



MEETING AGENDA

Budget and Implementation Committee

Time: 9:30 a.m.
Date: June 24, 2019
Location: BOARD ROOM
County of Riverside Administration Center
4080 Lemon St, First Floor, Riverside CA 92501

COMMITTEE MEMBERS

Linda Krupa, **Chair** / Russ Brown, City of Hemet
Lloyd White, **Vice Chair** / Julio Martinez, City of Beaumont
Larry Smith / Jim Hyatt, City of Calimesa
Randall Bonner / Jeremy Smith, City of Canyon Lake
Raymond Gregory / Mark Carnevale, City of Cathedral City
Steven Hernandez / Megan Beaman Jacinto, City of Coachella
Scott Matas / Russell Betts, City of Desert Hot Springs

Bob Magee / Natasha Johnson, City of Lake Elsinore
Lisa Middleton / Jon R. Roberts, City of Palm Springs
Rusty Bailey, / Andy Melendrez, City of Riverside
Michael Naggar / Maryann Edwards, City of Temecula
Karen Spiegel, County of Riverside, District II
Chuck Washington, County of Riverside, District III

STAFF

Anne Mayer, Executive Director
Theresa Trevino, Chief Financial Officer

AREAS OF RESPONSIBILITY

Annual Budget Development and Oversight
Competitive Federal and State Grant Programs
Countywide Communications and Outreach Programs
Countywide Strategic Plan
Legislation
Public Communications and Outreach Programs
Short Range Transit Plans

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
BUDGET AND IMPLEMENTATION COMMITTEE**

www.rctc.org

AGENDA*

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

9:30 a.m.

Monday, June 24, 2019

BOARD ROOM

**County of Riverside Administrative Center
4080 Lemon Street, First Floor
Riverside, California**

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 Committee may, either at the direction of the Chair or by majority vote of the Committee, 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. Also, the Committee may terminate public comments if such comments become repetitious. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Committee 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 Board should not take action on or discuss matters raised during public comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

5. **ADDITIONS/REVISIONS** *(The Committee 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 Committee subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Committee. If there are less than 2/3 of the Committee 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. **APPROVAL OF MINUTES – APRIL 22, 2019**

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

7A. **QUARTERLY SALES TAX ANALYSIS**

Page 1

Overview

This item is for the Committee to:

- 1) Receive and file the sales tax analysis for Quarter 4, 2018; and
- 2) Forward to the Commission for final action.

8. **#REBOOT MY COMMUTE PUBLIC ENGAGEMENT PROGRAM SUMMARY**

Page 10

Overview

This item is for the Committee to:

- 1) Receive and file an update about the Commission's #RebootMyCommute public engagement program in Riverside County; and
- 2) Forward to the Commission for final action.

9. **STATE AND FEDERAL LEGISLATIVE UPDATE**

Page 24

Overview

This item is for the Committee to:

- 1) Adopt the following bill position:
 - a) HR. 2939 (Napolitano) – Support;
- 2) Receive and file an update on state and federal legislation; and
- 3) Forward to the Commission for final action.

10. FISCAL YEARS 2019/20 – 2023/24 MEASURE A FIVE-YEAR CAPITAL IMPROVEMENT PLANS FOR THE LOCAL STREETS AND ROADS PROGRAM

Page 27

Overview

This item is for the Committee to:

- 1) Approve the Fiscal Years 2019/20 – 2023/24 Measure A Five-Year Capital Improvement Plan (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies; and
- 2) Forward to the Commission for final action.

11. RIVERSIDE COUNTY TRANSIT SERVICES FUNDING ALLOCATIONS FOR FISCAL YEAR 2019/20

Page 30

Overview

This item is for the Committee to:

- 1) Conduct a public hearing at the July Commission meeting on the proposed Federal Transit Administration (FTA) Section 5307 Program of Projects (POP);
- 2) Approve Fiscal Year 2019/20 Transit Operator Funding Allocations for the cities of Banning, Beaumont, Corona and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission's Rail Program;
- 3) Direct staff to add the federally funded and regionally significant projects into the Federal Transportation Improvement Program (FTIP);
- 4) Adopt Resolution No. 19-014, "*Resolution of the Riverside County Transportation Commission to Allocate Local Transit Assistance Funds and State Transit Assistance Funds;*"
- 5) Approve the FY 2019/20 FTA Sections 5307 and 5311 POP for Riverside County (County); and
- 6) Forward to the Commission for final action.

12. 2019 TITLE VI PROGRAM REPORT UPDATE, INCLUDING PUBLIC PARTICIPATION PLAN AND LANGUAGE ASSISTANCE PLAN

Page 44

Overview

This item is for the Committee to:

- 1) Approve the 2019 Title VI Program Report, including the Public Participation Plan and Language Assistance Plan in compliance with Federal Transit Administration (FTA) requirements; and
- 2) Forward to the Commission for final action.

13. 2020 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING DISTRIBUTION

Page 105

Overview

This item is for the Committee to:

- 1) Approve the 2020 State Transportation Improvement Program (STIP) funding distribution among the three geographic areas in Riverside County per the adopted STIP Intracounty Memorandum of Understanding (MOU); and
- 2) Forward to the Commission for final action.

14. COACHELLA FESTIVAL SPECIAL EVENTS TRAIN PLATFORM DEVELOPMENT PROJECT

Page 108

Overview

This item is for the Committee to:

- 1) Approve Agreement No. 19-25-103-00 with the California State Transportation Agency (CalSTA) regarding a State Rail Assistance (SRA) grant to fund the Coachella Festival Special Event Train Platform Development Project (Platform Project) for an amount not to exceed \$5,942,510;
- 2) Adopt Resolution No. 19-012, *“Resolution of the Riverside County Transportation Commission Regarding Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the State Rail Assistance”*;
- 3) Adopt Resolution No. 19-013, *“Resolution of the Riverside County Transportation Commission Regarding Authorization for the Execution of the State Rail Assistance Project”*;
- 4) Approve Memorandum of Understanding (MOU) Agreement No. 19-25-102-00 with Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) and Amtrak for the coordination and development of the Platform Project;
- 5) Authorize the Executive Director, pursuant to legal counsel review, to negotiate and execute the final CalSTA and MOU agreements on behalf of the Commission;
- 6) Authorize the Executive Director, pursuant to legal counsel review, to negotiate and execute a cooperative agreement with Amtrak for construction of the Platform Project based on estimated costs established by the Commission and within the Platform Project budget estimated at \$8,688,241;
- 7) Authorize the Executive Director, pursuant to legal counsel review, to negotiate and execute agreements with LOSSAN, the city of Indio (City), Goldenvoice, Valley Music Travel, and host railroads, as may be needed for the full implementation of the Platform Project, provided that all such agreements are within the Platform Project budget estimated at \$8,688,241; and
- 8) Forward to the Commission for final action.

15. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

16. COMMISSIONERS / STAFF REPORT

Overview

This item provides the opportunity for the Commissioners and staff to report on attended and upcoming meeting/conferences and issues related to Commission activities.

17. ADJOURNMENT

The next Budget and Implementation Committee meeting is scheduled to be held at **9:30 a.m., Monday, July 22, 2019**, Board Chambers, First Floor, County Administrative Center, 4080 Lemon Street, Riverside.

AGENDA ITEM 6

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

BUDGET AND IMPLEMENTATION COMMITTEE

Monday, April 22, 2019

MINUTES

1. CALL TO ORDER

The meeting of the Budget and Implementation Committee was called to order by Chair Linda Krupa at 9:31 a.m., in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, First Floor, Riverside, California, 92501.

2. ROLL CALL

Members/Alternates Present

Rusty Bailey
Randall Bonner
Linda Krupa
Bob Magee
Scott Matas
Larry Smith
Karen Spiegel
Lloyd White

Members Absent

Raymond Gregory
Steven Hernandez
Lisa Middleton
Michael Naggar
Chuck Washington

3. PLEDGE OF ALLEGIANCE

Commissioner Lloyd White led the Budget and Implementation Committee in a flag salute.

4. PUBLIC COMMENTS

There were no requests to speak from the public.

5. APPROVAL OF MINUTES – FEBRUARY 25, 2019

M/S/C (Bailey/Bonner) to approve the minutes of February 25, 2019 meeting as submitted.

Abstain: Spiegel

6. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

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

M/S/C (Smith/Bonner) to approve the following Consent Calendar item(s):

7A. QUARTERLY SALES TAX ANALYSIS

- 1) Receive and file the sales tax analysis for Quarter 3, 2018 (3Q 2018); and
- 2) Forward to the Commission for final action.

7B. SINGLE SIGNATURE AUTHORITY REPORT

- 1) Receive and file the Single Signature Authority report for the third quarter ended March 31, 2019; and
- 2) Forward to the Commission for final action.

8. PROPOSED BUDGET FOR FISCAL YEAR 2019/20

Michele Cisneros, Deputy Director of Finance, presented the proposed Budget for Fiscal Year 2019/20 highlighting the following areas:

- Budget process
- FY 2019/20 Budget considerations
- Budget summary
- Sources by breakdown and by comparison
- Expenditures/expenses by department and by comparison
- Capital development and delivery department highlights
- Expenditures/expenses by function and by function comparison
- Next steps

M/S/C (Bonner/Matas) to:

- 1) Discuss, review, and provide guidance on the proposed Fiscal Year 2019/20 Budget;**
- 2) Open the public hearing in order to receive input and comments on the proposed FY 2019/20 Budget on May 8 and on June 12, 2019, and thereafter close the public hearing; and**
- 3) Forward to the Commission for final action.**

9. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, JANUARY – MARCH 2019

Cheryl Donahue, Public Affairs Manager, presented the Quarterly Public Engagement Metrics Report for January – March 2019, highlighting the following areas:

- Importance of metrics
- Overall public engagement activities
 - o Social Media: Facebook, Twitter, and Instagram
 - o Facebook sentiment and Website almost 24,000 sessions up 16 percent over the previous quarter
 - o The Point E-Newsletter 2,884 subscribers up 62 percent
- I-15 Express Lanes Project
 - o Social Media up to 2,030 Facebook page likes
 - o New email registrants number of sign-ups
 - o Email inquiries there were 14 emails
 - o Website visits up to 5,367
- #RebootMyCommute Program
 - o Social Media advertising: Facebook, Twitter, Instagram, and YouTube
 - o Facebook sentiment and Media mentions: 10 different media stories, 461,702 print ad and 156,250 digital ad circulation publications, and 16 television video ad airs
 - o Community outreach: Tele-town Hall meetings 7,539 participants and Community booths 500 event attendance
 - o Website almost 12,000 number of visits

M/S/C (White/Bonner) to:

- 1) Receive and file the Quarterly Public Engagement Metrics Report for January – March 2019; and**
- 2) Forward to the Commission for final action.**

10. STATE AND FEDERAL LEGISLATIVE UPDATE

Jillian Guizado, Legislative Affairs Manager, presented an update for the state and federal legislative activities, including one recommended bill position.

M/S/C (Bonner/Smith) to:

- 1) Adopt the following bill position:**
 - a) AB 456 (Chiu, Bonta, Low) – Oppose;**
- 2) Receive and file an update on state and federal legislation; and**
- 3) Forward to the Commission for final action.**

11. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

There were no items pulled from the consent calendar.

12. COMMISSIONERS / EXECUTIVE DIRECTOR REPORT

There were no reports from the Commissioners or the Executive Director.

13. ADJOURNMENT

There being no further business for consideration by the Budget and Implementation Committee, the meeting was adjourned at 10:13 a.m.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Lisa Mobley', with a horizontal line extending to the right.

Lisa Mobley
Clerk of the Board

AGENDA ITEM 7A

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 24, 2019
TO:	Budget and Implementation Committee
FROM:	Michele Cisneros, Deputy Director of Finance
THROUGH:	Theresia Trevino, Chief Financial Officer
SUBJECT:	Quarterly Sales Tax Analysis

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Receive and file the sales tax analysis for Quarter 4, 2018; and
- 2) Forward to the Commission for final action.

BACKGROUND INFORMATION:

At its December 2007 meeting, the Commission awarded an agreement with MuniServices, LLC (MuniServices), an Avenu Company, for quarterly sales tax reporting services plus additional fees contingent on additional sales tax revenues generated from the transactions and use tax (sales tax) audit services. As part of the recurring contracts process in June 2018, the Commission approved a five-year extension through June 30, 2023. The services performed under this agreement pertain to only the Measure A sales tax revenues.

Since the commencement of these services, MuniServices submitted audits, which reported findings and submitted to the California Department of Tax and Fee Administration (CDTFA), as successor to the California State Board of Equalization, for review and determination of errors in sales tax reporting related to 909 businesses. Through 4Q 2018, the CDTFA approved 591 of these accounts for a cumulative sales tax recovery of \$9,755,797. If CDTFA concurs with the error(s) for the remaining claims, the Commission will receive additional revenues; however, the magnitude of the value of the remaining findings was not available. It is important to note that while the recoveries of additional revenues will be tangible, it will not be sufficient to alter the overall trend of sales tax revenues.

Additionally, MuniServices provided the Commission with the Quarterly Sales Tax Digest Summary report for 4Q 2018. Most of the 4Q 2018 Measure A sales tax revenues were received in the first quarter of calendar year 2019, during January 2019 through March 2019, due to a lag in the sales tax calendar. The summary section of the 4Q 2018 report is attached and includes an overview of California's economic outlook, local results, historical cash collections analysis by quarter, top 25 sales/use tax contributors, historical sales tax amounts, annual sales tax by business category, and five-year economic trend for significant business category (general retail).

As reported to the Commission in November 2018, the CDTFA implemented a new automation system in May 2018, and encountered some issues that included delays in tax return processing. This included numerous sales tax returns for the first two quarters of calendar year 2018 unprocessed at the CDTFA. The CDTFA has been responsive and committed to resolving the issues and completed the 1Q, 2Q, and 3Q 2018 unprocessed sales tax return and has an insignificant amount of 4Q 2018 unprocessed sales tax returns. Staff continues to work closely with MuniServices to receive regular updates on the CDTFA unprocessed sales tax returns.

Taxable transactions for the top 25 contributors in Riverside County generated 24.6 percent of taxable sales for the benchmark year ended 4Q 2018, slightly higher than the 22 percent for the benchmark year ended 4Q 2017. The top 100 tax contributors generated 39.2 percent, slightly higher than the 37.6 percent for the benchmark year ended 4Q 2017.

In the Economic Category Analysis below, five of the six categories experienced new highs in the 4Q 2018 benchmark year compared to the prior eight benchmark years. The Miscellaneous category is below the 4Q 2014 benchmark year due to the Department of Motor Vehicles (DMV) change to sales taxes being reported using a unique transaction code rather than historically as a sales tax permit. The DMV sales tax reporting change will be reflected correctly in the 1Q 2019 report.

ECONOMIC CATEGORY ANALYSIS										
% of Total / % Change	RCTC	State Wide	Orange County	San Bernardino County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast	Central Coast
General Retail	28.9 / 9.7	27.9 / 2.1	29.1 / 1.4	26.2 / 4.2	25.6 / 1.8	27.8 / 5.3	30.4 / 3.9	28.8 / 1.8	30.0 / 2.6	29.2 / 6.5
Food Products	17.8 / 6.2	20.6 / 2.6	20.2 / 3.3	15.1 / 5.6	21.5 / 2.0	17.0 / 4.0	16.0 / 2.4	22.3 / 2.8	16.4 / 0.4	30.6 / 6.5
Transportation	24.6 / 5.6	24.1 / 5.2	23.7 / 5.8	26.8 / 2.4	22.6 / 11.6	28.2 / 3.5	25.7 / 3.8	23.3 / 4.3	28.4 / 0.6	22.3 / 5.5
Construction	10.8 / 8.5	9.8 / 9.6	8.7 / 6.0	9.4 / 13.6	9.8 / 10.1	11.9 / 11.3	11.5 / 11.0	8.8 / 7.8	13.4 / 7.5	8.5 / 39.1
Business to Business	16.3 / 3.6	16.3 / 3.7	16.9 / 2.1	19.8 / 4.9	19.3 / 3.7	13.9 / 1.3	15.6 / 9.0	15.6 / 3.8	10.4 / 9.6	8.6 / 6.1
Miscellaneous	1.6 / -26.4	1.3 / 5.7	1.3 / 8.1	2.7 / 7.9	1.2 / 19.9	1.1 / -1.1	0.8 / 11.9	1.2 / 12.5	1.4 / 1.4	0.8 / 11.8
Total	100.0 / 6.1	100.0 / 3.9	100.0 / 3.4	100.0 / 5.0	100.0 / 5.3	100.0 / 4.6	100.0 / 5.2	100.0 / 3.5	100.0 / 3.0	100.0 / 8.4

General Retail: Apparel Stores, Department Stores, Furniture/Appliances, Drug Stores, Recreation Products, Florist/Nursery, and Misc. Retail

Food Products: Restaurants, Food Markets, Liquor Stores, and Food Processing Equipment

Construction: Building Materials Retail and Building Materials Wholesale

Transportation: Auto Parts/Repair, Auto Sales - New, Auto Sales - Used, Service Stations, and Misc. Vehicle Sales

Business to Business: Office Equip., Electronic Equip., Business Services, Energy Sales, Chemical Products, Heavy Industry, Light Industry, Leasing,

Biotechnology, I.T. Infrastructure, and Green Energy

Miscellaneous: Health & Government, Miscellaneous Other, and Closed Account Adjustments

An analysis of sales tax performance by quarter through 4Q 2018 is attached and illustrates fairly consistent cycles for sales tax performance for most of the economic categories since 4Q 2013.

For 9 of the top 10 segments (restaurants, auto sales-new, department stores, miscellaneous retail, building materials-wholesale, food markets, apparel stores, building materials-retail, and heavy industry) during the eight benchmark year quarters, sales tax receipts reached a new high point. The segments represent 66.3 percent of the total sales tax receipts. Service stations representing 7.8 percent was higher than the last four benchmark year quarters since 4Q 2014.

The top 10 segments represent 74.1 percent of the total sales tax receipts. For the other 21 segments representing 25.9 percent of the total sales tax receipts, 10 segments representing

14.4 percent of the total sales tax receipts reached new high points in the benchmark year 4Q 2018. In the Economic Segments Analysis below, auto sales-new and department stores have been in the top three economic segments. Restaurants replaced service stations in the top three economic segments beginning in 4Q 2014. The service stations segments high occurred in 4Q 2012 and declined through 1Q 2017 due to lower fuel prices; the 4Q 2018 benchmark year quarter for service stations reflects an increase over the last four benchmark year quarters since 4Q 2014 due to rising fuel prices.

ECONOMIC SEGMENT ANALYSIS										
	RCTC	State Wide	Orange County	San Bernardino County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast	Central Coast
Largest Segment	Restaurants	Restaurants	Restaurants	Restaurants	Restaurants	Auto Sales - New	Department Stores	Restaurants	Department Stores	Restaurants
% of Total / % Change	11.2 / 4.3	14.8 / 2.1	15.0 / 2.5	10.4 / 3.7	15.6 / 2.3	11.9 / -0.9	12.2 / 1.9	16.6 / 2.2	12.0 / 3.9	21.9 / 5.9
2nd Largest Segment	Auto Sales - New	Auto Sales - New	Auto Sales - New	Auto Sales - New	Auto Sales - New	Department Stores	Restaurants	Auto Sales - New	Restaurants	Auto Sales - New
% of Total / % Change	11.2 / 0.7	11.0 / 3.6	12.1 / 6.6	9.6 / -3.0	12.0 / 13.7	11.5 / 13.8	10.5 / 2.5	10.7 / 2.4	10.4 / 0.3	11.1 / 2.9
3rd Largest Segment	Department Stores	Department Stores	Misc Retail	Department Stores	Misc Retail	Restaurants	Auto Sales - New	Misc Retail	Service Stations	Misc Retail
% of Total / % Change	9.6 / 5.2	8.8 / 1.9	9.7 / 0.2	9.6 / 0.9	7.6 / 3.8	11.3 / 2.2	10.2 / -1.8	8.6 / 1.6	10.3 / 6.0	9.8 / 4.7

As reported in the 3Q 2018 Sales Tax Analysis Report, staff notified the Commission of a reporting error by one of the top 25 sales/use tax contributors related to a misallocation of the district tax to the Commission during 2Q 2018 through 4Q 2018, resulting in an overpayment to the Commission estimated in the amount of \$2.5 million. Staff is not certain in which period the misallocation correction will be completed; however, the FY 2019 sales tax revenues after the correction are expected to continue to reflect an increase over the FY 2018 revenues.

Information regarding sales tax comparison by city and change in economic segments (two highest gains and two highest losses) from 4Q 2017 to 4Q 2018 is attached.

Staff continues to monitor monthly sales tax receipts and other available economic data to determine the need for any adjustments to the revenue projections. Staff will utilize the forecast scenarios with the complete report and receipt trends in assessing such projections.

Attachments:

- 1) Sales Tax Digest Summary 4Q 2018
- 2) Sales Tax Performance by Quarter 4Q 2018
- 3) Quarterly Sales Tax Comparison by City for 4Q 2017 to 4Q 2018

Riverside County Transportation Commission

Sales Tax Digest Summary

Collections through December 2018
Sales through September 2018 (2018Q4)

CALIFORNIA'S ECONOMIC OUTLOOK

California sales tax receipts increased by 7.3% over the same quarter from the previous year, with Northern California reporting a 6.8% increase compared to 7.8% for Southern California. Receipts for the RCTC increased by 8.9% over the same periods. Unprecedented increases were due to the California Department of Tax and Fee Administration implementation of a new reporting system and processing of many sales tax returns filed for the prior three quarters in the current quarter.

- **GDP:** Grew 2.6% in 2018Q4; 3.4% in 2018Q3; and 4.2% in 2018Q2. Consumer spending was robust due to a strong job market, tax cuts and household income gains. Business investment, after faltering in the third quarter, bounced back in final three months of the year.
- **The California Department of Tax and Fee Administration:** announced that it will require out-of-state retailers to collect and remit use tax beginning on April 1, 2019 if in the preceding or current calendar year their sales into California exceed \$100,000, or 200 or more separate transactions.
- **Real Estate Sales in California:** Statewide sales of existing, single-family homes in January 2019 totaled 357,730, down 3.9% from December and down 12.6% from January 2018. The 30-year, fixed-mortgage interest rate averaged 4.46% in January, up from 4.03% in January 2018 (Freddie Mac).

