the commuter, but also about employers stepping up to help. The Plan calls for enhancing current Commuter Assistance Programs with employers in Riverside County to provide better options and incentives to encourage ridesharing, vanpooling, telecommuting, and public transit use.





Active Transportation

Transportation options that do not require a motorized vehicle are an important element of healthy, connected communities in Riverside County. Therefore, the Traffic Relief Plan invests in pedestrian and bicycle facilities, trails and access to open space, and planning. Funding from this category can go toward:

- Sidewalks and bicycle lanes
- Infrastructure that provides safer routes to school for children to walk or bike to school and decreases injuries and fatalities
- Recreational trails so that Riverside County residents can enjoy better access to our world-renowned natural open spaces
 - o Amenities that support these facilities such as trailheads, parking lots, restrooms, and signs are eligible for these funds; however, maintenance and operations shall be the responsibility of the local government agency, not RCTC
 - o Major regional trails identified in the master plan for the Riverside County Parks & Open Space District are eligible for funding, which include but are not limited to:
 - Butterfield Overland Trail/Southern Emigrant Trail
 - Santa Ana River Trail
 - Juan Bautista de Anza Historical Trail
 - Salt Creek Trail





TRAFFIC RELIEF PLAN

Riverside County Transportation Commission
(951) 787-7141 • www.rctc.org
4080 Lemon Street, 3rd Floor
P.O. Box 12008 • Riverside, CA
92502-2208