LOCAL RESULTS

Net Cash Receipts Analysis

Local Collections	52,675,125
Share of County Pool 0.0%	0
Share of State Pool 0.0%	0
SBE Net Collections	52,675,125
Less: Amount Due County 0.0%	.00
Less: Cost of Administration	(500,220)
Net 4Q2018 Receipts	52,174,905
Net 4Q2017 Receipts	47,892,420
Actual Percentage Change	8.9%

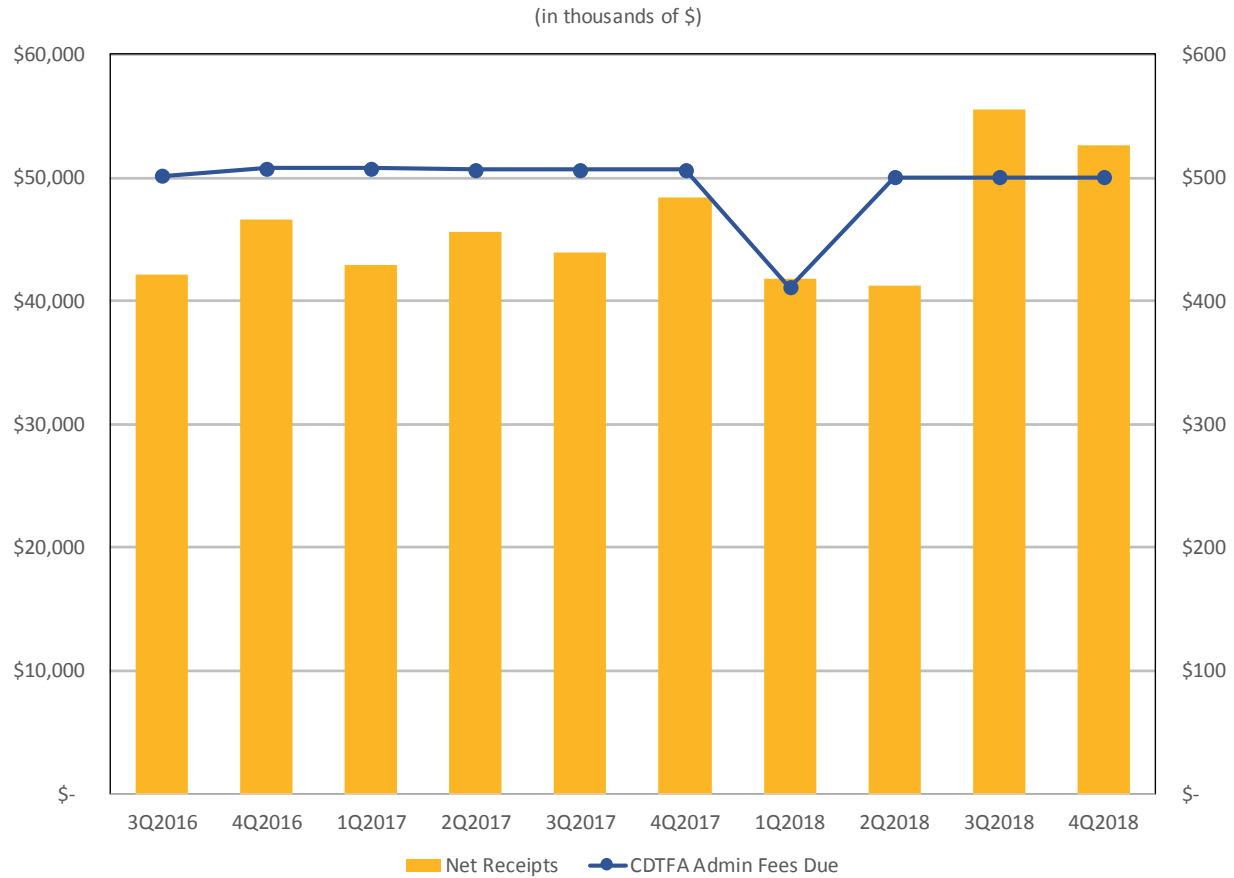
Business Activity Performance Analysis

Local Collections – Economic Basis 4Q2018	\$51,680,056
Local Collections – Economic Basis 4Q2017	\$49,044,802
Quarter over Quarter Change	2,635,254
Quarter over Quarter Percentage Change	5.4%

Avenu Insights & Analytics' On-Going Audit Results

Total Recovered Year to Date	\$10,500,671

HISTORICAL CASH COLLECTIONS ANALYSIS BY QUARTER



TOP 25 SALES/USE TAX CONTRIBUTORS

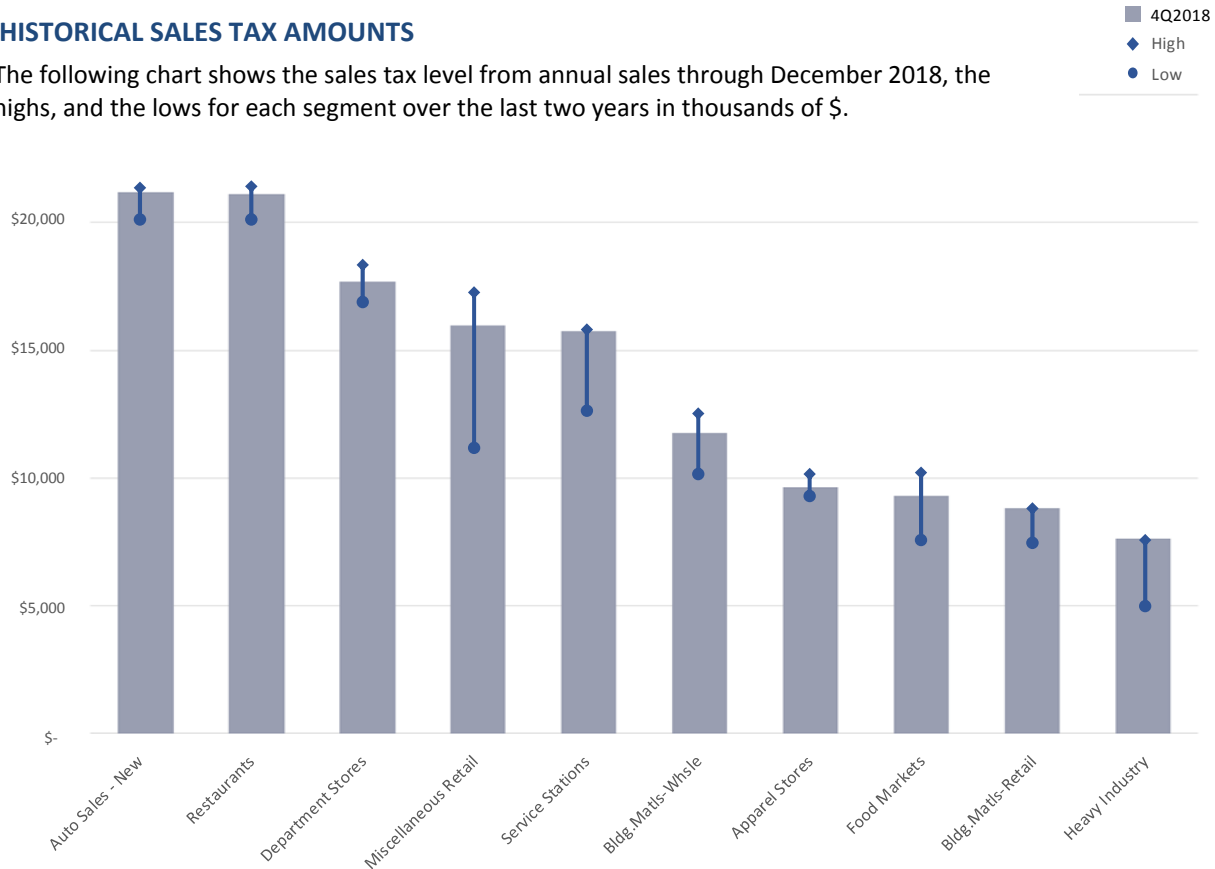
The following list identifies RCTC's Top 25 Sales/Use Tax contributors. The list is in alphabetical order and represents sales from October 2017 to September 2018. The Top 25 Sales/Use Tax contributors generate 24.6% of RCTC's total sales and use tax revenue.

AMAZON.COM
 ARCO AM/PM MINI MARTS
 BEST BUY STORES
 CARMAX THE AUTO SUPERSTORE
 CHEVRON SERVICE STATIONS
 CIRCLE K FOOD STORES
 CONSOLIDATED ELECTRICAL DISTRIBUTORS
 FERGUSON ENTERPRISES
 FOOD 4 LESS
 HOME DEPOT
 KOHL'S DEPARTMENT STORES
 LOWE'S HOME CENTERS
 MACY'S DEPARTMENT STORE

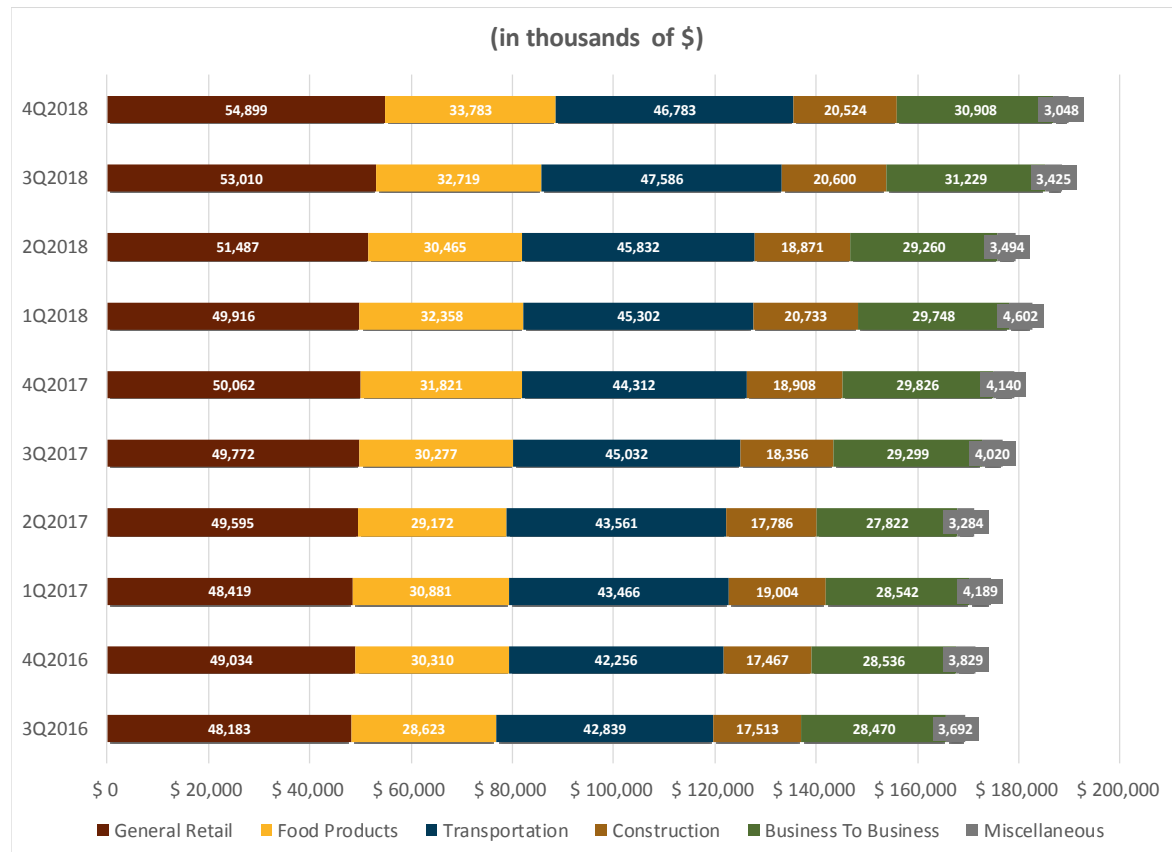
MCDONALD'S RESTAURANTS
 RALPH'S GROCERY COMPANY
 ROBERTSONS READY MIX
 ROSS STORES
 RALPH'S
 SAM'S CLUB
 SHELL SERVICE STATIONS
 STATER BROS MARKETS
 TARGET STORES
 TESLA
 VERIZON WIRELESS
 WAL MART STORES

HISTORICAL SALES TAX AMOUNTS

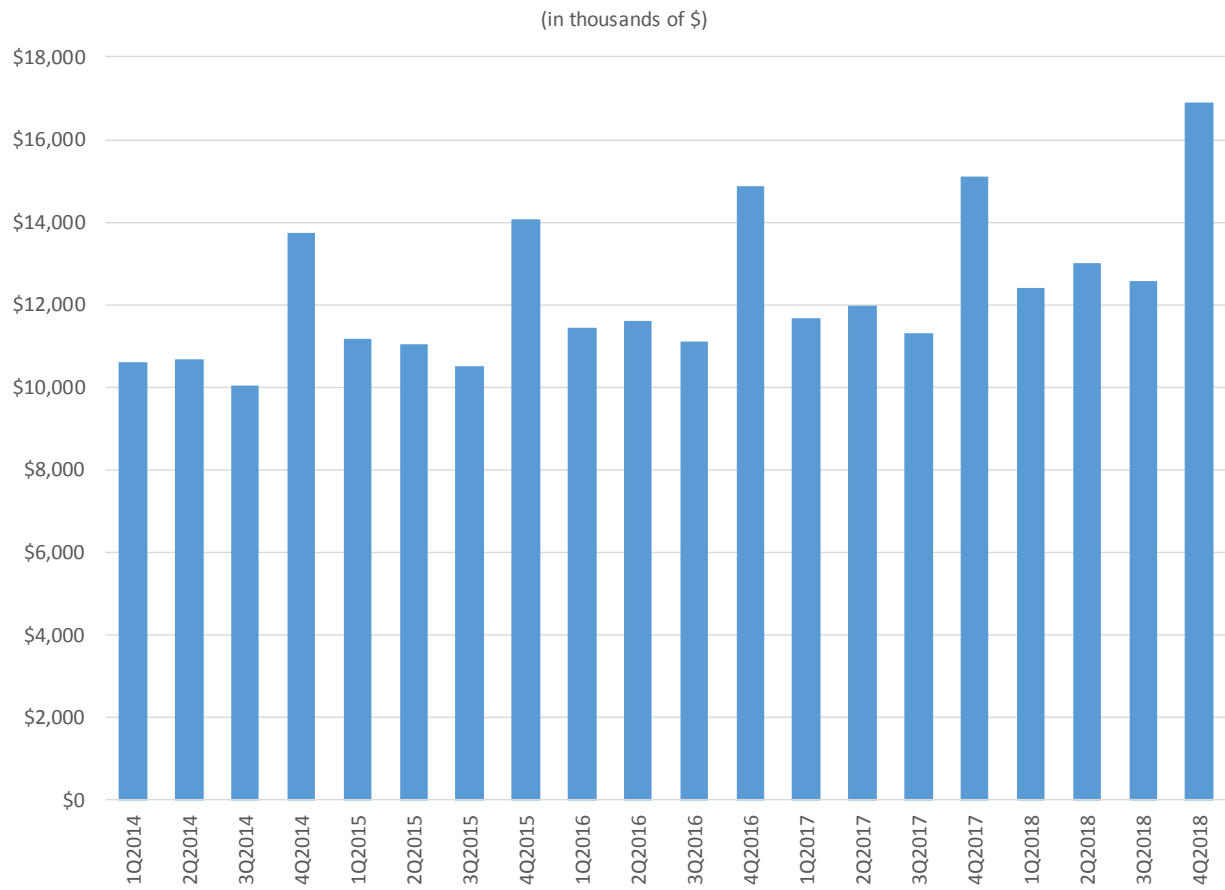
The following chart shows the sales tax level from annual sales through December 2018, the highs, and the lows for each segment over the last two years in thousands of \$.



ANNUAL SALES TAX BY BUSINESS CATEGORY

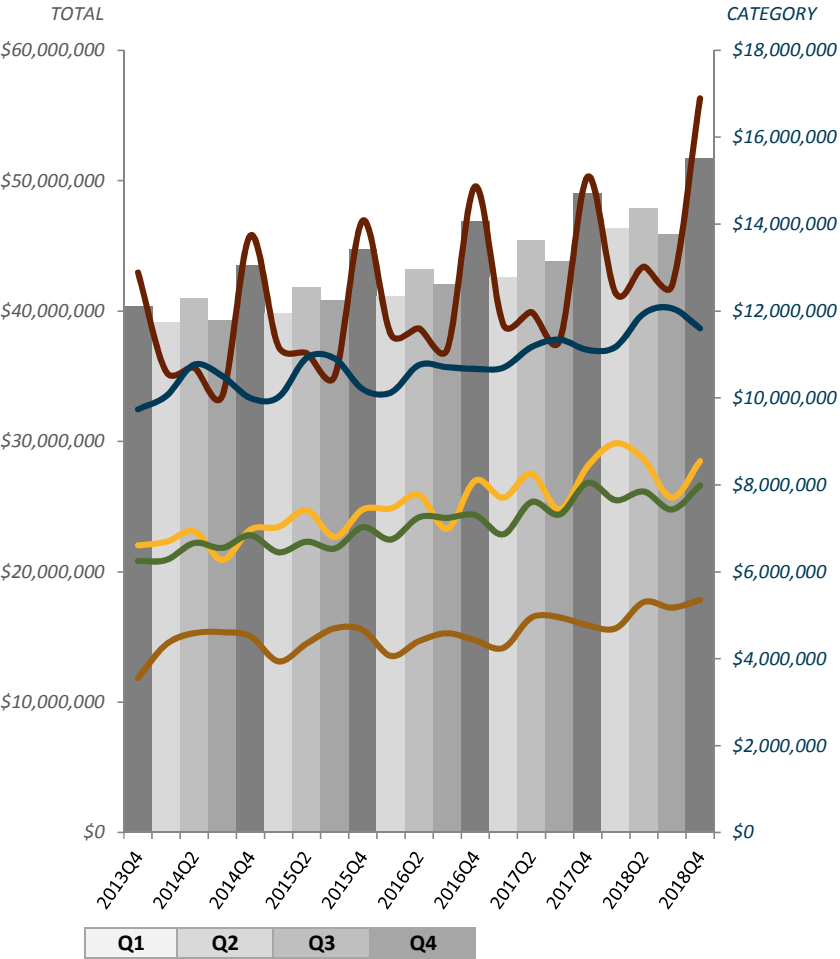


FIVE-YEAR ECONOMIC TREND: General Retail



TOTAL

Economic



TOTAL				
2018Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$51,680,056	5.4%	\$2,635,254	6.1%	\$11,027,974

GENERAL RETAIL				
2018Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$16,891,800	11.9%	\$1,802,043	9.7%	\$4,837,205
% of 2018Q4 Total:		32.7%		

FOOD PRODUCTS				
2018Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$8,543,894	1.4%	\$118,258	6.2%	\$1,962,731
% of Total:		16.5%		

TRANSPORTATION				
2018Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$11,601,051	4.5%	\$496,515	5.6%	\$2,471,197
% of Total:		22.4%		

CONSTRUCTION				
2018Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$5,351,579	12.3%	\$584,787	8.5%	\$1,616,423
% of Total:		10.4%		

BUSINESS TO BUSINESS				
2018Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$7,986,535	-0.7%	-\$58,964	3.6%	\$1,081,119
% of Total:		15.5%		

QoQ = 18Q4 / 17Q4

YoY = YE 18Q4 / YE 17Q4

Quarterly Comparison of 2017Q4 and 2018Q4 (October through December Sales)

	General Retail	Food Products	Transportation	Construction	Business To Bus	Miscellaneous	Oct - Dec 2018 (2018Q4)	Oct - Dec 2017 (2017Q4)	% Chg	Gain	Gain	Decline	Decline
RIVERSIDE COUNTY													
BANNING	25.8%	-10.3%	-0.9%	-56.9%	-13.2%	-35.4%	633,119	647,351	-2.2%	Miscellaneous Retail	Misc. Vehicle Sales	Auto Sales - New	Bldg.Matls-Whsle
BEAUMONT	2.1%	2.5%	8.5%	3.8%	-50.4%	3.2%	1,167,426	1,166,072	0.1%	Service Stations	Restaurants	Light Industry	Leasing
BLYTHE	-9.2%	-18.2%	-2.8%	6.1%	-0.9%	-53.8%	383,970	416,208	-7.7%	Service Stations	Light Industry	Food Markets	Auto Sales - New
CALIMESA	-3.2%	1.5%	6.1%	-38.7%	10.6%	-75.6%	198,589	195,373	1.6%	Service Stations	Light Industry	Miscellaneous Other	Leasing
CANYON LAKE	92.9%	1.7%	196.5%	8.5%	38.2%	-0.1%	82,769	52,744	56.9%	Auto Parts/Repair	Miscellaneous Retail	Heavy Industry	Auto Sales - Used
CATHEDRAL CITY	-8.1%	-1.8%	2.7%	-10.6%	3.8%	16.2%	2,124,528	2,124,011	0.0%	Auto Sales - New	Service Stations	Furniture/Appliance	Food Markets
COACHELLA	-0.3%	-0.6%	11.2%	23.1%	-25.1%	-41.5%	809,057	786,645	2.8%	Service Stations	Florist/Nursery	Energy Sales	Food Markets
CORONA	-4.0%	-7.3%	-5.6%	2.9%	-8.0%	-36.3%	9,657,778	10,055,962	-4.0%	Bldg.Matls-Whsle	Electronic Equipment	Heavy Industry	Miscellaneous Retail
COUNTY OF RIVERSIDE	-4.7%	-0.1%	5.7%	-0.4%	-3.9%	-16.5%	7,051,535	7,183,396	-1.8%	Service Stations	Heavy Industry	Apparel Stores	Miscellaneous Retail
DESERT HOT SPRINGS	59.9%	1.8%	8.1%	-11.4%	-16.8%	-69.1%	401,166	350,085	14.6%	Miscellaneous Retail	Service Stations	Bldg.Matls-Whsle	Miscellaneous Other
EASTVALE	26.3%	-16.2%	21.8%	7.4%	-49.4%	66.4%	2,104,871	1,969,729	6.9%	Department Stores	Bldg.Matls-Whsle	Miscellaneous Retail	Food Markets
HEMET	-0.9%	-4.1%	5.6%	-1.9%	-3.3%	-39.5%	2,715,104	2,691,669	0.9%	Service Stations	Department Stores	Food Markets	Miscellaneous Retail
INDIAN WELLS	15.3%	7.3%	0.0%	403.7%	-13.7%	66.5%	258,530	229,702	12.6%	Miscellaneous Retail	Restaurants	Apparel Stores	Heavy Industry
INDIO	-1.7%	-5.2%	-3.0%	-3.8%	8.3%	-19.2%	2,550,435	2,600,001	-1.9%	Heavy Industry	Department Stores	Miscellaneous Retail	Energy Sales
JURUPA VALLEY	30.6%	-1.0%	0.9%	19.8%	11.7%	-9.6%	2,934,416	2,629,989	11.6%	Miscellaneous Retail	Heavy Industry	Light Industry	Misc. Vehicle Sales
LA QUINTA	4.4%	-0.4%	-0.4%	0.8%	32.9%	3.0%	2,286,975	2,225,465	2.8%	Department Stores	Furniture/Appliance	Auto Sales - New	Food Markets
LAKE ELSINORE	3.0%	-6.1%	-9.7%	2.1%	15.4%	-40.3%	2,238,338	2,274,548	-1.6%	Department Stores	Light Industry	Auto Sales - New	Food Markets
MENIFEE	2.6%	0.7%	7.2%	-22.0%	-9.7%	38.7%	1,892,652	1,900,295	-0.4%	Service Stations	Food Markets	Bldg.Matls-Whsle	Bldg.Matls-Retail
MORENO VALLEY	-3.2%	-7.1%	4.5%	-5.6%	-13.8%	-28.5%	4,572,034	4,709,814	-2.9%	Department Stores	Auto Sales - New	Miscellaneous Retail	Food Markets
MURRIETA	-4.2%	-5.1%	-3.9%	-7.0%	3.8%	-47.8%	3,874,960	4,065,436	-4.7%	Department Stores	Auto Sales - Used	Miscellaneous Retail	Service Stations
NORCO	-1.3%	-3.3%	1.3%	-26.1%	9.4%	31.5%	1,519,606	1,539,140	-1.3%	Auto Sales - Used	Service Stations	Auto Sales - New	Bldg.Matls-Whsle
PALM DESERT	3.9%	-11.9%	54.1%	3.6%	2.6%	-13.2%	4,992,144	4,835,735	3.2%	Auto Sales - New	Department Stores	Food Markets	Restaurants
PALM SPRINGS	5.0%	-0.7%	7.4%	3.5%	17.3%	14.4%	3,222,042	3,076,363	4.7%	Service Stations	Leasing	Drug Stores	Restaurants
PERRIS	39.0%	-4.7%	-3.4%	-40.4%	-23.4%	-4.8%	4,305,211	4,119,954	4.5%	Furniture/Appliance	Apparel Stores	Bldg.Matls-Retail	Electronic Equipment
RANCHO MIRAGE	3.4%	-2.5%	17.5%	12.5%	-7.0%	-12.1%	1,354,008	1,299,259	4.2%	Auto Sales - New	Bldg.Matls-Whsle	Food Markets	Restaurants
RIVERSIDE	-0.1%	-2.0%	1.0%	7.7%	3.1%	6.0%	14,833,382	14,660,601	1.2%	Bldg.Matls-Whsle	Department Stores	Heavy Industry	Miscellaneous Retail
SAN JACINTO	5.6%	-3.6%	1.6%	0.6%	-28.5%	-24.5%	699,017	698,575	0.1%	Service Stations	Department Stores	Food Markets	Auto Sales - Used
TEMECULA	-3.9%	2.1%	-7.1%	7.6%	6.1%	-24.1%	8,632,554	8,796,676	-1.9%	Chemical Products	Bldg.Matls-Whsle	Auto Sales - New	Department Stores
WILDOMAR	-1.4%	18.6%	-1.1%	216.9%	74.8%	-44.6%	452,263	395,876	14.2%	Bldg.Matls-Whsle	Food Markets	Service Stations	Miscellaneous Retail

AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 24, 2019
TO:	Budget and Implementation Committee
FROM:	Cheryl Donahue, Public Affairs Manager
THROUGH:	Aaron Hake, External Affairs Director
SUBJECT:	#Reboot My Commute Public Engagement Program Summary

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Receive and file an update about the Commission's #RebootMyCommute public engagement program in Riverside County; and
- 2) Forward to the Commission for final action.

BACKGROUND INFORMATION:

The Commission launched its #RebootMyCommute public engagement program on March 6, 2019, to solicit feedback from residents about ways to improve mobility across Riverside County. The feedback will help inform long-term transportation priorities, including review of the Measure A expenditure plan, development of the 10-Year Western County Highway Delivery Plan, continued development of next generation toll projects, and completion of the Next Generation Rail Corridor Feasibility Study and Long Range Transportation Plan. Defining transportation priorities is critical for the Commission, which is facing a \$12.6 billion shortage between its anticipated transportation funding and needs during the next 20 years.

Compounding this funding gap are additional transportation challenges. Rapid population growth likely will continue in Riverside County, which has relatively lower housing costs and more open space than Orange, Los Angeles, and parts of San Diego Counties. Despite significant expected employment gains, Riverside County is forecast to retain a high jobs-to-housing imbalance, creating a large commuting population. Riverside County is also a growing hub for the logistics industry, which employs many residents yet also contributes to traffic congestion, air pollution, and other impacts.

Residents and motorists in Riverside County are expressing frustration with traffic congestion, experiencing construction fatigue, and voicing concerns about the need for equitable shares of transportation funding. The public and elected officials are seeking solutions to these issues.

The Commission created #RebootMyCommute to invite residents and commuters to provide feedback about how to create a better transportation system in Riverside County. The program offered opportunities for the public to tell their stories and to recommend how and where the Commission's limited transportation dollars should be spent. Using the theme, "We are Listening," #RebootMyCommute acknowledged the public's frustration with traffic, late trains, potholed streets, and how long it takes for improvements to happen. The Commission accepted comments from March 6 to June 3, a 90-day period. Multiple tools were available for residents and commuters to learn about #RebootMyCommute and share feedback:

- 1) RebootMyCommute.org website
- 2) Social media advertising with videos
- 3) Tele-townhall meetings
- 4) Community booths
- 5) News media
- 6) The Point subscriptions
- 7) Helpline
- 8) Presentations
- 9) Text messaging
- 10) Brochures and postcards

Comments, By The Numbers

The following is a numerical summary of the metrics for #RebootMyCommute. Appendix A provides a graphic display of these metrics.

- 1) **Tele-Townhall Meetings:** The Commission hosted Tele-town Hall meetings on March 19 and 20. These attracted 7,539 participants, 52 phone discussions, and nine follow-up voice messages.
- 2) **Community Booths:** The Commission staffed booths at six community events throughout Riverside County and engaged with 559 residents at these events.
- 3) **News Media:** Ten news stories featured the "Reboot" program. Advertisements were placed in *The Press-Enterprise* and *The Desert Sun*, with a combined print ad circulation of 461,702 and digital ad circulation of 156,250. The video ad aired 16 times on television station KESQ. Commissioners and staff also took part in various video and podcast series.
- 4) **Website:** The RebootMyCommute.org website had 22,061 sessions with 19,556 unique visitors. The Commission received 473 comment forms via the site.
- 5) **The Point Subscriptions:** The Commission publishes a monthly newsletter, *The Point*, which the Commission emails to subscribers. As part of the #RebootMyCommute program, residents were encouraged to register to receive the newsletter; 1,315 new subscribers registered during the program.
- 6) **Text Messaging:** A text-messaging feature was available for those who wished to provide input via text. The Commission received 81 text messages. However, the texts received were limited to those who registered to receive *The Point*.

- 7) **Brochures and Postcards:** The Commission produced and distributed more than 5,500 brochures – printed in English and Spanish – to city halls, community centers, libraries, senior centers, transportation groups, chambers of commerce, and elected officials’ offices across Riverside County. The brochures also were available at community booths and presentations.
- 8) **Social Media:** The Commission placed a series of targeted social media ads with videos related to #RebootMyCommute.
 - a. On **Facebook**, 596,316 people viewed the videos in their entirety and 31,736 clicked to learn more. There were 2,098 direct engagements with viewers, 3,927,342 impressions, and a reach of 630,409.
 - b. On **Twitter**, there were 7,613 full video views, 1,989 click-throughs, 54 direct engagements, and 368,225 impressions.
 - c. On **Instagram**, 30,820 people watched the full video, and 4,448 clicked to learn more. There were 1,830 direct engagements, 2,898,023 impressions, and a reach of 629,129.
 - d. On **YouTube**, there were 803,978 full video views, 13,584 click-throughs, and 3,495,097 impressions.
- 9) **Helpline:** A toll-free helpline was available for those who preferred to express their views by telephone. The Commission received 56 calls through the helpline.
- 10) **Presentations:** The Commission made several presentations, including multiple chapters of Riverside Transit Agency’s Transportation Now, the Greater Riverside Chamber of Commerce, the March Joint Powers Authority, the Temescal Valley Municipal Advisory Council, the Riverside Bike Club, the Riverside City Council, and the Norco City Council.

Comments, Executive Summary

The Commission received 948 comments through the website, social media and other sources. Staff sorted the comments into seven topics and seven geographical areas; summaries by topic and geography follow.

Topics:

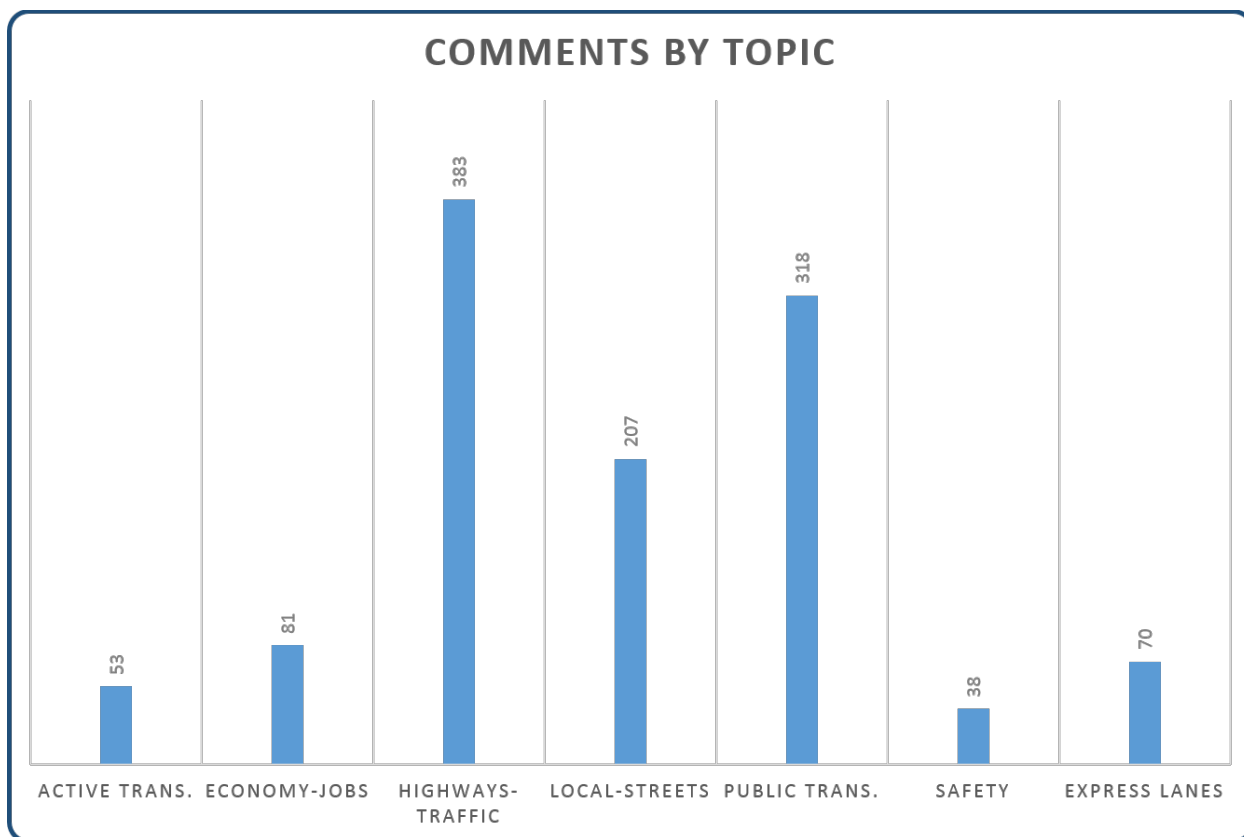
- 1) Active Transportation
- 2) Economy & Jobs
- 3) Highways & Traffic
- 4) Streets & Local Issues
- 5) Public Transportation
- 6) Safety
- 7) Express Lanes

Geographical Area:

- 1) Coachella Valley
- 2) Hemet-San Jacinto
- 3) I-215 Corridor
- 4) Northwestern Riverside County
- 5) Southwestern Riverside County
- 6) Riverside
- 7) San Geronio Pass

Summary, Comments by Topic

The chart below reflects the number of comments received about each topic. Since some comments addressed more than one topic, the table shows 1,113 comments. Following the chart is a summary of comments received by topic.



1. **Active Transportation – 53 Comments Received:** Most of these comments focused on the need to complete the Santa Ana River Trail between Riverside County and Orange County and the need to complete or make additional improvements to CV Link, the transportation route and recreational pathway in the Coachella Valley. The CV Link comments also suggested improving bike lanes and sidewalks approaching the trail or modifying the project to remove golf cart access. A number of comments noted the need for more bike lanes, walkable communities, sidewalk improvements, ADA signs for pedestrians, and motorized scooters.
2. **Economy & Jobs – 81 Comments Received:** Many comments noted the need to bring higher-paying jobs to Riverside County to reduce the need to commute to other counties, to offer incentives to businesses or employees who work from home, to provide more incentives for ridesharing, and to allow tax breaks for employers who hire local. A number of people were concerned about the high volume of residential and commercial development in Riverside County and the impact to traffic. Several voiced concerns about any possible new taxes and suggested that gas tax revenue should fund only freeway and roadway improvements.
3. **Highways & Traffic – 383 Comments Received:** The Commission received wide-ranging comments about increasing traffic congestion on highways throughout Riverside County. Frequently mentioned were the need to improve the State Route 91 corridor, including

the area between Green River Road and SR-241, the 71/91 interchange, 91 Express Lanes access, and the need for an alternate route between Riverside County and Orange County. A large number of residents voiced the need to widen and improve Interstate 15 between Riverside County and San Diego County, particularly near the 15/215 split. The number of comments increased greatly following an “I-15 Traffic Crisis” video posted on Facebook by the city of Temecula in mid-May. Other residents mentioned the need for traffic congestion relief along I-10 through the San Geronio Pass and the need for improvements to Highway 111 in the Coachella Valley. Residents also expressed concerns about increasing congestion along I-215 in Perris and Moreno Valley. Some motorists suggested removing express lanes, expanding carpool lanes, using reversible lanes, building double-decked highways, and limiting travel times for big-rig vehicles.

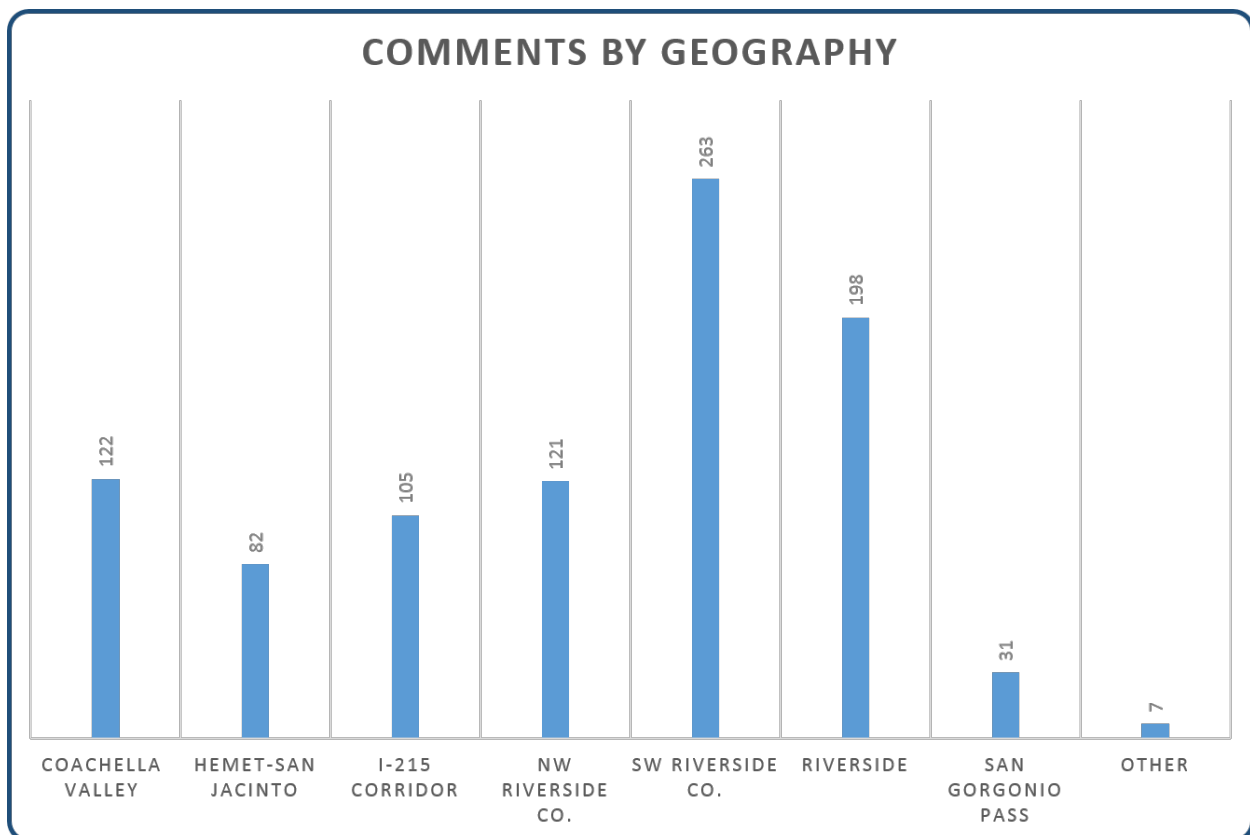
4. ***Streets & Local Issues – 207 Comments Received:*** Many comments in the category focused on the need to fix potholes, repave roads, improve timing and coordination of traffic signals, add left-turn phases to traffic signals, and add left-turn lanes. Other comments addressed the need for more sidewalks, the effectiveness of roundabouts, the need to install more stop signs, and the need for red-light cameras for traffic enforcement. A number of comments noted specific streets that require repair, widening, and extension.
5. ***Public Transportation & Specialized Services – 318 Comments Received:*** Comments centered on the need for more rail and bus options throughout Riverside County, although some comments noted that public transit is ineffective in southern California. Many comments supported establishing daily train service to and from the Coachella Valley, with requests for stations in various cities. A number of residents requested that the Commission provide Metrolink or a light rail service for southwestern Riverside County and into San Diego County, to the San Geronio Pass, and to the Hemet-San Jacinto area. Others noted the need for greater train frequency, free weekend rides for families, discounted train tickets, weekend service on the 91/Perris Valley Line (PVL), and extending the 91/PVL to San Bernardino. Residents asked for more bus options between the Coachella Valley and Riverside, greater bus frequency, 24-hour bus systems, more station amenities, improved bus stop safety, bus-only lanes, more compressed natural gas buses, and greater assistance for veterans, seniors, and riders with disabilities. Riders also voiced the need for better on-time performance for trains and buses and additional ridesharing/vanpooling incentives.
6. ***Safety – 38 Comments Received:*** Comments noted the need for more police presence on roadways with larger fines for texting and driving, more stop signs, diagonal parking spaces, buses to enhance safety during the Coachella festivals, Park & Ride Lot security, and the removal of homeless people from bus shelters. Other comments noted the need for improvements to the I-15/Railroad Canyon Road/Diamond Drive interchange, Alessandro Boulevard and Columbia Avenue and the need to reopen Pigeon Pass Road, San Timoteo Canyon Road, and connector between Watkins Drive and Poarch Road.

Residents also questioned the effectiveness of a planned raised median on Florida Avenue in Hemet.

7. **Express Lanes – 70 Comments Received:** A significant number of comments suggested removing the 91 Express Lanes or stopping construction of new express lanes. Some suggested replacing the express lanes with general-purpose lanes, carpool lanes, or light rail system. Others noted the high cost of using the express lanes, accused the Commission of profiteering, questioned various design features of the 91 Express Lanes, expressed concerns about using taxpayer funds to pay for express lanes, and advocated for an additional lane on westbound 91 between Green River Road and SR-241. Additional comments noted the need to extend the 15 Express Lanes past Lake Elsinore, the lack of access to the 91 Express Lanes from mid-city Corona, improving the 71/91 Interchange, and adding highways below ground.

Summary, Comments by Geography

The chart below includes the number of comments received from various geographical areas across Riverside County. Following the chart is a summary of comments received by area. Appendices B and C include maps of the comment origins by zip code for western and eastern Riverside County.



1. **Coachella Valley – 122 Comments Received:** A significant number of comments focused on providing daily rail service to the Coachella Valley via Amtrak, Metrolink, or a light rail

system. Others suggested bus service improvements, such as zero emission buses, seamless public transit options, smart phone applications, and more bus stop amenities. Residents generally voiced support for the CV Link project, but a few questioned the need for the project. Some comments noted increasing highway traffic congestion and the need to improve I-10 and Highway 111. Residents also recommended widening or repaving specific roads, including Avenue 52, Dillon Road, Varner Road, Ramon Road, and others. In addition, residents suggested new sidewalks, bike lanes, lane restriping, more streetlights, and coordinated traffic signals.

2. ***Hemet-San Jacinto – 82 Comments Received:*** Residents provided comments about the need for increased public transit options, including expansion of Metrolink to Hemet-San Jacinto, more frequent trains, weekend service on the 91/PVL, train service to San Diego, a dedicated lane for buses, enhanced bus stop safety, and reinstating RTA's CommuterLink Bus 212. Other recommendations included coordinating traffic signals, repairing potholes, repainting lane markings, repaving SR-74, and not building a raised median on Florida Avenue in Hemet. Residents also suggested extending Ethanac Road, realigning SR-79, adding lanes to I-215, removing express lanes and carpool lanes, double-decking highways, improving SR-60 and I-215 near Moreno Valley, and building tunnels between Riverside County and Orange County and between Mt. San Jacinto and Palm Springs.
3. ***I-215 Corridor – 105 Comments Received:*** Comments from residents along this corridor focused on lengthy commutes and the need to improve highway traffic congestion on both I-215 and I-15. Residents suggested improving the 15/215 interchange, redesigning existing interchanges, expanding express lanes south to Temecula, installing reversible lanes, and adding carpool lanes. Residents also suggested building the I-215 North Project to add lanes between Nuevo Road and SR-60, improving SR-60 and I-215 through Perris and Moreno Valley, limiting truck travel times on highways, and building more frontage roads or back roads to bypass highway traffic. Comments also included the need to expand Metrolink passenger rail or light rail south of Perris, providing weekend service on the 91/PVL, and establishing a dedicated set of tracks to avoid conflicts with freight service. Residents further noted the need for on-time buses, more accessible bus service for students, and more incentives to take public transportation. Further, residents recommended repairing potholes, coordinating traffic signals, installing traffic light cameras, completing the Santa Ana River Trail, extending Van Buren Boulevard to Harley Knox Road, reopening Pigeon Pass Road, adding traffic signals at San Timoteo Canyon Road, and reopening the connector at Watkins Drive and Poarch Road.
4. ***Northwestern Riverside County – 121 Comments Received:*** Residents expressed a variety of concerns and suggestions, including halting construction of new homes, attracting more high-paying jobs to the area, and offering incentives for telecommuting, four-day work weeks, and flexible work schedules. Others cited the need to complete the Santa Ana River Trail, expand rail and bus options to Orange County, establish mandatory busing

to schools to reduce parent drop-offs and pick-ups, create a light rail/street car/feeder bus system to enhance Metrolink ridership, and develop a Corona trolley. A number of residents suggested removing the 91 Express Lanes and voiced concerns about the lack of access from mid-city Corona, traffic delays at the 91 Express Lanes entrances, carpool lane policies, and various express lanes design features. Along the I-15 corridor, commuters recommended additional widening within the median, extending express lanes past Lake Elsinore, improving the El Cerrito interchange, and widening Temescal Canyon Road. A number of comments noted the need to create an alternate route or frontage road along SR-91 to connect with Gypsum Canyon Road, limit truck travel times, and repair potholes. Others noted the need for improvements to the 71/91 interchange and 15/91 interchange, new lanes on westbound and eastbound SR-91, and better access to SR-241 from SR-91.

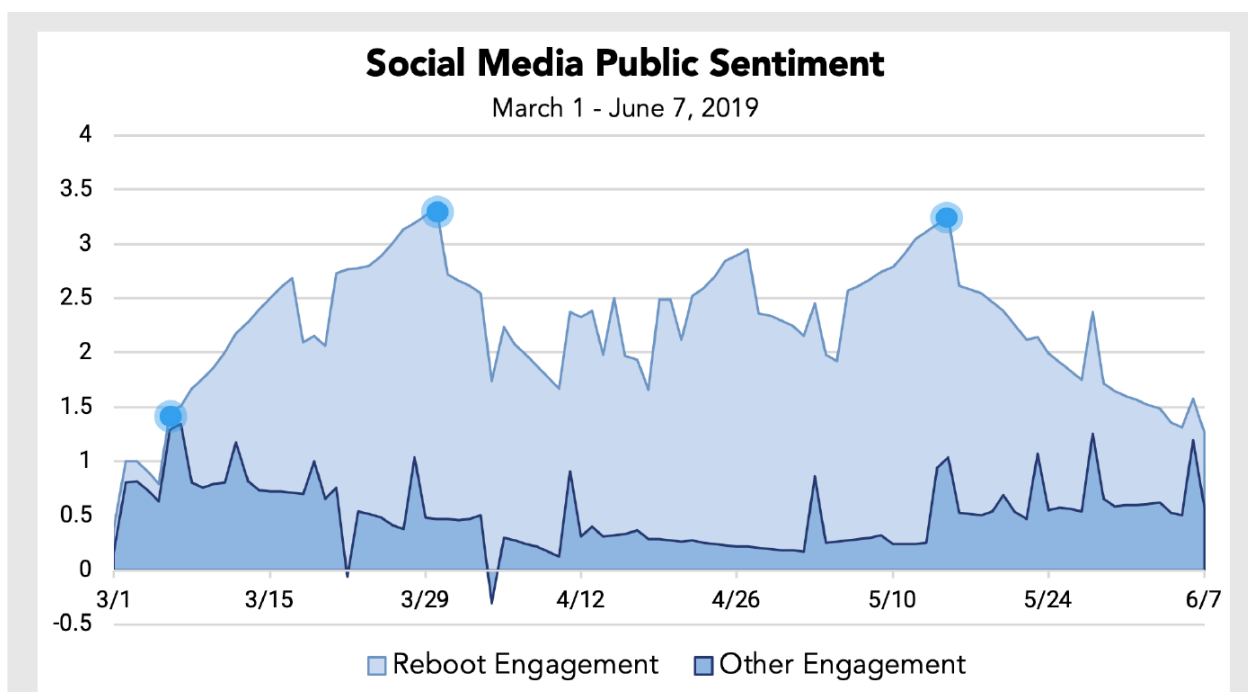
5. ***Southwestern Riverside County – 263 Comments Received:*** A significant number of residents voiced the need for improvements to I-15 in the Temecula area, with most of the comments following the “I-15 Traffic Crisis” video produced by the city of Temecula. Motorists noted lengthy traffic delays to and from San Diego County and expressed quality of life concerns. Suggested solutions included rebuilding the 15/215 interchange, widening I-15 (express lanes, carpool lanes, general-purpose lanes, bypass lanes, reversible lanes), making various design changes to interchanges, and building an interchange at French Valley Parkway. Others recommended expanding Metrolink or providing a light rail service in southwestern Riverside County and connecting with rail service in San Diego County. Some noted the need to bring more high-paying jobs to Riverside County, stop new home construction, limit travel times of trucks, expand bus service operations, create a transit hub in the “triangle area,” and build better bike paths.
6. ***Riverside – 198 Comments Received:*** A number of residents noted the need to improve traffic congestion on the SR-91 corridor by removing express lanes, changing express lanes to carpool lanes, removing carpool lanes, installing reversible lanes, rebuilding the 15/91 interchange, building bridges over the Santa Ana River, and creating another east-west route between Riverside County and Orange County. Some suggested double-decking freeways, improving the merge from SR-241 to eastbound SR-91, fixing the bottleneck and improving pavement at the 60/215 interchange, and limiting truck travel times. Others commented on rail and transit services, including suggestions to eliminate Metrolink altogether, expand train service hours, integrate transit systems, create a light rail or trolley system, offer more late-night service, make service adjustments to RTA’s CommuterLink Route 200, reduce fares, add a Metrolink station at UC Riverside, improve on-time performance of public transit, and develop a high-speed rail system. Residents also asked for completion of the Santa Ana River Trail, more bike lanes, coordinated traffic signals, sidewalk repairs, removal of scooters left on sidewalks, and repaving of various roads.

7. ***San Geronio Pass – 31 Comments Received:*** Multiple residents voiced the need for a rail system via Amtrak or Metrolink. Others requested bus service improvements, such as dedicated bus lanes, more transit options to and from Riverside, better on-time performance, more stops in residential, medical and commercial areas, and privatizing rail and buses to remove government influence. Residents further noted growing traffic congestion on I-10 and the need for new lanes and improvements to multiple interchanges from Calimesa to Cabazon, including Pennsylvania Avenue, Potrero Road, Oak Valley Parkway, Highland Springs, Singleton Avenue, Calimesa Boulevard, and County Line Road. Several people suggested upgrades to SR-79 between Beaumont and the Hemet-San Jacinto area, placing traffic signals on San Timoteo Canyon Road, and coordinating traffic signals.

The Commission received seven additional comments that staff could not identify by geography. Those comments covered a variety of topics, including creating efficient public transit, bringing more jobs to Riverside County to equal the volume of housing, completing the Santa Ana River Trail, and encouraging ridesharing.

Conclusion

Commission staff is pleased with the volume and variety of feedback received, as well as the overall constructive nature of the comments. The public understands where transportation investment is needed and is willing to recommend potential solutions. Staff considers the #RebootMyCommute program to be a success, due not only to this feedback, but also because the program demonstrated that the Commission is listening to residents, which in turn improves rapport with the public. The chart below shows the Commission's public sentiment profile via social media during the 90-day program; the program helped boost public perceptions of the Commission.



The Commission will use this information to help guide the next steps for future funding initiatives. Commissioners are encouraged to share local issues with their staff and constituents. Commission staff also will provide feedback to Metrolink, bus transit operators, and local jurisdictions, based on the comments received from residents. Appendix D includes a listing all of the comments received, sorted by geographical area.

Appendices

Appendix A: Graphic Display, Program Metrics

Appendix B: Comment Origins by Zip Code, Western Riverside County

Appendix C: Comment Origins by Zip Code, Eastern Riverside County

Appendix D: Listing of all comments received

Community Outreach

Tele-town Halls		
Participants	7,539	52
Comments		9
Voice Messages		
Community Booths		
Events	6	3,529
Event Attendance		559
People Engaged		

Media

Publications		
Media Stories	10	461,702
Print Ad Circulation		156,250
Digital Ad Circulation		
Television		
Video Ad Airs	16	

Website

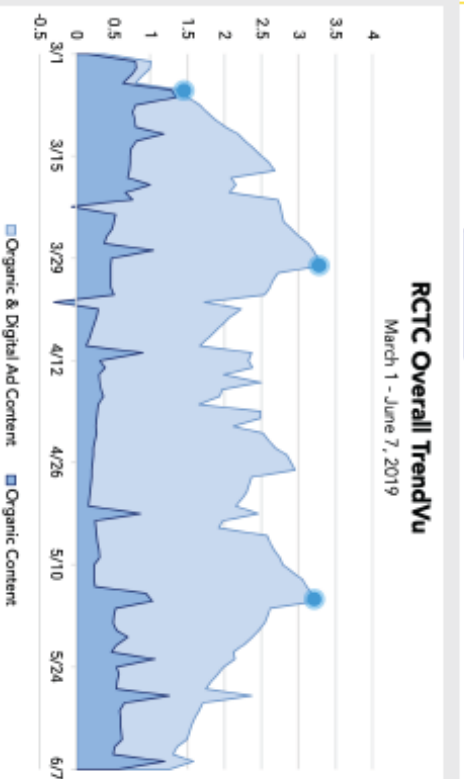
Number of Sessions	22,061	19,556	473
Number of Unique Users			
Form Submissions			

Messages

Email	
Subscribers	1,315
Text	
Subscribers	81

Print Piece
Delivered 5,205

Online Sentiment

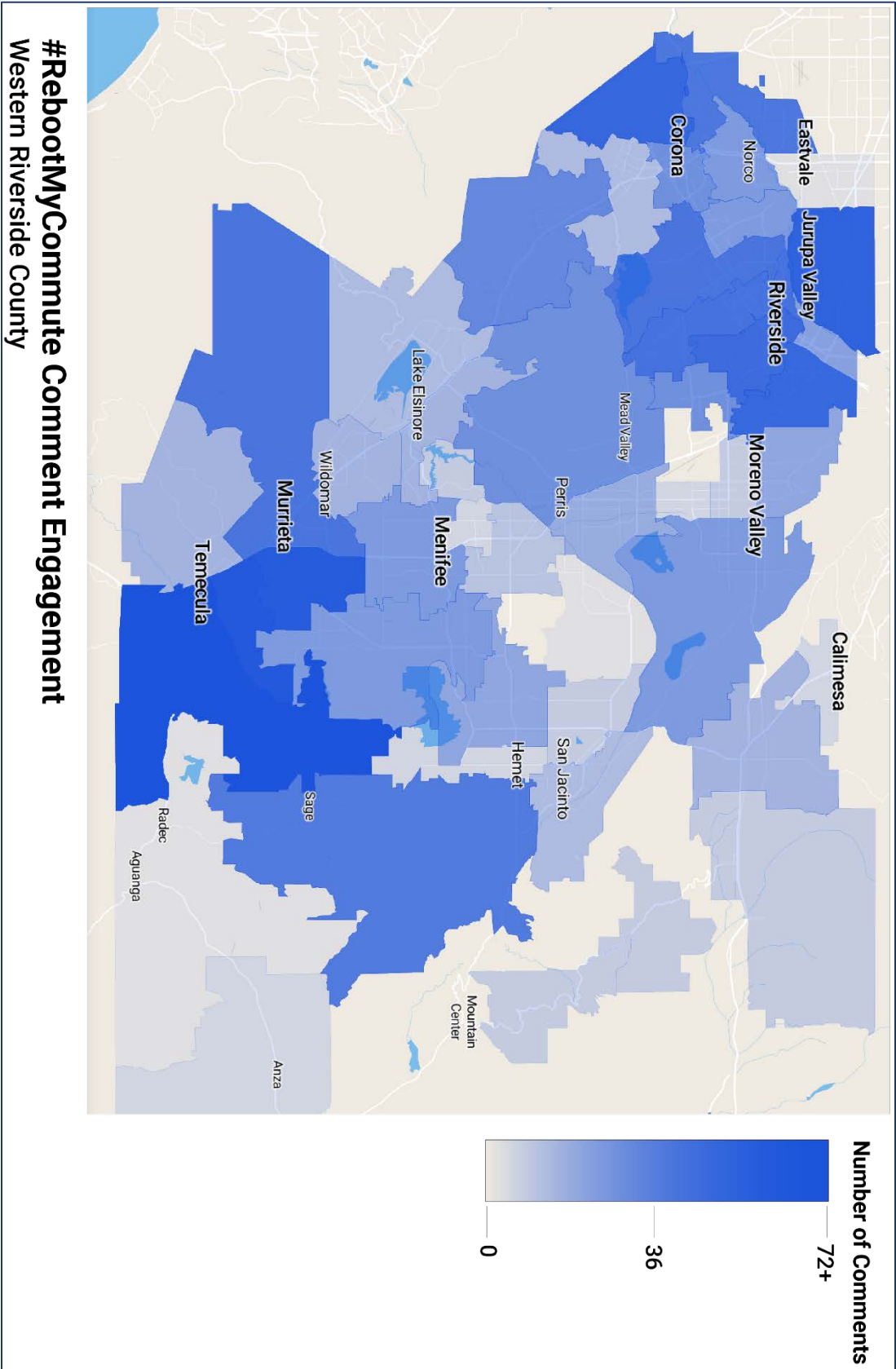


3/6 (+) #RebootMyCommute campaign launches.
3/30 (+) Round 2 ends. Ad data is used to optimize targeting and messaging.
5/21 (+) #RebootMyCommute digital advertising ramps down.

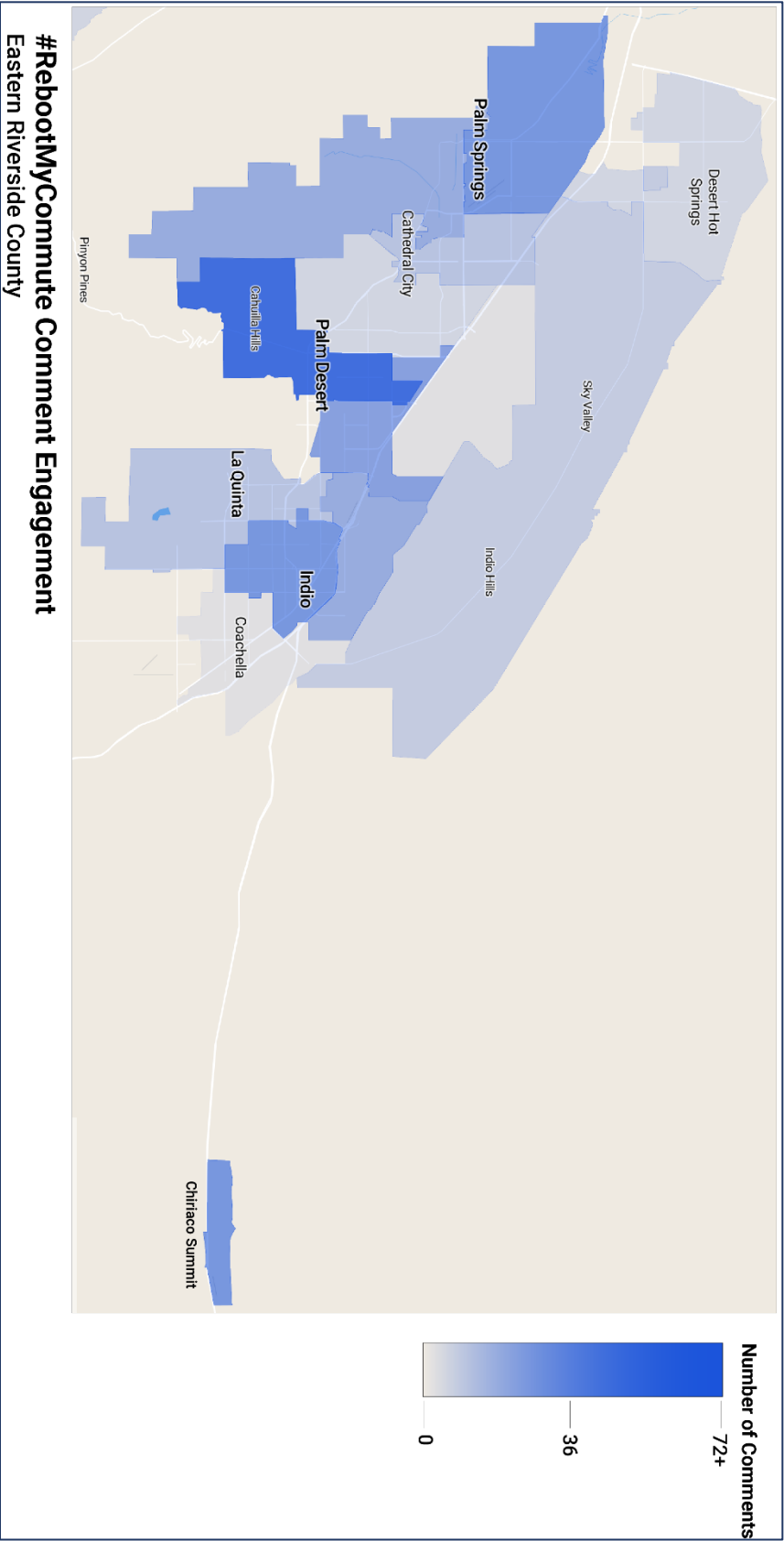
Social Media Ads

Facebook	Twitter	Instagram	YouTube
Video Views (100%) 596,316	Video Views (100%) 7,613	Video Views (100%) 30,820	Video Views (100%) 803,978
Clicks 31,736	Clicks 1,989	Clicks 4,448	Clicks 13,584
Direct Engagements 2,098	Direct Engagements 54	Direct Engagements 1,830	Direct Engagements 3,495,097
Impressions 3,927,342	Impressions 368,225	Impressions 2,898,023	Impressions 3,495,097
Reach 630,409		Reach 629,129	

APPENDIX B



APPENDIX C



Attachment: Appendix D – All Comments Sorted by Geographical Area (Posted on Commission Website)

ZIP	City	Comments - Coachella Valley
92234	Cathedral City	Understand and work with you on neighborhood & public transit. I am a retired transit official from Portland, Oregon. I was the Director of Operations for bus and rail. Perhaps I can offer help and insight on any issues you may have from an ADA perspective.
92234	Cathedral City	We still have no real public transit to get people to get people. Money goes to the South side--what about the north side?
92234	Cathedral City	VA doesn't provide sufficient transportation to caller's doctor. What options does he have for transportation to doctor for veterans?
92234	Cathedral City	Oh good! Another money pit.
92236	Coachella	Transit riders in Coachella need a bench, shade, and lighting. There are new routes but no shade and no seats. The City should have a main stop with misters. Transit connectivity has gotten better.
92240	Desert Hot Springs	make palm springs repair conditions that aggravate flooding on gene autry east of the 10 fwy and indian cyn north and south into desert hot springs when there is disastrous flooding due to rain overrun onto passage ways.
92241	Desert Hot Springs	Why don't we have commuter rail traffic to all points west--we have a rail line why don't we use it?
92241	Desert Hot Springs	A portion of Thousand Palms Canyon Rd near the Coachella Valley Preserve has been widened that includes bike lanes and a new layer of asphalt. This should be the standard for this entire short but important North/South route. It's heavily traveled and fed on the north by Dillon Rd and on the south by Ramon/ Washington Street. I'm hoping that the Thousand Palm Canyon Road could be improved to the level that stretches a mile or so before and after the entrance to the Preserve. This would drastically improve safety for bikes traffic, pedestrians and cars. Any chance?
92241	Desert Hot Springs	worst road is VARNER Road at the end of Mountain View and Date Palm in Coachella Valley - declined email address
92240	Desert Hot Springs	CAN SHE CALL THIS # TO FIND OUT ROAD CLOSURES?
92203	Indio	Find an easier way to get to Cal State San Bernardino and UCR.
92201	Indio	How about having a beach train during the summer starting in Indio?

92203	Indio	I am in support of rail/train transportation from Indio to Los Angeles, with a possible stop in the Long Beach area. I remember as a child riding the train from Indio to Yuma, AZ and when I moved to Indio two years ago, I was sadden to see there were no more passenger trains leaving from Indio going toward AZ or Los Angeles. I believe many residents of the Coachella Valley would use the train for areas outside of the valley.
92201	Indio	I have been reading about a passenger train coming to our valley for many years now. Economically, environmentally, and personally this needs to happen. Please don't drop the ball on this, get it done. Thank You!
92201	Indio	Van Buren and 48th road is a mess. Divet in the road. Put a light at 49th and Van Buren but four-way stop at 48th. Indio or Coachella? Just before Dylan.
92203	Indio	wondering if there will be more bus transportation in Indio--no Sun Line transportation here but there should be.
92201	Indio	Suggestion: Worked for Greyhound for a long time. Says many people were coming to Indio/Palm Springs via Greyhound bus. Suggests increased transit to this area. Says they would fill a bus every hour or t
92201	Indio	Suggestion: Amtrak platform in Indio or Palm Desert. Concerned that a platform in Indio would be congested, in Palm Desert concerns about land use.
92203	Indio	On highways there are not four-way stops. On state highways four-way stops should be allowed, especially in agricultural areas. Saw a fatal accident over the weekend in Blythe.
92201	Indio	heavy traffic on Jackson and Avenue 50--will there be new signals?
92201	Indio	Dillon Road between Landfill Rd and Berdoo Canyon Rd has numerous large potholes causing traffic issues.
92201	Indio	Bicycle shops in Riverside are for middle class people because the prices are too high and poor people just don't bother going to a bicycle shop. If you provide a place where the poor can get their bicycles repaired and maintain then they would be more people riding their bicycles.

N/A	Indio	I am one of thousands of seniors that are retired and living in Indio and other areas of the Coachella Valley. Our children and grandchildren live in and around LA. We miss public transportation that we can rely upon to visit our families as well as attend the various cultural, theater and myriad of events in LA. Now, we have to drive 2-3 hours from the desert to LA. I live alone, and I do not feel comfortable driving all that way alone. I would love to participate in helping to get a train or reliable bus routes into LA. I want to be able to attend events and visit my children without the worry of having to stay overnight. My children do not have another bedroom for me and it is not comfortable for me on the couch. I would love to attend the theater and go back home. There are so many reasons to have public transportation into LA. Please let me know if you need me to help with this project.
92201	Indio	the erection of a platform in Indio would be big boom to Train travel. A stop down in Indio so much more accessible. Train travel outside commute in L.A., S.F. is near non existent out West. Do be able to go by Train further West that getting on freeway...YES!!
92203	Indio	Improve public transportation for ALL citizens!
92201	Indio	What's a good idea just do it
92203	Indio	Let's build one like the train to nowhere! Spend billions and complete a tenth of it!
92201	Indio	Spend the money on our roads not this crap
92203	Indio	How about not letting drunk and crazy people on the sun bus. You have no idea how many times they had to stop the bus because someone peed or started a fight.
92253	La Quinta	Commuter train from Coachella Valley to Riverside or San Bernardino
N/A	La Quinta	Avenue 52 between Jefferson and Washington in La Quinta. Too many patches, pipe lays, etc. Do they have plans to repave the road completely?
92247	La Quinta	I would like to see rail travel in and out of the Coachella.
92253	La Quinta	That would be Ubers, SunBus and Greyhound, or buy a scooter.
92253	La Quinta	Oh no, Riverside County getting into this scam. No way, we will see perpetual property tax increases and assessments for another boondoggle.
92253	La Quinta	Build a CV link and don't let Indian Wells & Rancho Mirage skip out because their cities are dangerous for pedestrians. actual bike lanes

92211	Palm Desert	If you can waste millions of dollars on the "Benoit Booddoggle" you certainly do not need an additional tax. Just downgrade the CVLink by removing the street legal golf carts from the project, and let it be a simple bike path. Measure A funds were sold to the public as road building and repair funds, not a recreational project. A project that has consistently lied to the public. Palm Desert has said the CVLink will be on current city bike paths; none of these bike paths can/will support the width that would be required for for and aft lanes for bike, two directional lanes for pedestrians, and street legal golf cart lanes. Stop trying to scalp the voters so some unknown special interest can get rich
92260	Palm Desert	We need more rail going to Riverside and Los Angeles. We already have the rail ROW. Let's put some passenger trains on those lines.
92260	Palm Desert	Holiday traffic makes it impossible to get around. The I-10 gets backed up a lot during the holidays.
92260	Palm Desert	We have a great public transit system, but it pollutes our air. We need more CNG buses.
92260	Palm Desert	Comuter Trains need dedicated rail. Trains need to stop at airports. 15s gong from 7 lanes at 91 to 3 lanes at el cerrito is to short of a distance for the lane reduction. Road Lanes and design under 15 at onterio and el cerrito not sufficient.
92260	Palm Desert	It would be nice to have a light rail system to connect different parts of the region. A train to LA would also be great!
92260	Palm Desert	My son needs a better option to get from the desert to LA. We need rail service here.
92260	Palm Desert	Why does it take a long time for projects to move forward and be completed. We need to cut down the amount of time it takes for projects to be approved and completed!
92260	Palm Desert	The region needs more public transportation that is seamless to use. One pass to access several modes would be great.
92260	Palm Desert	The area needs more street lights for pedestrians. As i drive my car, it doesn't appear it's friendly to other modes of transportation.
92260	Palm Desert	We need more trains to get around in the region.
92260	Palm Desert	We need light rail in the desert. Economically disadvantaged people have a hard time getting to medical appoints. It can take them up to 3 hours to travel on local buses.
92260	Palm Desert	Traffic on the 10 is getting worse. 4 hours to LA from here is not good
92260	Palm Desert	I am very resourceful and i use my smartphone to get around.

92260	Palm Desert	Whatever you build must be able to support itself. We cannot have tax money go to waste.
92260	Palm Desert	We need more HOV lanes for electric modes. More environmentally focused transportation options.
92260	Palm Desert	We need more ADA signs for pedestrians. Too many people drive fast and they don't look for people who are disabled.
92260	Palm Desert	The Truck Lanes project appears to be interesting
92260	Palm Desert	You guys are doing a great job in California. The I-10 is getting more congested though
92211	Palm Desert	STATE HAS DONE NOTHING TO WIDEN FWY, HWY 111 IS NICE BUT NARROW, I10 IS TOO NARROW, NEEDS MORE LANE, FROM MONTEREY TO INDO, MORE LANES.
92211	Palm Desert	Follow up--what is the environmental study looking for with regard to the high speed rail project?
92211	Palm Desert	Lives Sun City - Senior - Difficult to drive into the Valley to see families
92260	Palm Desert	When do they paint the lines down the middle of the streets? The lines are hard to see right now
92260	Palm Desert	would it be possible to get a platform in palm desert? Excited for the train.
92211	Palm Desert	When is Palm Desert getting a train to LA?
92260	Palm Desert	I like to be able to get to Los Angeles within less than 2 hours, by rail before I die.
92211	Palm Desert	A train, bus, ANYTHING from Coachella Valley to LA! Even LAX??? Every day???? PLEEEAASE!!!!
92211	Palm Desert	After reading these comments, I still want a bus to LA or LAX!!! A bus to LAX!!!!!! So easy! Why not?!?
92211	Palm Desert	Once again, a daily bus from Palm Springs (Desert?) to LA or LAX or both? What's so hard?
92211	Palm Desert	A bus from Palm Spring to LA /LAX every day! What could be simpler? What could be easier? Comments, please?
92260	Palm Desert	Use the Whitewater Channel as a bus route.
92260	Palm Desert	A light rail system from Palm Springs to Coachella?

92262	Palm Springs	Please consider improving the bike lanes and sidewalks leading to the ONLY operational section of the CV link! It's unfortunate that there's a safe beautiful path for my children to ride their bikes and scooters, however, I don't have a safe method to ride there with them (EITHER END!!) nor a place to park my car if I somehow figure out how to shuttle all of our recreational vehicles over there! What a tease! Please consider allocating funds to get this costly project safely accessible for families!!
92264	Palm Springs	Thanks to PS, CA city council member Lisa Middleton for the ad on YouTube. She got my attention and now I will get you newsletter :)
92264	Palm Springs	I would consider making serious changes to the 1-10 corridor at the Cabazon/Morongo casino corridor. The bottleneck that is created along this section during peak times has become worse and worse.
92262	Palm Springs	Hello, I know about the commuter link between the Coachella Valley and Riverside. But there are many stops, and the drive time is a lot longer than by car. I am in favor tax dollars spent on expanded rail service to the Coachella Valley, like Metrolink or similar. I know that travel to LA via Amtrak is being explored, but think that commuter options to Riverside and San Bernardino would alleviate traffic on the 60 and I-10 as well.
92264	Palm Springs	why is palm springs city council spending money on bike lanes that are not being used? even during the tour to palm springs the lanes were not used
92264	Palm Springs	Why we cannot have more frequent local service through Amtrak? Needs to be some sort of commuter access to LA.
92262	Palm Springs	We would find it very helpful to be able to take rail from Palm Springs to Los Angeles.
92262	Palm Springs	Put a dedicated express bus lane just south of the 60 in Moreno Valley from the Badlands to UCR and businesses up Iowa in Riverside to Hunter Park metro station to lessen the crush through the 60/215 interchange. Provide parking at the east end. Alternatively, end the express bus at the Perris line stop in Moreno Valley.
92262	Palm Springs	1) An Amtrak Link to the city of Los Angeles from Palm Springs. This would alleviate some of the traffic in the area. 2) A reduction of the speed limit on Hwy. 111 as it winds through Palm Springs. We have had several accidents (people killed) due to the speed the vehicles are traveling. Perhaps monitoring speeds cars are traveling on the highway through the city and ask PS Police to ticket those using excessive speed through the city. Thank you

92264	Palm Springs	I work for ENTRAVISION Corp. I would like to request a meeting with your team to help with your advertising campaign. Would you please forward this email to your marketing department? I greatly appreciate it.
92262	Palm Springs	The Vista Chino portion of Hwy 111 is a HUGE problem during morning and evening commutes. At several intersections it is life-threatening to attempt to enter the roadway from the adjacent Neighborhoods.
92262	Palm Springs	PALM SPRINGS 200 BLOCK OF ORCHID TREE LANE/ HAS A SPLIT FROM ONE END OF THE BLOCK TO THE OTHER, 1 INCH WIDE. AND COMING FROM HIS DRIVEWAY ALSO .
92262	Palm Springs	The residents of the Baristo neighborhood and others desperately need at crosswalk at the intersection of E Arenas Rd and S Calle El Segundo in Palm Springs. Pedestrians traveling between two large residential developments and a church to the east of El Segundo and the downtown area must brave traffic speeding north and south on El Segundo, unimpeded by stop signs or traffic lights anywhere between E Taquitz Cyn Way and E Ramon Rd. There have been pedestrians hurt at this intersection before and it is simply a matter of time before someone is killed. Poor lighting at the intersection makes matters even worse at night, when many diners and bar patrons caravel from their parked cars on E Arenas across El Segundo toward downtown. Presently, the only alternative is to walk approximately 1/8th of a mile north to Taquitz in order to cross El Segundo. Please help before someone is hurt or killed.
92264	Palm Springs	Have scheduled express bus service between Palm Springs and downtown Riverside seven days a week to connect to Metrolink trains to / from LA Union Station.
N/A	Palm Springs	Thank you for the update, however - this is nowhere near what we need! "...rail platform in Indio to serve special event trains to the Coachella Music and Arts Festival and Stagecoach Music Festival" -- is only a "drop in the bucket". What we need is frequently, daily service to/from Palm Springs. Trains need to run between Los Angeles and Palm Springs daily, not just to Indio. Palm Springs is one of the top California destinations, and needs reliable passenger train service. Thank you.
92264	Palm Springs	I would like to commute from Palm Springs to LA via bus or (preferably) train service. The Flixbus service is good - cheap and fast, but the scheduled PS-LA routes aren't frequent enough. Ideally there would be a commuter train from PS to Union Station, LA with several options for travel times.
N/A	Palm Springs	Regular commuter trains from Palm Springs to LA Union Station.
92262	Palm Springs	Have the bus run all day and all night

92262	Palm Springs	Have sunline operate 24 hours some residents of the Coachella valley work crazy hours
92262	Palm Springs	Please consider improving the bike lanes and sidewalks leading to the ONLY operational section of the CV link! It's unfortunate that there's a safe beautiful path for my children to ride their bikes and scooters, however, I don't have a safe method to ride there with them (EITHER END!!) nor a place to park my car if I somehow figure out how to shuttle all of our recreational vehicles over there! What a tease! Please consider allocating funds to get this costly project safely accessible for families!! #rebootmycommute
N/A	Palm Springs	We need a monorail from the city of Palm Springs to the city of Coachella. That would take so many cars off the road. #RebootMyCommute
92270	Rancho Mirage	I WOULD LIKE TO SEE A LOT MORE CHARGING STATIONS FOR ELECTRIC CARS, PLEASE, AND THANK YOU 🙌
92270	Rancho Mirage	Are you thinking about getting a commuter train to Los Angeles?
92276	Thousand Palms	1. Enforce truck lane on 60. Far too many trucks ignore the sign, pass a slower vehicle, and slowdown the left lane. 2. Do what the San Francisco Bay Area did - engage ALL transportation companies in solutions and make travel throughout absolutely seamless. No need for different passes - just one pass covers all.
N/A	N/A	In regards to public transit to LA, what are other options do we have. Can we use buses like they do on the east coast? Or vans.
N/A	N/A	This is conditioning and social engineering of the residents of Riverside County for Agenda 21. Agenda 21 is a global plan to yield your life off of ownership of private vehicles and herd you onto their controlled public transit system. They want total control over your life. Agenda 21 calls for the end of meat eating, air conditioning, appliances, single family homes, and private cars. Agenda 21 is in every municipal building department and now they're coming for your freedom of movement. RCTC wants you confined to a small city sized zone reliant on public transportation that they track, monitor, and operate. Look up Agenda 21/agenda 2030, it's all in there.
N/A	N/A	Daily train operation from Indio to LA!!! RCTC has been studying such a line for 26 years! Hurry up already!
N/A	N/A	A train from Coachella valley to Los Angeles, San Diego, Las Vegas
N/A	N/A	Nothing from SunLine Transit Zero Emissions Buses?????
N/A	N/A	CV Link!

N/A	N/A	I love the CVLink! ❤️ ✨
N/A	N/A	Last year I was wheel chair bound for 10 months. Could not walk or drive a car. A social worker from my insurance company was instrumental in getting me a Sun Bus pass. The bus comes to my driveway. But how am I going to get from my house to the end of the drive way. A round trip to the library 3 miles from my home involved 4 hours. The bus does not work for same day Dr. Appt s. The rules and regulations for safety are tightly regulated, the wheel chair has to be strapped down, blah, blah. Needs lots of improvements.
N/A	N/A	Enclosed stations i waited 2 hours in freezing cold waiting at metrolink dtstion riverside
N/A	N/A	Look if they can do it for Palmdale and Lancaster why not Coachella Valley. I for one would enjoy having this ability.
N/A	N/A	Theve been working on extending the metro link out here for more than a decade. I used to love taking the train all over the greater LA area and have wished I could hop on a train to LA with a movie on my phone over driving in traffic. If only there we
N/A	N/A	We need train service here in the Coachella Valley
N/A	N/A	This valley can't even build a bike path
N/A	N/A	Ma'am have you given any thought at all to who really commutes by train??? A BIKE path makes more sense
N/A	N/A	Perhaps tax incentives for driving services to use wheelchair accessible vehicles, or even a deduction for purchasing one of the all access vans or otherwise incentives for using those type of vehicles? #rebootmycommute
N/A	N/A	Get rid of the meth heads and homeless at the bus stops
N/A	N/A	Create a slow lane for seasonal visitors and sightseers.
N/A	N/A	FINISH THE CV LINK!
N/A	N/A	Fix Ramon Road nothing has been done in years. More new business same old roads. When there is an accident between El Cielo and Gene Autry dr. Camino Parocela takes all that traffic till the mess is cleaned up. And people still drive like they are on Ramon rd.
N/A	N/A	train to LA
N/A	N/A	Have all the bus stops covered so to keep as cool as possible. Keep them clean and marked easily for routes.

N/A	N/A	What about a more efficient commute of some kind whether bus or train added from Coachella Valley to certain Pockets throughout Riverside
N/A	N/A	Sync the traffic lights 🚦 , enough infighting among the city council.
N/A	N/A	Better bus system how is it possible that from la quinta cove to ramona and gene autry a total of 16 miles takes 3 hours 3 bus transfers on the bus it's ridiculous the whole bus system out here sucks
N/A	N/A	The bus system is not very progressive. I just moved here from Texas. DFW has a user friendly app that allows you to purchase tickets via your phone and have a credit system. The app also will give a bus route similar to using GPS for your car. Finally it not only tells you where your bus/train is in real time but also notifies you when busses are having issues or running behind. I know its alot for a smaller older community. But perhaps you could take note of some of those possibilities. I would likely commute this way if the bus systems were just slightly better.
N/A	N/A	Please add more stage 2 chademo electric car charging stations! Specifically one in desert hot springs. Desert hot springs is one of the only city halls that doesn't have one and California is one of the leaders in electric car sales and renewable energy
N/A	N/A	Get rid of pretty medians that force people to make U turns. Promote Lyft and Uber services.
N/A	N/A	I saw this in Europe and I'm not sure if the valley has this but there are scooter racks around where people are walking except it's filled with scooters. The person just puts in maybe a few quarters or dollars (I don't know cause I didn't use them) then they can use that scooter and they can return it to another scooter rack (doesn't have to be the same scooter rack) maybe this is a good idea
N/A	N/A	The I-10 Monroe bridge and others need to be expanded adding more lanes to free up traffic.
N/A	N/A	Please get MetroLink train extension from San Bernadino to Palm Springs. This is a no brainer. This should exist.
N/A	N/A	100% renewable energy by 2022. No exceptions. Set the example for the rest of transportation around California. More insensitive for taking the bus or moving as a community, and design the valley with either large shaded areas, or for the love of God trees.

ZIP	City	Comments - Hemet/San Jacinto
92536	Aguanga	Building more lanes will work for maybe 5 years. Bring us train service to SanDiego!
92539	Anza	Offer bus service to the Anza area.
92539	Anza	I AM CALLING TO SPEAK TO SOMEONE AT EXTENTION 55222 REGARDING HIGHWAY 371 TRAFFIC. THERE WAS A BIG MEETING ABOUT THE TRAFFIC CONDITIONS UP HERE WHERE I LIVE. I WANT TO TALK TO YOU AND GIVE YOU MY INPUT, SINCE I CANT BE AT THE MEETING AT THE TOWN HALL. GIVE ME A CALL, I HAVE SOME COMMENTS I WOULD LIKE TO GIVE TO YOU .
92583	Gilman Hot Springs	PLEASE DO NOT ADD ANOTHER NEW TAX FOR TRANSPORTATION, THERE ARE ALREADY 2 IN PLACE, 1 TO EXPIRE 2039 AND THE OTHER NEW CAR TAX WHICH WAS JUST IMPLEMENTED DUE TO EXPIRE IN 2025...STATE TRANSPORTAION SHOULD BE USING THESE TAX FUNDS FOR ALL TRANSPORTATION PROJECTS AS INTENDED
92583	Gilman Hot Springs	We have plenty of dedicated road space IF we double-deck it! I can't believe that would be an insurmountable engineering problem. Obviously, would have to be de-facto express lanes; doubt could put on/off ramps except at certain spots, but we have restricted access now, express lanes, etc. We have big fly-overs in a number of places where freeways cross, and they could be adapted!
92583	Gilman Hot Springs	I'd like for the Metrolink to expand into the Hemet/San Jacinto area or have the Perris line run on weekends too.
92583	Gilman Hot Springs	I found out about this website from a YouTube ad and wanted to communicate my concerns. I live off of State St just outside the city of San Jacinto. The condition of the road has been deteriorating for some time now and all it just gets potholes patched which has left the road surface bumpy and uneven. Semi trucks travel on this section of road and everytime it rains, chunks of asphalt become dislodged from the road bed and vehicle damaging potholes appear. I feel like this section of road has been ignored by the county since the road is in beautiful shape further north where the road goes by the Scientology compound. I would appreciate it if will you please resurface this section of road.
92543	Hemet	Metrolink connecting Hemet/San Jacinto area to Perris. Metrolink to/from Hemet San Jacinto to Palm Springs. Increase frequency of bus routes in Hemet/San Jacinto Moreno Valley areas. More NON STOP or minimal stop commuter buses to and from Hemet San Jacinto. Freeway expansions into Hemet. More lanes on Ramona Expressway and Gilman Springs.'
92543	Hemet	How about some real freeway access to Hemet and San Jacinto ??

92544	Hemet	Ride the train if their was a station within 5 minutes of Hemet.
92544	Hemet	Please make the road from Temecula to Palm Springs 4 lanes!!! Save lives!!! At least put those concrete barriers in temporarily. Use eminent domain and environmental impact exclusions. This is a huge safety issue! Attached are some screenshots from recent Facebook posts.
92544	Hemet	Please look at the comments on Face Book and Instagram and reply. Other wise this is just another waste of time and taxpayers money. You can't fix what you can't acknowledge.
92544	Hemet	Is there a way to become a part of the RCTC? I would like to do this as a volunteer.
92544	Hemet	WOULD LIKE TO FIND OUT WHEN ROUNDABOUTS WILL BE DONE IN THE WINE COUNTRY - TEMECULA AREA. WE NEED TO STOP PUTTING IN STOP LIGHTS AND USE RAOUNDBABOUTS INSTEAD.
92544	Hemet	Chuck, Juan, I have 3 questions regarding traffic projects in Riverside County. Is there any updates and progress on these projects. Both Line 1&2 have financially impacted by livelihood immensely. So wondering what is happening. 1. Realignment of Hwy 79 2. Center City Parkway going from Sanderson Ave in San Jacinto to 15 freeway in Corona 3. I have heard rumors of the Metrolink system expanding to Beaumont and then continuing into the desert area. Is this accurate. Thank you.
92544	Hemet	notices that street repaving has been done in affluent but not in non-affluent areas--some streets are better maintained than others?
92544	Hemet	Comment on number of stop lights and protected left turns on surface streets. Why is the county putting in so many stop lights and protected left turn on surface roads?
92544	Hemet	Will Metrolink be expanding to Beaumont, Palm Springs, and all the way to Arizona?
92544	Hemet	Can you time traffic lights on major routes so that cars get a green wave if they're going the speed limit (https://en.wikipedia.org/wiki/Green_wave)? I take Domenigoni Parkway to MSJC and normally I hit more than half of the lights when they're red. Once I decided to time how long I spend idling with a stopwatch and found out that I spent a quarter of my commute that day idling at red lights. It seems like the traffic lights are set to make everyone on major routes wait for a few cars to turn on the road from side streets. It would be a lot better for fuel consumption and vehicle emissions to make a few cars wait for a lot of cars to pass through the intersection before they're allowed to go.

92544	Hemet	No Thanks to high Speed Trains or under ground tunnels... Enough!! Here's a idea..., Drive
92544	Hemet	Nope, no new taxes... why would anyone want to let then take more when they cant manage what they currently get...
92544	Hemet	No thank you!!! Hemet has no jobs cause the city gets money to take on the homeless and X cons!! No thank you to that either. Our valley has gone to shit.. Our Major is obsolete!!!! Who is it?? Bonnie Wright?? I hear people take turns..!! What does that tell you?! Never have I seen a Major of Hemet involved with the people..!! Small town.. for a obsoleteMajor. Honestly recently I had enough of dumping of homeless and x cons.. Talked with City " they get paroled here!!! Ruining our Valley!!! City Council.. Ha
92544	Hemet	Fix the local roads first. They're horrible
92544	Hemet	Major throufares like Domenigoni, Hwy 74 and 79 need to have signals aligned for traffic flow, not just more signals. New housing developments need to exit on to existing roads with signals, not just more signals.
92544	Hemet	Remove homeless from around bus stops areas, where they camp out, sleep on the benches, customer's walk a distance to get there only to have to stand because there is no place to sit, some ask for money or threaten you,and younger one's gang up on you for your belongings,the list is long,we need safety again...
92544	Hemet	Maybe don't use the transit system to bring in homeless drug addicts?
92544	Hemet	Shut down Gilman springs till freeway is built from that exit on the 60 all the way to Ramona Express way and Sanderson Ave.
92545	Hemet	Rail system from Temecula, Escondido to San Diego.
92545	Hemet	Complete the Ethanac Rd. extension which connects Highway 74 in Homeland to Highway 74 in Lake Elsinore. Then add at least one lane in each direction to the road that connects to the Ortega Highway!
92545	Hemet	The I-215 from Perris thru Moreno Valley needs more lanes. The northbound and southbound lanes are almost always jammed. I don't see any future projects planned on this freeway, but the cities keep approving more development that will create more traffic. The freeway needs to be expanded or development needs to slow down Thank you

92545	Hemet	1. Fix the horrendous traffic on Hwy 60 and Hwy 215 between Mission Blvd. and Cactus Avenue. Afternoon commutes are stop and go along the whole route going west to east. Weekend backups occur at the 60/215 interchange in both directions but particularly in the west to east direction. Morning commutes between Eastridge/Eucalyptus and Market Street are stop and go as well. Additional lanes should be added along the whole route. 2. The addition of millions of square feet of warehouse space all along the north/south Hwy 215 between Nuevo Road and Cactus Avenue are having a detrimental impact to traffic. Additional lanes in both directions should be added. 3. The Mid-County Expressway should be expedited. This will provide safer alternatives to traffic to and from the San Jacinto Valley in addition to alleviating traffic on Hwy 74 to and from Hwy 215. 4. The realignment of Hwy 79 from Gilman Springs to Domenigoni Pkwy should be expedited. The traffic in both directions with the existing paths of travel are horrendous. The addition of thousands of houses along Domenigoni and Winchester Road, going towards Menifee will create significant traffic. 5. Offer more alternatives to the hours for rail travel to and from the Perris rail station to and from the Downtown Riverside rail station. The current hours are too limiting. 6. I would support an increase to the transportation tax in the range of .5 cents to 1.0 cents in order to prioritize and expedite much needed traffic improvements to the inland region.
92545	Hemet	I-15 N and I-15 S Express Carpool lanes from French Valley to Escondido. Also I-215 N and I-215 S express carpool lanes at Newport Ave to Winchester. There are a lot of North Riverside projects but the south is being left out. We deserve equal attention.
92545	Hemet	How about late night runs?
92545	Hemet	Ask Code violations to read their emails or answer the messages left on there voice mail.... If my neighbors huge dead tree (3 years) catches on fire, MY house & the mobile homes in sierra Dawn are all going to go up !!!!! 730 Augusta street HEMET ca ! traffic signals on Ramona expressway as well as Gilman springs road !!!!!!!!! NO PASSING !!!!!
92545	Hemet	NUMBER ONE MOST IMPORTANT! Get Caltrans to give up their ill-conceived, illogical and DANGEROUS plan for a raised median on Florida! Residents don't want it, businesses don't want it, city council doesn't want it and first responders hate the idea because it will cause huge delays in response times. If they really want to build a median, do it on Gilman Springs road where there are way too many head-on fatalities caused by illegal passing. If not a median, then either widen it or install some kind of barrier to prevent passing on hills and curves. Serious enforcement wouldn't hurt, either.

92545	Hemet	Work in tandem with Caltrans and Orange County in establishing 74 East from Lake Elsinore to San Juan Capistrano as a toll road.
92549	Idyllwild	Thank you for Commissioner for coming to Idyllwild.
92549	Idyllwild	Caller has disabilities and was snowed in. Why did Caltrans not plow her road in Idyllwild? She was recently trapped in her home. What agency should she call to get relief?
92549	Idyllwild	Put left turn arrows on all stop lights on Florida.
92582	Hemet/San Jacinto	I would like to see Gilman Springs Road a safer road to travel by widening both sides with 4 lanes. It is a heavily used road and impacts many people's daily commute.
92582	Hemet/San Jacinto	Get rid of HOV lanes. Get rid toll lanes. Widen gilman springs road at least to 2 lanes each direction. Add lanes to every fwy. Build for the future population not the past.
92582	Hemet/San Jacinto	We need better inspectors for road repairs the work is horrible and they pass it who is getting paid beside the contractors. You know that answer Hemet & San Jacinto official are horrible I won't even say anything about the mayors
92583	Hemet/San Jacinto	It is about time that our City leaders drive around town like San Jacinto and look the overgrown trees and junk on our streets.
92580	N/A	More stop more light
N/A	N/A	Create a "busway" at least in high traffic areas. A road just for the buses to be on.
N/A	N/A	Yes its about time
N/A	N/A	Yes bring the Trains back to Hemet San Jacinto valley!
N/A	N/A	Bring back the 212 Comuterlink bus
N/A	N/A	How about fix the roads
N/A	N/A	Drill a tunnel under Ortega highway
N/A	N/A	Add commute vehicles to fire stations where people could call a special number for transport.
N/A	N/A	So hard to say. People travel to OC, Palm Desert areas, Riverside, San Diego, yet getting to a hub locally no where to start.
N/A	N/A	Put homeless to work in public utilities

N/A	N/A	Some of the roads have been fixed but the company's did a bad job so next time get a good company they will stand up for there work
N/A	N/A	Make people slow down and stop people from running the traffic signals at high speed. Not safe out there as so many run the lights. Most homeless aren't going to work.
N/A	N/A	First replace the public don't workers with real public workers. We all know that they spend more time and money taking about doing than doing. Clean up the streets. I have seen trees growing out of the gutters and drainage basins. They patch a hole and can't see or don't care about the one next to it. Why is it that the road in front of The Scientology compound is almost perfect, compared to the same road before and after it that looks like the craters on the moon. What is the point of landscaping the middle of the road if you can't drive on it safely. We pay for street sweepers that just move the debris around. Hard to sweep at the speed they drive. Citizens that use public transportation should not need to worry their safety at a bus stop as others use them as a bed,toilet and other things I will not mention. Maybe I just old school I grew up understanding that you only crossed the street at a crosswalk unlike those that cross on Florida in Hemet. Also what is the purpose of the installation of new and replacing ADA ramps that go to nothing just dirt? It's almost impossible for someone in a wheelchair to maneuver in dirt and rocks. If you need someone to implement any of the above I would be more than willing.
N/A	N/A	Widen Warren Rd from Florida to Ramona Expressway to 2 lanes in each direction with turn lanes, left and right, at Esplanade and W. Devonshire. Repair or repave Florida from Winchester to Sanderson
N/A	N/A	Start by Fixing traffic signals so they don't stop 15-50 vehicles to let 1 or 2 go.
N/A	N/A	... Widen the roads!!
N/A	N/A	Repaint the white lines from 215 fwy to San Jacinto. Last night could not tell which lane I was in.
N/A	N/A	Improve the roads and freeways just like roads and freeways going to Temecula. Also add traffic signal lights.
N/A	N/A	Reinstate school buses! The traffic from parents taking and picking up their kids is insane and you could keep 30+ cars off the roads per bus load. Do the math for the two districts. By eliminating unnecessary vehicles you should eliminate A LOT of wear and tear on our already destroyed roads.

N/A	N/A	I would settle for repaving of 90% of the roads... they're like minefields
N/A	N/A	Fix and resurface all the streets in the city and county limits. They are very dangerous. Pick up the trash and debris.
N/A	N/A	More Police Presence
N/A	N/A	Fix are city streets. Rurals, and major.
N/A	N/A	Don't put a median down the middle of Florida in Hemet!
N/A	N/A	Need a freeway from Hemet to the 215, because it takes 25 minutes to get to the 215 from Hemet. Maybe another freeway on from State Street heading to San Diego and San Clemente or cutting over to San Juan Capistrano.
N/A	N/A	Carpool lanes from San Diego County line through Riverside..15 and 215
N/A	N/A	Teach people how to drive and ticket ALL JAY walkers IN HEMET..
N/A	N/A	Remove all the illegals in the state of California. Get them and theirs cars out of here. Remove arbitrary speed limits on the interstates. Same speed for cars and trucks. Put an immediate halt to the UN AGENDA'S 21, 30 and 50. Eliminate all HOV lanes. There purpose is to reduce the number of cars by car pooling 2 or more drivers per car to use the lane, well a soccer mom her her 4 kids are using the lane. Stop trying to force people out of their cars. We don't accept unelected officials determining our driving fate and we hold elected officials accountable! Get your act together!
N/A	N/A	Have the traffic engineer set the signal light controllers for the time of day when traffic direction is the heaviest. Beaumont ave north south takes too long to cycle plus many other intersections are the same way
N/A	N/A	We seem to have all these train tracks that go nowhere. We have freeways that take 30 minutes to get there.
N/A	N/A	I visited Netherlands last year. At all the neighborhoods they have buses passing by every 15 min. And the buses all went to one central hub & then you could take the train/bus to you next destination. Europe figured out public transportation. Everyone takes the buses. I loved it
N/A	N/A	I would like a tunnel through Mt. San Jacinto into Palm Springs.
N/A	N/A	Start with infrastructure fix what we have than expand and modernize the entrances/exits to the valley I'd say start in Beaumont the congestion in the am and pm commute is awful it's nice to see Dartmouth finally being repaved,also in valle vista passed Ramona expressway is so poorly lit I don't know how more people aren't hit jaywalking 🛑 ♂

N/A	N/A	First, improve the roads (repave). And secondly, have law enforcement that enforce traffic violations. The drivers in Hemet know they will not get a ticket and drive recklessly. We have an idiot who drives like he is doing movie stunts, all up and down Columbia Street leaving skid marks all over the pavement. Local law enforcement will NOT do anything about it. Does it take someone getting killed? Columbia St has an elementary school with bunches of children walking to school.
N/A	N/A	Amtrak/metrolonk
N/A	N/A	One thing I'd love to see is the hey 74 to Hemet repaved completely, makes the town look like hell
N/A	N/A	Add a train station in hemet and a road way out of town that doesn't have a ton of traffic lights
N/A	N/A	Maybe start by fixing the roads. Every major street in town has pot holes. Use the ridicules gas tax money the idiots voted in and fix the roads properly. Not just tossing cheap tar into pot holes to be be washed away in the next rain storm. Also widen Gilman Springs! There is way to much traffic on that road for 2 lanes. I know every time I get on that road, I'm stuck about 8 cars deep behind someone that is to stupid to get out of the way and let people pass. Thus the reason for so many accidents on Gilman Springs.
N/A	N/A	Fix all the dips in hemet. Oil pans are expensive

ZIP	City	Comments - I-215 Corridor
92570	Mead Valley	I would open up back roads and build back roads between the various cities of our county. I used to live in New York (upstate), Indiana, Colorado, and more, and all these states have more ways to get between cities than the interstates. They have county roads, back roads, they even have county roads that run alongside the interstate to allow for people to go slower and people without vehicles to more easily traverse because you cannot bike or walk on the interstate. Personally I would build more county roads between cities to allow for people to use county roads instead of the interstates.
92584	Menifee	I sit in traffic on the 15 daily during my commute home from San Diego. I leave the heart of San Diego at 3:30 and often times do not arrive home until after 5:30 if I leave after 4 I'm not home until well over 6 pm sometimes even 7 pm. With less traffic I would be able to get home sooner, prepare dinner for my family and spend more time with my kids.

92584	Meniffee	I commute from Meniffee at Newport and Meniffee Rd to my work in riverside at the intersection of van Buren and Arlington. It's about 43 minutes to and a little over an hour home. I worked 1st shift and was considering the train. Nope it doesn't run the hours I need it to run to be at work by 6:30am and I would have had to wait around until almost I believe 5PM to catch a train home. That is just the train, that doesn't even get me to the train station. That is a headache and a half. I could get on a bicycle and ride on unlighted two lane roads in Meniffee to get to the train station in Perris, or try to navigate the multiple buses and I dont believe they were running that early. Now I work 3rd shift 11:30PM to 6:30AM and there is basically no public transportation available. So it seems to be the county has made public transportation available to people who don't need it for work, as my shift is pretty typical of a blue collar job. Which this unavailability has caused the people who do use the public buses to be quite frequently homeless perverts who sit at the back of the bus and play with their dick and jerk off. A friend of mine tried to use the bus to commute to Pechanga from the same neighborhood I live in and it took him 4 hours and multiple bus changes. The buses didn't run later at night so he got to work 2 hours early, He had to leave 6 hours early to get to work, and a dude was in the back of the bus playing with himself. Anyways this is my rant. It seems to me the public transportation system is a waste of money and taking valuable money from roadways.
		(continued) Today I was driving my new car and a chunk flipped up out of a pot hole and gouged the bumper on my \$80,000 Lexus. So now I get to fork out probably \$1500 to get it fixed. Again money out of my pocket, along with all the tax dollars for the useless public transport system, am I going to get anything for my damage? No. It just seems to me like it's totally mismanaged at a horrific cost to all of us.
92584	Meniffee	Winchester road at Temecula is garbage. Fix it now.
92584	Meniffee	I carpool from Meniffee to Lakeside, 140 miles round-trip. What we would like to see is the carpool lanes continue all the way up, to at least the 15 / 215 Split. We can usually make the check point in an hour, on our way home. But from there to our exit (Scott) is another hour. Also on ramp metering lights on the Winchester on ramp, 215 North bound. This is another issue with coming home after work, during the weekdays. Without these lights it's just a free for all trying to merge on to the freeway.

92584	Menifee	All the major interchanges are jammed all day now. I commute and drive a truck in the southern California and I see it all over. Why not really connect the development projects to get along with the road capacity? Like why is the 215 North at the 60 West interchange so busy? You have 3 lanes going North that jam in to 3 or 4 lanes going West. It takes me 1.5 hours to go 30 miles to work. Not to mention the roads are crumbling. With all the new taxes could we at least get the roads and traffic fixed? If not tell me why!!!
92584	Menifee	Build changeable direction Lanes in center median on the I-15 from Rainbow to the I-15/I-215 merge in Murrieta.
92584	Menifee	HIGHWAY PATROL NEEDS TO PAY MORE ATTENTION TO THE BIG RIGS CAUSING TRAFFIC DELAYS AND ACCIDENTS ON THE 60 FREEWAY
92584	Menifee	There are few to non bike lines in menifee city and all the time there are reports of accidents involving bicyclists
92584	Menifee	Please don't turn Riverside into a socialist hell hole. Stop focusing on providing services. Allow people to work for what they need and have. If everything is always focused in the handout we will never change.
92584	Menifee	Biuld the freeway and more roads idiota
92586	Menifee	he lives in Menifee, Metrolink trains look empty off of the 215. Is public transit really feasible? Just a comment.
92586	Menifee	Impose compulsory population reduction. All non-natives out. Prohibit real estate developers from making contributions of any kind to politicians, municipal and county. There is no other way. If these solutions are not carried out then no complaints are permitted as Menifee, Hemet, and San Jacinto murder the land and the population skyrockets.

92587	Meniffee	I15/I215 Mess in Temecula & Murrieta, CA. These are the issues as I see them, I commute through this often as do many others. The 15 northbound onramps to the freeway from Rancho California, and Winchester are WAY too short. Cars don't have enough time to build enough speed to merge with the freeway at speed limits. This causes everyone to slow down and it just escalates after that. Same with the southbound 15 exits. Once that slowdown starts, everyone starts slowing down to look and we're screwed. Combine that with immediate need for cars entering the freeway from Winchester to move over to go on the 15N and cars already on the 15 trying to get over for the 215, it's just a mess. The 15N Winchester on ramp, on westbound Winchester, specifically needs to be addressed most. I'm no engineer but here's what I would do to fix... 1. Make a separate I-15 North on ramp in the middle of the freeway, similar to the express lane on ramps in Rancho Bernardo in SD County. Cone it or KRail it off so cars can't fly over to the 215 on ramp. 2. Leave the Northbound on-ramp on eastbound Winchester but lengthen the time cars have to merge. 3. Close the current 15N on-ramp on westbound Winchester 4. Create a new on ramp somewhere just north of Winchester off Ynez road that is ONLY For people taking the 215 north.
		(continued) 5. Lastly, use the middle space of the current freeway (or raised like the 5 in OC) to build REAL express lanes from the checkpoint to Murrieta Hot Springs on the 15. Make these for THROUGH TRAFFIC ONLY. No exits for Temecula & Murrieta. And make them free. This will DRASTICALLY help local commuters. Since most people are "passing through" as said in the video pitch to the federal government, give them a way to pass through and be separated from the local commuters. That's all, best of luck to everyone trying to plan this and get it pushed through government.
92587	Meniffee	potholes
92587	Meniffee	Add lanes to 15 in Temecula SD co line to 215 NOT toll!
92596	Meniffee	Monorail using the 15 and 215 caltrans right of ways already in use .. an elevated monorail train right down the center of the fwy. Build it in sections off site and assemble as you go , like a pipeline for knows you can build a freakin' pipeline that spans thousands of miles overhill and dale. WHY NOT A MOMORAIL ?
N/A	Meniffee	Make the commute to San Diego better. Either by expanding the lanes or making the service that goes to Oceanside reach all the way to San Diego.

N/A	Menifee	Please look into how we can combat traffic in the future in the Menifee area. More people are starting to move out to Menifee and surrounding areas and the traffic problem will become worse so look into how we can improve before it happens
N/A	Menifee	Please provide weekend service for the Perris Metrolink line.
N/A	Menifee	Metrolink should look into getting ride of way because it makes the train take much longer than it actually should because the freight trains take a really long time to pass. When a freight train breaks riders are forced to wait on the train until they are able to fix it making a 1 hour ride into 3 hour rides.
N/A	Menifee	On the Metrolink always have a back up. For example if a freight train breaks down we are stuck there for hours, instead make sure you can get the passengers to their destination in a reasonable amount of time. Make hours on Metrolink more convinient, most people that ride it commute to LA yet the earliest it starts running is 8AM in Perris stations and most people need to leave much earlier. Time the buses with the Metrolink , because as a bus is approaching the station the train is already leaving or vice versa.
N/A	Menifee	There is too much traffic between the 15 right where Hot Springs is all the way to Red Hawk. The speed limit is supposed to be 65 but we are all going 45. Create more lanes or do something to reduce traffic. If possible make construction go faster, by the time something gets done traffic has already increased from the time construction started. Also build a station a Menifee.
N/A	Menifee	Have more availability in terms of more hours and stops in Metrolink. Add a Metrolink station in Menifee and Lake Elsinore.
92551	Moreno Valley	What are you doing about dial a ride for senior citizens in the county? Or other transportation for people needing to go to grocery store weekend.
92551	Moreno Valley	MOST STUDENTS SENIORS AND STUDENTS HAVE PACKS OR CARTS TO GET THEIR STUFF AROUND,MANY HAVE DISABILITYS BUT HAVE BEEN GIVEN A HARD TIME TRYING TO GET A CART UNBOARD AND ITS HARD ON THOSE TO TAKE EVERYTHING OUTV AND FOLD THEM DOWN,PLEASE MAKE A RAMP FOR THOSE WITH CARTS AND EXCESS THEY CANT NORMALLY HOLD OR CARRY,TY.

92553	Moreno Valley	I THINK A DOUBLE DECKER HIGHWAY THROUGH MORENO VALLEY INTO ORANGE COUNTY WOULD BE THE BEST WAY TO REDUCE TRAFFIC AND CONGESTION. KIND OF LIKE THE DOUBLE DECKER FREEWAYS THEY HAVE IN NORTHERN CALIFORNIA.
92553	Moreno Valley	what can we do to increase pedestrian safety? People drive fast and unsafely.
92553	Moreno Valley	Buses need to run on time and more in between. I have seen many times one bus be right behind the other on the same route leaving many people to wait for later buses. The waits for buses makes it such an inconvenient form of transportation and do not always take one to centralized areas such as some government offices. Bike Lanes need to have physical barriers to ensure the safety and uninterrupted access to cycling. Many times I have seen police or trash bins blocking the path. There needs to be a bike highway that makes it easy to move through cities without the risk of running into cars. And that makes it convenient nto bike. Commuters from Moreno Valley and Riverside could be removed form the road with a reliable road interconnecting vital areas like Downtown, our multiple universities and shopping centers with groecry stores.
92554	Moreno Valley	Regarding the police officer question, why does it seem there are no officers on the freeway or streets
92555	Moreno Valley	Tent-like structures should be placed over the freeway in heavily residential areas to minimize the negative effects of pollution caused by so much traffic. The tents would serve as a sort of filter for the fumes released from car exhausts
92555	Moreno Valley	Every day, I commute from eastern Moreno Valley to Corona. RCTC should get rid of the carpool lane on the 60 West in Moreno Valley, until at least one lane can be added that is dedicated for general, non-truck traffic. With just 3 lanes, the only non-carpool lanes are also truck lanes, because trucks legally can use the right 2 lanes. The 215 South from Moreno Valley to Murrieta, which also has just 3 lanes, has no carpool lane; why does the 60 in Moreno Valley need one? It leads to more movement back and forth from people avoiding trucks, which increases the likelihood of accidents. And there certainly are many accidents on that part of the freeway! That is why, during rush hour, I see many drivers cheating by using the carpool lane with no passengers in their vehicles. They'd rather take their chances getting a ticket than being trapped behind a slow-moving semi.

92555	Moreno Valley	Reopen The Pigeon Pass Rd backside dirt road that used to connect (and maybe still does) to the north-eastern newer section of Riverside where new houses and warehouses are. This road served residents reliably as an alternate route when the 60 and its frontage roads were all shut down. Then a few years back it was closed with a promise to reopen it after a year. Well over 10 years plus later it still is closed!!! what gives????
92555	Moreno Valley	Pertaining to congestion on freeways, the 60 and 91 Interchange. Question is about this interchange.
92555	Moreno Valley	Ban trucks by weight or axle limit on Redlands Blvd. from Locust Ave. to San Timoteo Canyon Rd. in Moreno Valley. Ban trucks by weight or axle limit on San Timoteo Canyon Rd. in Riverside county. Trucks going to dump can use San Timoteo Canyon Rd. in San Bernardino county. This is a heavily used route during rush hours as a freeway alternative with much congestion. Trucks are also using this as an alternative to the freeway.
92555	Moreno Valley	1. Put time on when trucks can travel on the roads, not during peak hours. 2. Let Disabled Plates use the diamond lane and toll as Motor Cycles do. 3. Cities that have more companies with trucks should provide funds to lessen the traffic jams. 4. Trucks should only use the outside lane (4) when they pass they cause a back up to low profile cars. 5. Caltrans and emergency vehicles need a lot of time to get to accident, better planning on how they can get to the breakdown asap. Scene there delay cause they not sent to a road that been closed, yet had go with traffic, then stuck in traffic, they could go reverse way as road was closed as lanes was closed.
92555	Moreno Valley	Light rail to Connect Moreno Valley warehouses to the heavy rail stations. Light rail to connect downtown Riverside to Moreno Valley. Light rail that all the way up the 15. Essentially light rail
92555	Moreno Valley	I would like to see exclusive lanes for express commuter bus shuttles on the freeways with stops at major crossings with connection to other buses, parking lots, and/or electric bikes and electric scooters so users can get to their ultimate destination. Another idea would be some type of light rail or monorail along the freeway median similar to the BART in the Bay Area and instead of the dedicated lanes for express shuttle buses, but this could be a more expensive project.
92555	Moreno Valley	Fix the dam roads.

92555	Moreno Valley	Reset the traffic lights to allow traffic to move onto and off of the freeway and not bottle neck because the traffic lights are not in the same rythem as the surface streets. They are not set to allow traffic to flow efficiently. One only has to reset the traffic lights starting at one end of Moreno Valley and work all the way to the other end. North to South and East to West alternating every other street to allow traffic to flow smoothly and efficiently. In Menifee the traffic signs are so slow 30 miles on 4 lane streets to allow for golf carts. They should have golf cart lanes and up the speed limits to normal speeds. They also could reset their traffic lights coming off of the Freeway ie MaCall it is always congested there. In Perris the traffic lights need to be reset near the shopping centers to pace the vehicles to make the intersections safer for pedestrians and motorists. The traffic needs to move in shorter incriments people start texting at longer lights and get so involved that when the lights finally change they drive to fast to catch up to the car in front of them causing a dangerous situation. One can watch the traffic and see that the rythem of each of these citys can be changed for the better by changing the settings of the traffic lights.
92557	Moreno Valley	Please finish the Santa Ana River Trail between Riverside and Orange County. The SART is a longawaited feature for commuters and recreational riders all through the Inland Empire and Southern California. Thank you!
92557	Moreno Valley	This would be wonderful to have antelope and Coachella rail link pass . Please make it happen

92557	Moreno Valley	I have three solutions to easing the commute into and out of Moreno Valley. First, I am begging the cities of Moreno Valley, Riverside (Highgrove) and Grand Terrace to re-open Pigeon Pass and connect the two counties as they once were. The commute through Reche Canyon is always backed up in the afternoon and evening hours with traffic coming southbound out of Colton, Loma Linda, and San Bernardino, and and is equally slow crawling out of Moreno Valley in the mornings. It is also quite dangerous to the life and property of drivers and passengers when large animals (burros and coyotes) are frequently struck, resulting in additional cost to the county agencies responsible for services such as police, fire, paramedics, animal control, etc. Re-opening Pigeon Pass would clear thousands, of cars from Reche Canyon. The second suggestion deals with those drivers traveling San Timeteo Canyon into and out of Redlands. The road is heavily congested and the flow managed by stop signs, when traffic lights would be more efficient and alleviate long delays. It seems simple enough to equip the intersections which are already posted with signage, with traffic lights instead. Finally, re-opening the connector road at Watkins Dr. and Poarch Rd./Gernert Rd./Morton Rd. would allow drivers to bypass waiting to enter the freeway at Box Springs Rd/Fair Isle Dr. and instead enter from Watkins Dr./Central Ave. or continue their commute behind UCR. The road was closed to through traffic out of concern for the railroad but access is granted to emergency service vehicles, so the road could be re-opened fairly easily.
		(continued) Any or all of these suggestions could be taken up by the city, county, and state agencies at the benefit of the environment, the economy, and the public. These are my three ideas for easing traffic and speeding commute times for drivers.
92557	Moreno Valley	are there any plans for improving the 60 and the 215? Building more apartments which will make it worse.
92557	Moreno Valley	Roads going to the 60 are not in good condition. Potholes are quite large. When will these be fixed?
92557	Moreno Valley	What are the plans for new residential development? Is there a plan for the new construction? Is there a way to accommodate more traffic?
92557	Moreno Valley	RTA drivers should be more nicer with disable people. Patients on dialysis sometimes they have troubles after treatment and if they are not out the door within 5 minutes when they arrive they will leave them and they're so rude with them. They have to call back and they won't get another bus until 1 or 2 hours if they are lucky 🙏 ♀

92557	Moreno Valley	Demand the road funding that sacramento diverted. Bureaucrats want public transportation more than the public does.
N/A	Moreno Valley	Finish the Santa Ana river trail that we the voters approved money for in 2005
N/A	Moreno Valley	We pay for fast track and it stops in riverside I live in mo valley where help for us, the 215 and 60, 60 and 91 where all being Robbed
92567	Nuevo	Finish the 215 project, in particular the last phase, which is "north". This adds a carpool lane between Nuevo road and the 60 interchange. Traffic and congestion both ways are very bad during peak commute times.
92570	Perris	Fix the roads so there can be less traffic.
92570	Perris	I think it would be awesome if metro link would provide free days for families on weekends for families who otherwise would find it a financial hardship to visit new places.
92570	Perris	Less potholes
92570	Perris	Please finish the Santa Ana River Trail between Riverside and Orange County. It is a "long-awaited" feature for commuters and recreational riders all through the Inland Empire and Southern California for that matter. Thank you!
92570	Perris	Please finish the Santa Ana River Trail between Riverside and Orange County. It is a "long-awaited" feature for commuters and recreational riders all through the Inland Empire and Southern California for that matter. Thank you!
92570	Perris	I would like the Santa Ana River Trail to be completed from Riverside to Orange County
92570	Perris	Why is it so difficult for RCTC to maintain buses in rural areas that don't have sidewalks?
92570	Perris	Why are there issues on Cajalco road? Why have four lanes been built?
92570	Perris	Please DO NOT remove call boxes in areas that do not have cell phone service like Highway 74 in the Ortega Mountains. As it is, there are not enough of them. It's dangerous to have to walk along that highway at night to get help.
92570	Perris	Try riding on the system for a week or two to figure out what you don't like about it. Then expensive consultants with surveys wont be necessary.

92570	Perris	Lets all vote to finish the SART, connecting Riverside to the OC. There is never going to be enough lanes on the freeway but a lot of safe commuting and recreational riding can be enjoyed if the SART gets finished in our lifetime. Please vote to finish the SART (;
92571	Perris	Increase the speed limit so people won't be worried about getting pull over and there would be less accident because people made it to there destination faster on the freeway.
92571	Perris	Reduction in gas, street improvement and more accessible public transportation especially for students who don't qualify for school bussing.
92571	Perris	Extend Van Buren to Harley Knox. It might require moving the bases boundaries a bit but would help with the morning and evening congestion.
92571	Perris	With so many warehouses being built on the eastside of the 215 in Perris, the onramps to the 215 is a major mess in the mornings and afternoons. Currently, cars and trucks have to come up an incline, stop at the signal, then enter onto the ramp, to merge onto the 215 northbound. I suggest that at both Ramona Expy and Harley Knox, there should be a sweeping curved on ramp, to allow cars and trucks to enter at speed, instead of a dead stop.
92571	Perris	Open Evan's road up . Complete the street so the is less traffic passing right through the street that is by sky view elm, and football where the are lots of kids. In the morning going towards perris Blvd off Nuevo it is very congested , making it difficult for get kids to school safety and that way traffic can have a continuous street from Moreno Valley .besides Perris Blvd which is too much traffic all over the city . LASSELLE TURNS ONTO EVANS BUT EVANS JUST STOPS AT NUEVO ??? THE STREET LIGHTS ARE ALL THE FOR A ROAD BUT IT'S JUST DIRT. THR NEW ST JAMES CHURCH WILL HAVE ALOT OF TRAFFIC TRYING TO GET FROM WAY ACROSS TOWN NOW AND PEOPLE COULD AVOID PERRIS BLVD AND CUT THRU MAKING IT SAFE AND ACCESSIBLE FROM THE OTHER SIDE OF TOWN. Also People tend to cut thru Evan's to avoid perris Blvd. To get to the 215 entrance over the bridge. It's very difficult to enter and exit perris as we have only a very very margin roads. This should be big. Especially since commercial property has been avoided in the past of town due to accessibility from the fwy.

92571	Perris	Fix our roads, stop gas taxing us a dollar for every gallon, work on fixing homeless situation. Stop the water tax oppose new governor new projects stop dumping fresh water into ocean. End sanctuary cities go after child predators end human trafficking lower our registration cost stop registering illegals to vote. Clean our forest before summer arrives
92571	Perris	Metrolink service on the Perris Valley Line which rivals taking the freeway can be easily ruined the moment you run into shared rail with the freight operators. They once sat there in confusion for half an hour while we stood at a halt. This needs to be fixed, or rail in SoCal will be a hindrance to one's commute more than a help.
92572	Perris	What's the timetable for adding one additional lane in each direction on the I-215 from Nuevo Road to the 60-215 interchange? I am in the path of the Mid-County Parkway under alternative 9 and own imminent domain property. When can I expect to hear from the RCTC?
N/A	Perris	We need more traffic lights with cameras. Everyone at the booth was very helpful and got a lot of info.
N/A	Perris	Fix bus schedules to be more on time.
N/A	Perris	More stop signs near schools and crosswalks for safety.
N/A	Perris	bus only lanes. Add more busses and stops.
N/A	Perris	Focus on carpooling. Patrol intersections with more cameras
92585	Romoland	I think the video submitted my Temecula City sums up the problem. I find myself trying to avoid traveling South to shopping and errands and choosing to shop with online commerce instead. Im sure this creates a financial impact for us locally if others are doing the same.
92585	Romoland	I would like to see Bus Routes 61,74, and 40 run later during the summer please I live on the outskirts of Menifee/Sun City the buses stop running early on the weekends and I have to take the 28 home sometimes and that's tiring so I was wondering what can you guys do to have these bus routes run later during the summer???
92585	Romoland	Hello! I just saw your YouTube advertisement and I just wanted to say I agree wholeheartedly with this message. My idea is subsidizing metrolink and other metros in our area and making these services much more known in our community. Thank you! And good luck!!

92585	Romoland	Please create another northbound lane at the I-215 N interchange with SR 60 W. Everyday there is heavy congestion on the approach just north of Eucalyptus Ave as the 215 reduces from three northbound lanes to two lanes at the tie-in with the flow from the westbound 60. There is plenty of room on the inside lane area to create another lane that would merge at the gore area transition. I do not have photos but a Google map search will show the area and impedance that I refer to. Thank you and I look forward to future adjustments to this problem area that has long been a commuter bottleneck.
92596	Winchester	Would like to see improvements on the I-15 through Temecula. Traffic at almost all times of the day and week has been progressively getting worse.
92596	Winchester	We (the residents of sw riverside county) desperately need traffic relief on the freeways through our region. The 15/215 junction has become horrible over the past decade, and the projects are not keeping up with population and traffic growth. Not only do we immediately need projects such as the French Valley Parkway, but a longterm plan needs to be put into place to address the needs of the future. Expanded freeways are necessary and helpful but alternative routes or modes of transportation (e.g. a rail system) are also needed.
92596	Winchester	Widen/add HOV lanes to the I-15 North and South from Escondido to the I-215. I commute 70 miles one way south into San Diego and it's not unheard of to spend 6 hours a day in my car; most of that in the same 20-25 mile stretch of road. Traffic has gotten so bad through Temecula that I leave for work 4 hours earlier than I have to be there just in case of 1 accident.
92596	Winchester	I-15 San Diego - Murrieta pleaseeee fix
92596	Winchester	There should be a connection from the 215N to the 15N which would actually make it the 215w just like the 215s has a connector to the 15s There should also be a light rail connection in Temecula or Murrieta to Perris so that people could commute that way instead of having to drive to Perris where many don't want to leave their car Adding additional fast track lanes from Corona through Temecula
92596	Winchester	Why don't we have bus that take people to airport from all mall areas. This will eliminate traffic on all freeway. Bus from Temecula mall only go to escondido, it should be all the way to down to San Diego.

92596	Winchester	Currently, the 15 Fwy Southbound in the Mornings, and Northbound in the Evenings around Temecula are jammed packed. My commute everyday is reaching toward 6 hours (combined) in to and out of Downtown SD. I would love to see some form of Express Lanes (Toll/HOV) to help alleviate this traffic around Temecula. Additionally, the "Golden Triangle" around Murrieta Hot Springs (between the 15 and 215, near the split) would be a fantastic place for a Park and Ride. The vacant lot there has been untouched for decades while the owner keeps switching hands. Long term, I feel having a lightrail train going from the aforementioned "Golden Triangle" to Downtown SD would eventually move hundreds more from the freeway to public transit.
92596	Winchester	We need to create truck lanes on all major highways. With the amount of logistical companies growing, truck traffic will continue to grow. These trucks contribute to traffic slow downs and road wear.
92596	Winchester	I commute to downtown San Diego. I tried the monthly bus pass to take the RTA 217 from Temecula to Escondido where I then take the San Diego MTS 280 to downtown San Diego. I was unable to endure the painful RTA experience and now drive 1 hr 10 min to Escondido instead of taking RTA 217. And it costs me nothing because my company reimburses me, but I still will avoid the RTA. Why? 1. Uncomfortable, rattle-trap buses that are loud, too hot or too cold, and overcrowded. 2. Schedule issues. Only make my connecting bus in Escondido 60% of the time. 3. Drivers are inconsistent, there's high turnover, and I got tired of training drivers about where stops are and route. Really? 4. Some buses are so hot inside I get a migraine before getting back to Temecula. One day, Commuter Link should have comfortable and reliable coaches like San Diego Commuter Express. Then maybe, I'd be willing to ride again, which revenues you should want to increase to support other transit projects. There were many of us in vanpools because Commuter Link took longer and was less comfortable. Now I just drive myself. It's such a shame I can't ride with RTA. Please fix!
N/A	N/A	We dont need original ideas or some creative solutions call these guys https://trimet.org and do what ever their doing. Its nothing special. Its just ublic transportation.
N/A	N/A	? My wife would take the train to her 60k a year job of the train ran on her schedule is not a hand out it's helping improve mass transit like every other major city in the country has. The metro link needs earlier start times.
N/A	N/A	Yes hire people that will their job the right way and not be asking so many questions just to get you qualified for what ever reason you are applying to get some help to survive Period!!!!????

N/A	N/A	How about a minibus that circles Nuevo(Lakeview and Nuevo Rd) , drops off/picks up at Stater Bros. Plaza (or Walmart and Stater Bros. Plaza). We need a metrolink station where Nuevo Rd. meets the freeway with shuttle vans to UCR and RCC. Jeff Hewitt- will you advocate for us? Can you come out to underserved communities like Nuevo?
N/A	N/A	I think the Metrolink should be utilized more! More routes and more times. It is such a shame that it is not made more user friendly. Also special routes for events in different areas!
N/A	N/A	Bus drivers need to help the disabled. My son was in a special stroller as a baby and the driver gave me so much crap about taking him out of it and folding up the chair/stroller. I had to tell him multiple times I couldn't. He was so pissed to get up and use the lift. I couldn't believe the drivers behavior. It's hard being a new mom to a child with disabilities but to have someone treat you the way this driver did was very upsetting. I was young and Naive back then so I didn't say anything but I should have gotten his information and reported him. There is a disability act for a reason and the RTA was completely in the wrong. There should be more buses available and pot holes fixed in a timely manner.
N/A	N/A	We need rail, but common sense rail. PERRIS line needs to connect with SB line, which runs every hour to LA. If you build, they will come!! More freeways/lanes? Has 91 problem been solved?
N/A	N/A	An extra lane 215 n interchange at 91 would be nice. Maybe a carpool ramp 60e to 215s would help with the evening rush. A sign on 215 south near university ave that says slower traffic keep right and another one that says trucks right 2 lanes only. To many truck in the left lanes going up hill slowing traffic down. Don't make me do it.
N/A	N/A	Need more fast track routes that are all day
N/A	N/A	How about actually using our transportation tax dollars for our roads? We pay billions every year and dont see any results. Do something CHUCK!
N/A	N/A	We've seen that building bigger freeways doesn't really solve the issue. We really could use more reliable mass transit though. Riverside County is a commuter hub. Folks travel to/from LA, San Diego, and who knows where else. There really is no infrastructure in place to support the growth in population. A train system that connects these two Riverside County, LA County, and San Diego County would do a lot to alleviate the congestion. A program could also be put in place to incentivize the use of mass transit, but currently those systems don't exist. Until they do we will continue to be miserable sitting in traffic.

N/A	N/A	Stop bringing in huge warehouses lor logistics. Its about time to widen the 215 fwy.
N/A	N/A	Expand i15 in temecula there is enough room for an extra 2 lanes each way in the middle
N/A	N/A	I don't understand you build a community build all these homes restaurant s grocery store etc. And 2 to 3 lane roads to the freeway wonder why . Build the streets bigger next time you would think we would figured this out by now
N/A	N/A	Traffic. Gridlock. Lights that change quicker based on traffic (ironwood and day and pigeon pass) and the 60 frwy onamp at ironwood. Truck lanes enforced on 60 freeway.
N/A	N/A	Fix the infrastructure before building houses and warehouses. Widen the freeways, especially at the 215/60 merge.
N/A	N/A	What if there was some sort of incentive for commuters to take the train/bus to work? I feel like if we can get more people using those it would clear the freeways a bit. I know some people have to take multiple buses to get to their destination which deters them from chosing that option. Perhaps a service that takes people from train stops to their job and vise versa would make that option more attractive. I've never taken the train out here so I don't know where it stops, but we need to get people on it, and off the freeways.
N/A	N/A	Put cameras in all lights on Nuevo Road, so many accidents

ZIP	City	Comments - Northwest
92879	Corona	I feel like the bus transportation is out of date, maybe you should open new bus center drop offs at popular areas like in the Tyler mall. That way more people use the bus and money from the bus goes towards the city's. It would also cause less traffic since less cars are being used.
92879	Corona	I would like more regional rail, the Metrolink needs to be electrified and put on regular 30-minute intervals from 6 am to 8 pm throughout the week. There need to be additional interurban rails that connect city centers to each other. This system should be fed by an extensive bus and streetcar/light rail system with its time's coordinated, and it should have signal priority in intersections. Of course, what I say is expensive and unrealistic, but it is the direction you should go if you want to start cutting commutes, increasing Riverside County density, and give the country a vibrant commercial and residential districts. You cannot have a large destination city with horrible mass

92879	Corona	Please finish the Santa Ana River Trail between Riverside and Orange County. The SART is a long awaited feature for commuters and recreational riders all through the Inland Empire and Southern California. Thank you!
92879	Corona	Go to U-Tube and search PATSi Transportation, and PATSi 2010. It is a private transit system that will transport travelers and commuters to any other station in the system. It will always travel at freeway speeds and will stop only one time before the passenger reaches their destination and does this for 0.30 cents per mile. For the average commute in the IE of 20 miles that is a daily cost of \$12 or monthly of \$126 per month. It does this by load management. We need to stop building freeways and build a usable public transit system. I have written a book on the system and I gave one to the Corona Mayor, and Mr. Bailey, the Riverside Mayor. In the book I suggested the trolley running down Magnolia. I am not sure where that stands but it was a to be a feeder system to feed passengers to the stations. I am in contact with the Trump administration currently to present the system to the federal transportation department. I hope you have some luck in your pursuit of traffic easing. Carpooling has never been above 14%. It is a hassle to carpool. Good Luck!
92879	Corona	Can we encourage businesses to use slanted parking spots. The slanted parking slots are easier to get into and out of. With angled parking spots you don't have to swing into them. They are also less likely to have two cars back into each other. This probably won't improve traffic but it does make parking faster and safer. Angling the spots is just a matter of painting them that way so it's mostly just a cost of labor and paint.
92879	Corona	I don't like the idea of toll lanes and spending hundreds of millions of dollars on any kind of toll lane construction sounds like a mistake to me. I'm strongly against the 15/91 Express lane connector. I think it should be cancelled.
92879	Corona	FIX the GREEN RIVER mess. It has been too long. RCTC created this & RCTC has to solve it. Corona - a vibrant community at Orange County's edge is has stopped, delayed, & harmed residents by not making this a #1 priority.
92879	Corona	From Ontario Ave to Temescal Cyn on the I-15 is currently 3 lanes, from Temescal Cyn to Railroad Canyon there are 4 lanes of which we only use 3. It has been that way since the freeway was built, now we are adding express lanes. Why are we not adding the general lane first for the common folks instead of making people pay for express lanes on a daily basis?

92879	Corona	Rumor has it that RCTC is going to try again for a sales tax increase and that the reason for this post is to gather data to help push for said sales tax increase. "Connect you to jobs here in the county" I dont know if RCTC has caught on yet. Most of the jobs are out of the county. At this point we need to figure out how to get people to the other counties. You broke the 91 freeway with your awful toll roads. You spend millions of dollars so 10 people can take the train. This organization is dysfunctional...
92879	Corona	It would really help if we could eliminate RCTC. Think of all the tax money the citizens would get back....
92879	Corona	That one time when Anne Mayer the chick in this video lied to congress saying the 91 Toll Roads were a great success...
92879	Corona	Ride a bike or metro link
92880	Corona	The express lanes/toll lanes have made the commute no better on the 91 frwy. ly instead of improving the commute for all has made it better for some who can pay. In essence has take taken public money and improved conditiins for those who can afford to pay for better conditions. Dedicated truck and motorcycle lanes eould improve the commute for all more. Motor cycle accidents are nearly a daily occurance on the frwys. On bad traffic days as one is on the on ramp entering the frwy a kjne of big rigs signals that traffic will be slow the whole morning drive. Whoever designed the reccent 91/15/71 section simply moved traffic from the street onto the frwy to the on ramps and frwy. It is no better than before.
92880	Corona	Fix potholes
92880	Corona	I have been frustrated with driving down Hammer bec the lights are not timed as they used to be. Once you start from a red light and go a short distance, the next lift turns red quickly and so on all the way down. It's even worse along the side streets when residents want to turn left out of their developments. They turn left when the light allows them which is fine, but then the light stays green for them for a long time even though there's no one else that needs to turn left. The opposing traffic is just waiting and waiting to go straight but can't bec the lights are not timed to turn red if there's no other traffic that needs to turn left. Very frustating! Please correct this situation to allow the traffic to move more smoothly. Thanks for listening.

92880	Corona	Bring high end technical jobs like medical, biomedical, pharma, software, aerospace jobs to Riverside County. Attract Irvine and Los Angeles employers to Riverside. The most economic and sustainable way to solve the traffic and commute issue is to bring high end jobs to the Corona, Riverside and Temecula cities that are most populated areas of the county. It would also be nice to attract private educational institutions and expand UCR. The primary reasons people commute are better job and educational opportunities in Orange and Los Angeles Counties. Address the cause not he symptoms. Please no bandage and no increasing tax solutions. Invest in better shuttle system, and vanpool incentives which is more economic and more flexible than trains or building freeways.
92880	Corona	Add additional Eastbound lanes on the 91 from the 241 to the 71 (Green River Rd. at a minimum) Add additional Westbound lane(s) on the 91 from the 71 to the 241 (Green River Rd. at a minimum) (Traffic on the 91 will not improve dramatically until the carrying capacity through the Santa Ana Canyon is addressed.) - This is the #1 problem! (Additional lanes are needed! options: double-deck through the canyon, bridge over the river, tunnel into the side of the mountain.) Improve the transition from the Eastbound 91 to the Northbound 71. (The current design dramatically slows traffic due to the almost 360 degree loop and backs up traffic on the 91.) Additional transition lane(s) from the Eastbound 91 to both the North & Southbound 15.
92880	Corona	I AM TRYING TO SEE IF WE CAN GET NORTH WARD BUS SERVICE FROM EASTVALE: FOR SON AUTISM
92880	Corona	I would love for the 241/91 interchange issues to be solved. Every single day, traffic comes to a screeching halt there as everyone from the right two lanes has to merge over. There is too much congestion to lose two lanes that quickly.
92880	Corona	Smart lights in Corona. He commute to LA Harbor. Are there plans for smart streets like there are in LA? Timing of lights near freeway seem poor. Is there a way to address traffic through s
92880	Corona	I am currently a college student at CBU. I commute from Eastvale to Riverside everyday and there has been many times where the Vanburen Clay Street intersection has been blocked off . It'd be great to be given a detour route to make the navigation faster . Thank you .

92880	Corona	Invest in intercounty shuttles, provide strong incentives for vanpooling, increase parking areas for vanpool. Intercounty shuttles on freeways from Riverside county to Orange County/San Bernadino County with good frequency and multiple routes. Expand riverside county shuttle routes to newly developed areas within county. Bring high paying technical and healthcare jobs to the county.
92880	Corona	In order of interest: 1) 71/91 Interchange 2) 71 Widening 3) State Route 91 Corridor
92880	Corona	I've been commuting on the 91 freeway out of Corona into Orange County for more than 10 years. I won't go into all of the challenges that exist in this region as you are obviously aware. How about implementing a property tax on new home builds to support the new infrastructure required (highways, water, power, etc.)? It seems that every piece of flat land in Riverside county is being developed without any thought to the impact to our freeways and other infrastructure. I'll leave the freeway fixes up to the traffic experts but I think it really comes down to limiting the number of vehicles on the road. How about implementing incentives for Vanpools and travel by Metrolink? What is being done with the revenue generated from the Toll Lanes? If it's not already, shouldn't 100% of profits be spent back into further improving the freeway system? Thank you for your time.

92880	Corona	I think it's great that there are efforts made to make our commute shorter or more efficient. However, the reality is there will be more people moving to riverside county as home builders have continued to build in this county. It's the only county left with affordable housing. So once these efforts are implemented, the traffic will likely have doubled and the impact will be small. Riverside county does have a lot of land. If used properly, we could develop more commercial property that would encourage businesses to come to this county for work. The residents of this county won't have to commute to other counties and will naturally reduce the commute time for all. I have lived in Orange County as well as Los Angeles county, and quite honestly, traffic in those county is never as bad because jobs and infrastructure are already established. The driving distances are shorter as well. Residents in riverside county are forced to drive to LA or Orange County to work because that's where most of the jobs are located. All the entertainment venues are also in those counties. Imagine if we allocate our resources to developing well planned commercial and residential spaces, not only will we stay in this county for work and pleasure, but others will visit to drive the economy of this county. While I understand this is about using the limited budget to overcome traffic issues, but sometimes we need to implement solutions that are more long term, than a short term fix, to resolve issues as complex as our traffic.

92880	Corona	When designing the 91/15 expansion and toll roads, I fail to understand why the eastbound 91 committed through lanes go from 5 to 3 between Main Street and McKinley. IF at least 4 committed lanes, i.e. lanes that remain whole without merging or exiting of additional traffic, had been allotted for, the bottleneck that daily beings at Main Street, and often at Lincoln Street, could have been lessened. This is similar to OC where eastbound lanes after Weir Canyon are reduced and traffic flow does not begin to pick up until the added lane from the merging of the 241. I hear many residents from the northern 15 area are very disappointed that a ramp into the toll road was not built. I hope one is being planned for in both directions. I heard that the state was surprised by the amount of revenue that has already been made on this new expansion of the toll lanes. I hope this money is used to rectify lack of any fore site, for budget concerns, or for design flaws. The design at Surf as Club and 6th Street great in that 5 committed through traffic lanes remain intact and additional lanes for exiting and merging on to the freeway were provided. The design to keep access to Grand Blvd from the Lincoln exit was very well done. For future freeway projects, if traffic flow studies support this idea, consider putting in a ramp from the toll roads to the 71 (in both directions)--similar to what OC has at the 55 and 405. Last, the Green River/Foot Hill extension has been helping. If the congestion at the 71 and 91 can be cleared for the morning commute, then back up on Green River could be lessened or eliminated.
		(continued) Also, stop building new homes until the roads can handle the increased amount of commuters! Thank you. P.S. I hope the idea of adding a direct ramp from the 241 to the 91 Express Lanes was canned, as the 91 Express Lanes from the 55 to Green River Road are already congested and a frustrating commute.
92880	Corona	Prioritize Green River!!!!
92880	Corona	Ban all big rigs from w/b 91 frwy during peak hours, they occupy 2 of the four regular lanes.

92881	Corona	I live in Corona and commute to Irvine via Metro link because of bad traffic. At this point what I miss is commute to Corona North Main Station. I see Route 215 and 216 which will pass my community but its doesn't have a stop. I request to have a stop at Foot Hill Pkwy and Villa Pampolana Ct (New Star Bucks is starting there and Terrassa Community is the land mark.) There is BUS stop available at this point and its a recent one. Here are the more ways. 1. More High paying jobs need to be brought to Riverside Area. (It can be Corona, East Vale, etc..) 2. More frequency of Metro link trains and along with bus connectivity. So that we don't need to park the car in Metro station. I have seen the connectivity in Irvine. 3. Mid term solution, Encourage using Mass transportation like Metro link and Introduce Buses to Major work places. 4. I have seen many cities use METRO Trains Via the Road Connectivity.
92881	Corona	We need a corridor from the 15 fwy to the 241, widen Calajco also, Another tax? Is like paying to drive on the fwy. Just to many people trying to get to the OC.
92881	Corona	I'd suggest that Everytime an Express lane is built, whoever is finding has to find for a regular commute lane for non toll payers. This will keep a competitive edge for the investor without making easy toll money. Also you should give priority to clear bottle necks, not letting toll investors take advantage of them. I see it happen now.
92881	Corona	I would like to see uninterrupted bike trails, without homeless people camping on them, from San Bernardino all the way to the beach. It would also be nice to have some bike trails going towards Temecula. Along the trails have some bathroom and areas to park your car to start your ride. I would also like to see better use of freeway space. Stop building toll lanes. Make extra lanes where everyone or even carpool can use them that dont cost money. Fix the 15/91 interchanges so they dont bottle neck. Put more signs up telling drivers the lanes is going to end atleast a mile back so they do not have to merge at the last minute like on the Ontario South exit.
92881	Corona	Stop Toll Lanes. There.

92882	Corona	I have been a corona resident for 26 years and have worked road construction for 5 years. The traffic around the inland empire is absolutely horrendous at all times and is a complicated multi issue problem with no one size fits all solution. If you guys are actually interested in fixing this issue and you aren't just all talk then you need to consider in my opinion these serious issues. 1. No real transportation planning for new housing developments. For too long riverside county has let housing developers do whatever they please and let them plop thousands of homes in any location without forcing the developers to pay for new infrastructure supporting such communities or helping the city come up with new transportation solutions. If big real estate companies want to build them make them pay for better transportation planning. A perfect example of this is the Eastvale community. Yes the roads in the community are pretty but the roads leading into this community are still two lane farm roads. 2. Toll roads are an absolute joke and scam. I know the powers at be will never feel this or hear this but the toll roads are a disgrace to everything California stands for. 3. I'm not anti tax if the money is being used properly but it is clear that California has every incentive to keep people driving cars and to avoid public transportation. With some of the highest registration taxes and gas taxes in the country is anyone surprised that California invests very little money into public transportation?
		(continued) Compare us to most modern countries or even other large city's our public transportation is a joke or in most areas non existent. The way I see California has no real incentive to get people out of cars and into public housing transportation because it generates too much revenue for the state. If I'm wrong Then please correct me

92882	Corona	Hello: I live in Corona (Sierra Del Oro area) and commute to Anaheim and Monrovia for work. Also, I attend school in Costa Mesa. I try to ride my bike to work and school as often as possible OR take the Metrolink and cycle the remaining distance to my destination. I am an experienced cyclist and live two miles from the Santa Ana River Trail head. I pedal around 50-70 miles a week, but those two miles to the trail head are ALWAYS treacherous for two reasons. The bike lanes are too skinny/not protected AND the bike lane ends where cyclist are MOST vulnerable, while crossing a VERY busy bridge on Green River Rd. and navigating around quick moving cars that are exiting the 91--not to mention the deep pot holes and water grate in the bike lane! Have you tried cycling in the area? I would be happy to guide anyone who wants a tour. I have taken bicycle safety classes through the League of American Bicyclists. NO bike lane should end in the middle of a road without a connection and they do all over this city! I would like to see more buffered and/or protected bike lanes in the area! It would help if Metrolink offered more trains too! I know that they have added a later train, but more options in the morning and in the evening would be helpful, and on the weekends too. I would love to see a trolley go through the city center. How amazing would it be, if you could travel from one end of Corona to the other and possibly connect to Metrolink on an open air type of electric trolley, with bike lanes at each stop! It would be helpful to educate people within the community about alternative methods of transportation.
		(continued) An event like CicLAvia might help get people out of their cars, but we need the infrastructure! I am passionate about this topic and have cycled in Paris, London, New York and Portland, so I have ideas about incorporating different types of bicycling infrastructure in our community. If anyone has questions about my comment, feel free to email or call my cell. Thanks for reading!
92882	Corona	One, no eighteen wheelers on the 91 during rush hours - 6:00 - 9:00 in the AM and 4:00 - 7:00 in the PM. Two, Only emergency road work on Fridays. I see no reason to tie up traffic on Friday, one of the busiest days of the week, to work on the shoulders or cut bush along the sides of the freeway.
92882	Corona	Create an exit for corona from the 241 and a side road from gypson canyon to green river or foothill. Will the alleviate the corona the commuters from the 91 and leave just the riverside / 15 commuters.

92882	Corona	Signals controlled by Caltrans should be interconnected with those controlled by localities. Far too much congestion, often for blocks, is caused by a total lack of coordination between the two systems, even when traffic flows are relatively light on both freeway and local streets. Nowhere is this more apparent than at the Cajalco/15 interchange. Yes, I know this is a construction zone and the signals are temporary and probably on timers, but when there is no construction and very few cars, traffic is horrible. There is simply no excuse for this.
92882	Corona	Better train service in weekend and Security at the train station at Rancho Cucamonga.
92882	Corona	Have the Metrolink run times offered earlier on the Oceanside to San Bernardino line so that I may use it to commute that way. Maybe offer a discount to Regular metrolink users?
92882	Corona	Need an option to go west on the 91 besides the the freeway between Green River and Gypsum Canyon! Everything funnels at Green River as it is the last chance to go west on the 91. 3000 cars an hour on the GR ramp! I catch a carpool in Yorba Linda and there is ZERO wait at the Gypsum on ramp, ZERO! I have filmed it many times. 3000 cars an hour and then next on ramp has NO WAIT?? Once an accident happens between GR and GC, all of the IE and Lake Elsinore, Temecula etc are affected badly. And housing is being build like there is no tomorrow.
92882	Corona	Attached is waze telling me to backtrack from my home off Greenriver to Serfas Club...and it will take me 1 hour and 24 min to drive to Kaiser off Weir Canyon..6.2 miles from my home...where I have lived since 1995...not only did RCTC screw us by INTENTIONALLY NOT ADDING THE AUXILIARY LANE FROM GREENRIVER TO THE 241....but it is time to build a road and attach the counties....Move the bike path if you have to but DO IT!!
92882	Corona	One idea is to give businesses an incentive to let employees work from home that can! Big one. I recently was aloud to work from home, it saved me 1.5 hours commute just 11 miles from Green River to Yorba Linda on the 91!! Also 4 day work weeks, flexible schedules...

92882	Corona	I know how to fix all your traffic problems, and there are 5 of them. 1.) Separate the cars getting off and on the 91 freeway versus just passing through the 91 (between OC line and 15 freeway). Ideally, this would be done with a double-decker freeway with the top level not having any exits in this stretch. If that's too expensive, you can follow what Los Angeles does is have a separate 2-3 lanes parallel to the freeway solely for people getting on/off the 91 versus people passing through. This eliminates slowdown during this stretch and removes the need for meters. Everyone getting on/off the 91 between the OC line and the 15 freeway would be using these lanes only and not interfere with traffic on the main freeway. It would be designed in a way that people from the main freeway can't use it to bypass the main freeway. The 10-E freeway in Los Angeles near the Normandie and Vermont exits do this. 2.) Certain local streets in Corona (such as Foothill / Green River, Main St., Sixth St) need to Do Not Turn Left or Do Not Turn Right signs at certain times of the day to eliminate commuters cutting through and disrupting local traffic. 3.) A big source of traffic is parents picking up kids to/from school. This can be eliminated by a better school bus system or at least a shuttle system where parents can drop their kids off at designated sites, like empty shopping centers, in the morning, so kids can be shuttled to/from school.
		(continued) To encourage kids to walk more, the city also needs to clarify that the curfew law is a legal defense to allow children to walk alone before 10pm, and that is not child endangerment, so that B.S. police officers and crooked judges cannot twist the law to say that children walking alone is child endangerment. Search for article on Mike Tang in Corona CA to prove this is really what police are doing--arresting parents for letting their children walk outside. 4.) A better Metrolink schedule will get more people to try it. Right now, there are not enough trains at certain times of the day, and they are often late because they give priority to freight trains. Give priority to Metrolink in the daytime and let the freight trains run throughout the late evening. Or build more tracks to separate the two systems. 5.) The 91-15 interchange is poorly constructed. A disproportionate amount of people are heading west in the morning and east/south in the evening. 1-2 lanes for the interchange is not enough to handle the flow when more than half the people are taking these ramps. If half the people are merging from 15N to 91W for example, then half as many lanes need to be used for the interchange to eliminate the bottleneck.

92882	Corona	Hello: I attended the Telephone Town Hall meeting tonight, but did not get a chance to ask my questions and give my input. Are there plans to increase the frequency of Metrolink trains during both weekends and weekdays? There are ONLY two morning options/times that leave the Corona-West station on Sat./Sun., which makes it impractical to use. ALSO, I bike commute from Corona to Anaheim a few times a month. What plans, if any, are being made to improve cycling infrastructure within the community. Thank you
92882	Corona	I would like to see a dedicated track for passenger rail that connects Riverside County with all of its neighboring counties. The current system of using BNSF railroads with Metrolink just does not work. Trains are frequently late and train schedules are absolutely awful making. Having a dedicated track will solve both issues as the most frequent cause of delays is "train congestion" from freight trains and the ability to run more regular trains will make riding easier as missing one train won't mean being stranded for an hour. Please consider the future and consider building the appropriate infrastructure for it. Expanding roads is fine, however I think the RCTC's main objective should be to find a way to get people out of their cars by creating a reliable, frequent transit system for commuters and fun goers alike.
92882	Corona	I would not be adding toll lanes! Many of the people using these lanes are being repaid by their employers. Not all of us have that benefit. Plus it is very upsetting to see that the carpool lanes we paid for with sales tax (yes I remember) are being taken away and used for these obnoxious toll lanes. If the money we spend on gas taxes actually went to road projects and repairs, there would be plenty of money to repair and/or widen the FREEways!
92882	Corona	Move
92882	Corona	We live in Corona and ever since the addition of the toll lanes on the 91 fwy through Corona, we can no longer access HOV lanes until we drive to either Riverside or Yorba Linda. If we take Green River Road through Corona, we can access the West bound Fastrack lanes on the 91; however if we are Eastbound on the 91, there is no access until we reach the western edge of Riverside. This situation has lengthened my average drive into Riverside to 45 min (used to be 25-35 min).
92882	Corona	What about putting all of the containers that leave Long beach harbor by road, heading E on the 10, and N on the 15 on trains as far as the state border. And have distribution centers there. We'd eliminate all of the trucks on the 10 and 15 for 200 miles. And we'd have safer travel with less congestion and less pollution.

92882	Corona	When will you start construction on the 91 freeway Option 4 Green River Aux Lane? Thanks
92882	Corona	I cannot believe Green River is not on the top of this list. We wait 45 minutes to go two miles. Such a failure.
92882	Corona	Green River is a mess! I live off Dominguez Ranch and can't even get to the signal! Cars are lined up through that shopping center. What should be a minute drive to get on the freeway, it is now 25 minutes or more. Taking the Metrolink is just as bad as I can't even go right on Green River because of the cars blocking! Please fix the mess.
92882	Corona	I really wish the Route 200 bus had a stop closer to Corona before the express lanes start. A lot of Disneyland employees live in Corona and being able to take the 200 bus from nearer Corona without having to drive backward to La Sierra would be so helpful!!
92882	Corona	Resolve the Failure of the 91 Project in Western Corona. Complete failure!
92882	Corona	Fire Anne Mayer. She lied to Congress. The toll roads are a success for MOST people. It's only a success for revenue for RCTC and they are not using the money for the citizens' benefit. The cuts she made including the aux lane from Green River and the 6th Street onramp would have relieved traffic on our roads in the city and access the toll road. Corona citizens can't even access the toll road. The cost is exorbitant so with cost and access being prohibitive, Green River And Serfas Club Drive have become horrific nightmares.
92882	Corona	How can you be serious, by not including the "Option 4" Aux lane between Green River and SR 241 in your list of future projects? Make this a priority. RCTC is losing credibility by the day in Corona and we won't stand for it much longer. You need to continue partnering with Orange County... we need REAL solutions. An alternative corridor to Orange County, REAL light rail to Orange County, extending Green River road into Orange County, expanded Metrolink Service... STOP TOLLING us at every opportunity and get to work! the 91 Express Lanes and 15 Express Lanes are horrible projects. You need to think outside of the box and get to work.
92882	Corona	Another west bound lane on the 91 in to Orange County to correct the mess you made. We also need another artery in to Orange County. Preferably from the 15 freeway in Lake Elsinore area

92882	Corona	FIX GREEN RIVER! 
92882	Corona	Teach people how to take a turn on the highway without slamming on their brakes
92883	Corona	Add 2 more lanes on both sides between the border check on 15 to the 215. The median is wide enough already.
92883	Corona	1. First, stop building more houses. 2. An east - west freeway needs to be built somewhere between the 91 freeway and Ortega Highway. I believe there were plans to build one, then someone thought it would be a good idea to build more houses instead (near Eagle Glen, Stater Bros shopping center) 3. Stop building more houses. 4. Perhaps some light rail projects to relieve congestion on the 91 and 15 freeways. 5. Stop building more houses. 6. Widen Temescal Road from Campbell Ranch Road all the way to the already begun widening of Temescal near the 15 freeway. 7. Stop building more houses.
92883	Corona	New day programs for special needs 21 years old and over . Make sure they are clean and have what our kids need .Specialy in Corona Ca. The one they have First Step are very discriminatory to some kids with special needs . Thank you .
92883	Corona	are there any plans to do anything about the el Cerrito exits on the 15?
92883	Corona	Lives in South Corona and there is a lot of 15 freeway construction. How long will construction last? Will you extend diamond lanes.
92883	Corona	Bacerra lied about Yes on 6 and now you have our money. When are lanes going to be added to the 15? I don't mean toll lanes that we have to pay for again. The 15 should be 4 lanes each direction from Ontario to Temecula that everyone can benefit from. Repaving on and off ramps and restriping the 15 is not good enough. That's not progress or traffic improvement. You have plenty of money now. You've always had the money. The public has been duped. Until you add lanes we will have to endure the crushing gridlock of the parking lot formerly known as the freeway. It's unhealthy for the air, not good for our vehicles and not good for us. ADD LANES. There is no other solution.

92883	Corona	Traffic will never be reduced unless a substantial amount of vehicles are removed from our roads. The "Odd Even" plans during Summer 84 Olympics and Gas Crisis in the late 70's worked. Create a tax refund or, registration discount if drivers can prove they reduced their use of vehicles. Insurance companies use photos of vehicle speedometers to record yearly mileage driven .
92883	Corona	The 91 fastrak entrances from both directions are terrible during rush hour. If we wait in line it's an extra 20-30 min and if you cut to the front it's dangerous and unfair to other drivers. I'm not a traffic engineer but this needs to be addressed.
92883	Corona	I would mandate mandatory busing. My commute from HCR to Riverside is 22 miles and sometimes takes over an hour. The worst part is from Indian Truck Trail to Cajalco. Parents drive their kids to Corona-Norco schools. Many cars have one parent and one child. In the summertime when school is out, my commute decreases by 15-20 minutes. Someone has to have seen this trend besides me.
92883	Corona	Oh how I could write an essay on this topic, but to keep it short: First and foremost - the green river aux lane, needs to be given top priority. This is the bottleneck that is killing everyone's commute from the IE to OC. Second - rctc needs to be partnering with city of corona and committing funds to the McKinley grade separation. Third - Metrolink IEOC line offers the fewest options for commuters, and improvements here need to be prioritized. I'm aware it has been stated studies show the demand and ridership is less but that is simply inaccurate. Regular counts are not taken, I know I ride daily. I do all I can to avoid driving and yet I'm often left with no other choice due to limited service.
92883	Corona	15fwy south improvements and Option 4.
92883	Corona	Extend Toll Lanes past Lake Elsinore.
92883	Corona	This is not New York. These trains can not deliver you to your job site. Taking additional buses and hoofing the remaining distance would take several hours. I'd rather sit on the 91 and have my car during my lunch break so I can take my nap or run errands. Either way, I need a place to recline during my breaks after the commute.
92883	Corona	Understand that all of the effort put into "improving" the 91 through Corona actually broke the freeway and made traffic worse. Whatever engineer came up with the assinine idea of squeezing 5 lanes to 3 on the 15S just past the 91/15 interchange needs to be fired, then shamed, and then blacklisted in the community.

92951	Corona	it always more money to fix the problems you got money to fix last time. Don't build homes where the roads can't take the traffic. where is our gas tax money, gone. i guess to let in more homeless.
92880	Eastvale	Eastvale traffic is terrible! There's tons of new development and it's only going to get worse. There has been a plan in place to add an interchange at Interstate 15 and Schleisman for decades, but now the city is removing it from their general plan. This is a commuter based city. Our city is making it so difficult to live here!!
92880	Eastvale	Hi As a resident of Eastvale working in LA county, we need fast, easy and accessible transportation to keep up with our jobs. Let face it, increasing number of lanes on 91 is not a long term solution. Leaders thing ahead of times please. Faster better trains or metro is a great solution and investment with greater long term benefits. We have no commuter buses going straight to Fullerton or LA or LAX from Corona or riverside. We only have from riverside to orange direct commuter buses. We have only three trains in morning to LA and nothing during day. Please increase frequency of metrolink trains, talk with BSNL for that. Trains and commuter buses will be environment friendly as well. We need over the ground subway system connecting riverside to orange and LA counties. We call ourselves first world but with third world facilities of transportation. This should be unacceptable. Leaders don't think short only, they think ahead . Please leave some legacy that future generations may be thankful about.
92880	Eastvale	I sent request to Eastvale city regarding bus stop right in the backyard on Hamner Ave(58th st.&Hamner) causing us lots of disturbance. We will appreciate if you could kindly move that bus stop. Thanks.
91752	Jurupa Valley	Finish the bike trail from San Bernardino to Anaheim.
92860	Norco	I LIVE ON THE EAST SIDE OF THE FREEWAY IN NORCO BETWEEN 2ND AND 6TH. I WAS TOLD WHEN I MOVED HERE IN 95 THAT A SOUND WALL WOULD BE PUT UP. IT NEVER WAS, THEN IN 2005 WE WERE ADVISED THAT A SOUND WALL WOULD BE PUT UP WHEN A LANE WOULD BE ADDED ONTO THE FREEWAY. THEN DURING A TOWN MEETING WE WERE ADVISED THAT A SOUND WALL WOULD NOT BE PUT UP AFTER ALL SINCE THERE IS NOT ENOUGH HOMES AFFECTED BY THIS ISSUE. THERE IS A LOT OF US HERE NOT JUST A SMALL HANDFUL. PLS CALL ME I WOULD LIKE TO DISCUSS THIS GROWING CONCERN.

92860	Norco	WOULD LIKE TO GET A SOUND WALL. WOULD LIKE TO SPEAK WITH SOMEONE THAT IS KNOWLEDGEABLE ABOUT CITY OF NORCO PROJECTS.
92860	Norco	// FREEWAY 15 BETWEEN 91 AND 60 BETWEEN 2ND - 6TH STREET IN NORCO - WENT TO A MEETING AND CONCERNED WITH NOISE LEVELS DUE TO TRAFFIC WAS TOLD THAT SOUND WALL WAS NOT NEED AND THIS IS NOT TRUE WANTS TO SPEAK WITH SOMEONE ABOUT THIS
92860	Norco	2nd call asked to speak with Nicole had requested plan for 15 fwy 1546 Elm drive Norco 92860.
92860	Norco	Take a train to work and get off the highway, we need more passenger rail that focuses around the inland empire and not all going to LA or the OC
92860	Norco	THERE IS A 6:30p TOWNHALL MEETING THAT HE WOULD LIKE TO BE ABLE TO PARTICIPATE IN, THERE IS SOMETHING IN THE NEWSPAPER ABOUT IT, WANTS TO MAKE SURE HE CAN REGISTER FOR THIS, PLS CALL.
92860	Norco	Add lanes and improve the transition from the 91 to the 71. Add on/off lanes directly from Greenriver on to the toll lanes thus avoiding the need to cross lanes on the 91 in order to get to the toll lanes headed to the 55.
92860	Norco	15 Freeway and Hidden Valley off- and on-ramps: Why wasn't the interchange completed? Two type cloverleaf ramps should have been constructed there. We have so much traffic at that site, the simple ramps would move traffic more directly onto the freeway. With all the other improvements being made in that area, this should be done. Why hasn't anyone addressed this?
92860	Norco	Double the non toll lanes
92860	Norco	A new road from lake Elsinore over the hill to Irvine!
N/A	N/A	Not many jobs in Corona or Riverside everything is elsewhere which is why we live here then travel to work
N/A	N/A	You're too focused on maximizing your profits from toll roads that actually hinder the flow of traffic with dangerous poorly designed merging lanes...
N/A	N/A	Not everyone works 9-5 in Irvine. People work swing shift and graveyard and everything else. People also need to get to airports and other busy areas. It just seems that our entire transportation system in Southern California is ridiculous.

N/A	N/A	Ha, I got fired from my job because the bus was late it's not reliable
N/A	N/A	The higher rate is ridiculous!
N/A	N/A	Applying this would help the riverside area freeways!
N/A	N/A	Make @bird & @limebike's more accessible throughout the city. Create public charging stations / noticeable drop off / pick up stations. 💡
N/A	N/A	Get rid of the toll roads, simple
N/A	N/A	How about metrolink service outside of banker's hours. Even ONE run mid day and something accommodating for third shift people would help a lot of people who could/would take the train but can't because it doesn't run according to their schedules..
N/A	N/A	Get rid of the damned golf course and add enough lanes for the demand!
N/A	N/A	Then serve all of us!! No more toll roads!!
N/A	N/A	It would be great if the Metrolink would start earlier. Like 2am
N/A	N/A	look into correcting/adjusting the overly quick traffic lights. many i have noticed turn very quickly for only 1 car coming onto or crossing a more major road, in which that 1 car hasn't even reached a full stop at that signal light. 🙄
N/A	N/A	How about a complete reorganization of strategy. The current one has reached an ever increasing rate of diminishing returns. Quit dedicating the vast majority of precious time and resources on mass transit, widening and toll lane gimmicks. It's time to go BIG and push to extend the 105 to the 60/91/215 interchange, or vice versa. These areas have been in a perpetual catch-up mode for at least a generation. It's getting worse by the day, because, as we all know, broadening the tax base to pay for public sector salaries, benefits and "Golden Prachutes" isn't going to end anytime soon..."Just Do It"
N/A	N/A	Wipe out all islands , and change lights so you can turn on greens. Double deck the 91 fwy
N/A	N/A	Stop building that will help with the traffic and open the toll roads so people's le can use them like a carpool like it use to be

N/A	N/A	Stop dumping the Toll Rd onto the 91. That ties up the whole canyon and makes it the major bottle neck. Enforce the law that says big trucks can not use 4 lanes to run in. They are only supposed to run in the first two right hand lanes. But no one enforces that and they tie up and slow traffic into bottlenecks and unsafe conditions trying to get away from them.
N/A	N/A	Design flaw with the toll road access should be allowed through that area with lane control in the troll road so cars can continue on the left side of the control lane. If you notice traffic eases up once cars are allowed to enter after green river road.
N/A	N/A	Make this area completely unaffordable to live in, like Orange County. That should do the trick.
N/A	N/A	Get some professional help for your tax revenue addiction that makes you allow land developers to build thousands and thousands of additional homes in the very areas with the worst traffic. Your unrestrained greed has blinded you.
N/A	N/A	Put more buses that go orange county
N/A	N/A	we need another lane going on country village road between 60fwy and philadelphia in the city of jurupa valley. It can take about 20-30 min just to pass it with traffic everyday, without traffic 5-7 min, and there is a lot of space to make another lane...
N/A	N/A	Needs to widen 91 freeways from I15 to 60 Freeway.
N/A	N/A	Have trucks off frwy until 9:30am on 91.
N/A	N/A	Have buses, plural, to go from Eastvale to popular work sites in Orange County, courthouse, UCI, all colleges, post offices etc., and downtown areas. STOP building houses, until this problem is resolved!!!!!!
N/A	N/A	RCTC and the Board of Supervisors do not actually want to find solutions. They are beholden to developers. The solution is to stop building houses and build INFRASTRUCTURE. Bring jobs to the area so people don't have to commute to OC everyday and clog the freeways. Also, fire Anne Meyer and her staff for the mess that is the 91. A bunch of overpaid shills who have no interest in serving the residents of the county.
N/A	N/A	Because the toll roads were built with taxpayer money are currently being maintained by taxpayer dollars via caltrans wouldn't it make sense to make them public Access we could add an additional Lane and a carpool lane to the entire stretch of the freeway and all we have to do is take down the cones

N/A	N/A	Unconstitutional toll roads freeways were never meant to be tolled the toll roads create more traffic and even for subscribers only offer a quicker ten min or so for the commute its pure robbery & taking advantage of peoples work commutes roads were made to be free & when they made the lames everyone expected faster commutes for all not just the privileged that can pay some are forced to use toll roads now and thats just wrong #FREEways1950s #TOLLways2020sad & infuriating
N/A	N/A	Transform the bike path along the river that begins in Corona at Green River near the golf course into a connecting road into Anaheim Hills. There is no direct side street route between the two cities and it is desperately needed.
N/A	N/A	Stop building houses. If you are going to keep building houses then you have to widen the roads too. It's just common sense! Freeways are one thing but roads are another. In Corona, Norco, and Eastvale specifically there are too many one or two lane roads with too many cars and the traffic just keeps getting worse. Also, please build a road between Anaheim Hills and Corona. I'm sure it would be backed up just like the 91 freeway but you have to give people another alternative to sitting on that terrible freeway because it is the only way to get from Riverside to Orange County.
N/A	N/A	I suggest we stop building homes and focus on building quality hospitals and healthcare systems that our region desperately needs. I would also like to see us generate more jobs and keep the pay competitive so that our residents don't commute to OC or LA counties. We should live, play and work in our County.
N/A	N/A	Have buses, plural, to go from Eastvale to popular work sites in Orange County, courthouse, UCI, all colleges, post offices etc., and downtown areas. STOP building houses, until this problem is resolved!!!!!!

ZIP	City	Comments - Riverside
92501	Riverside	CAN YOU MAKE A METRO LINK STOP IN HIGHGROVE? PLS CALL ME BACK. CALLER DECLINED EMAIL ADDY. IN ORDER TO SUBMIT REQ, I PUT PCN'S EMAIL.
92501	Riverside	Sidewalks on Columbia Ave. to Strong St. atrocious needs improvement.
92501	Riverside	I take magnolia Ave in Riverside. It's congested on main intersection that have freeway onramps and around CBU
92501	Riverside	Why not offer employers a tax break to hire people who live within a certain zip code? Hire local keep jobs local and commuter traffic down.

92501	Riverside	Boring Company by elon musk underground freeway system. Make an awesome video ad to support tax money allocated for this project and or also crowd fund GoFundMe campaign. Hyperloop partnerships with DTLA, DT San Diego, and Anaheim. Also be considering Youtube this -> Starship - Earth to Earth being early adopter for it from SpaceX
92501	Riverside	I would take Metrolink if more trains or shuttles heading from Downtown Riverside to Irvine and back were offered.
92501	Riverside	Hello, my name is Gregory Garcia I leaves in Riverside my whole life and love this city, but I would love to see stores(clothing and food), gym, restaurants... etc. where that old abandoned golf course is, in Riverside on the corner of Main st and Columbia ave. North Riverside has no real plaza or shopping center. We have factories. When we need to get something we have to drive to other parts of town and neighborhoods to get them. I've been eating Bakers, Del taco and recently Jack in the Box for years now because that's all we have in the area. I have to drive to Casa Blanca neighborhood (Madison st) just to go to a gym (24hour fitness). Just think about it. Thank you for your time.
92501	Riverside	Sync the stoplights. Try not to close Market Street for weekend events. Also, during the weekend, especially during the special events, open up some restricted parking lots for businesses that are not open during the weekend.
92501	Riverside	Stop road diets, carpool lanes and toll roads. You make traffic to make people think they must pay more to solve it. If trains and busses worked their would not be so many cars on the road. We will not give up our cars!
92502	Riverside	Railroad crossings on madison need lights to slow down fast drivers and increase safety of pedestrians.
92503	Riverside	"Please finish the Santa Ana River Trail between Riverside and Orange County. The SART is a long awaited feature for commuters and recreational riders all through the Inland Empire and Southern California. Thank you!
92503	Riverside	Fixing potholes
92503	Riverside	More Metrolink train times from La Sierra -Riverside station.
92503	Riverside	More metro routes. A route to long beach area
92503	Riverside	Complete the Santa Ana River trail through to Orange county

92503	Riverside	Riverside needs more cutting of red tape! Excessive regulations makes it too difficult for the improvements the city needs to be executed. Fixing our roads is the biggest tangible necessity we need! No more asphalt, we need concrete roads. Low maintenance and well-maintained street trees need to be made mandatory to help with pollution while also benefiting the community by reducing the heat island effect resulting in more comfortable temperatures and reducing the occurrence of heat-related complications.
92503	Riverside	I would extend the Pierce Avenue on-ramp to the 91 west another 100 yards. The backup from those trying to merge onto the 91 westbound at the Pierce on-ramp is now extending almost back to Van Buren Boulevard at any given time during the day. Traffic just comes to a halt because that on-ramp is too short and cars just bunch together. And PLEASE, PLEASE, PLEASE stop dead-ending lanes on the freeways. When people are traveling at high rates of speed and a lane just ends, there is ALWAYS a bottleneck traffic jam, no ifs, ands, or buts. STOP!!!
92503	Riverside	1. West 91 at La Sierra is frequently congested around the Magnolia curve. Is there a plan to replace the Buchanan bridge and widen the section from la Sierra to past the bridge. There is plenty of shoulder room and the issue is too much traffic joining the freeway in that zone. 2. Your new traffic signal programmer is incompetent over the last 2+years we have watched as junction after junction has been reprogrammed and made worse the worst by far is Tyler - not an easy junction I know but I avoid it now as traffic often James the exits. 3 an increasing number of people run red lights by significant amounts. Is it time to bring back county owned cameras - they work very well in the rest of the world - yes politicians and lawyers break the law that does not make it their right to be exempt!
92503	Riverside	Is there a plan to widen Van Buren Boulevard--only a two lane

92503	Riverside	None of the current projects will help resolving the commute problems the Inland Empire and Southern California in general are facing. The planning and construction phases take too long and by the time these projects have been completed, the number of housing projects and commuters have increased disproportionately. There is no way to build your way out of this mess with a 10+years timelines for these projects. Possible ways to help alleviate the problem is by enticing the industry to provide good paying jobs locally so that people don't want to commute to OC. Another possibility is to force BNSF to allow more commuter trains on their tracks so that Metrolink or another provider can provide fast, reliable and efficient public transportation to the OC, like other cities provide. In the morning, there should be train service every few minutes with a much faster speeds. Trains are driving at 45 -55 mph which takes too long to get to Irvine, Tustin or other destinations in OC and LA County. With more trains, there are more seats available and people should be enticed to use the train by subsidizing the tickets or passes, maybe by making the commute via public transportation tax deductible or the county can provide a refund from SB1 . We can't build our way out of this mess, no matter how many freeway lanes you build. Any project, current or planned is just a drop in the bucket and will not help at all. And certainly taxing people twice (gas tax and toll lanes) is not going to solve anything. It creates hate, discrimination and a two class commute, those who can afford to pay for the tolls and those who can't. Provide better public transportation and use the gas tax to five the local road issues.
		(continued) I don't know if the decision makers of the RCTC live here, but I don't know why you can't work on projects that are quick to resolve, for example put the traffic lights in sequence so that the traffic flows. Magnolia, Van Buren, La Sierra are a nightmare for drivers. Look at the freeway exists off the 91, Adams Street. The lights are not synchronized between the freeway exit and Indiana, making it a nightmare to exit there. None of the lights are synchronized, making the drive there a stop-and-go. I have seen systems in Europe, called "green wave" where you start at the first light and if you drive the allowed speed, you would almost never have to stop. and in residential areas, build roundabouts instead of adding more lights that are also prohibiting free traffic flow. The system currently in place may have worked in the 60s, 70s or maybe 80s, but with today's traffic density, you need to change your thinking. Look at other areas in the world, Italy, Germany, Spain, France. Many traffic signals have been replaced by roundabouts. I could give you dozens more examples, if needed.

92503	Riverside	I work in a hospital in Paramount and I have to be at work at 6 a.m.. Is there a metro link train that can take me there by that time? I also work 12 hour shifts and I get off work at 7 p.m.. I have lived here in Riverside since 2003. I live off of La Sierra where there is the metro link station down the street. I love this city and would love the different ways to make my commute safer, more affordable and faster to be able to spend more time with my family. Thank you for letting people like me voice our situation.
92503	Riverside	I think any type of work on the 91 needs to be done, from potholes to fwy widening to some type of easy interchange, the reason why there is so much traffic on the 91 fwy is because no one wants to let anyone in when they merge on to the fwy, somehow we need to figure out what to do, it maybe impossible but it's worth a try.
92503	Riverside	Fix east west travel between inland empire and orange county and between highway 74 and 60 freeway. Most good high pay jobs are points west, but many live in points east and 1000's of homes are being built eastward. Commute times of 1 1/2 hours each way are typical trying to go from downtown Riverside into Orange County. Highway 74 needs improvements to make Riverside county portion safer, Orange County has completed improvements to their side. 91 west needs the mess at Green River fixed. Scaling back the original 91 Corridor project to eliminate designated lanes from GR to 241 has created a bottleneck and made this billion dollar project a failure. Fix the mess Anne created by allowing this portion of project to be omitted. In fact, Anne needs to go, we need fresh blood at the helm that has a better vision and perspective of this counties needs to move residents on our roadways.

92503	Riverside	Eliminate toll roads. Whoever designed the the entrance/exit at the OC/Riverside county line (both directions) should be fired and forced to give back all money they were paid. Plus, they should be forced to drive it every day to see how stupid their idea was, and how much it ruins the drives for everyone who can't afford \$40 dollars a day in toll. \$200/week. Or more than \$10,000 a year! I can't pay that, but I am forced to pay extra in gas, sitting in an absolute mess while the lanes to my left are barely used. Traveling east on the 91, traffic eases up AFTER this disaster. Same with traveling west, traffic eases after. Two lanes of lightly used traffic while the "free" (tax payers paid for them) lanes are at a standstill. Getting into those lanes (westbound) at the 15 is a nightmare with two or more lanes of cars all trying to squeeze in at the last minute, blocking and holding up the "free" lanes. But, why should we have to pay to drive on lanes that we already paid to build. Cash grab? Westbound at the county line has cars trying to get out of the toll lanes to the right to make the 241 exit, and cars on the right coming from the 71 and Green River trying to get to the toll road entrance, creating an "x" pattern of cars criss crossing. Might explain why there are so many accidents right there. The toll road creates a sense of urgency that makes people disregard the safety of others making unsafe lane changes, to makes their own commute easier.
		(continued) Take down the barriers and booths and the need for cars to cross cross across five lanes, and make everyone's drive easier and safer. But in California, that will never happen as the only thing that matters is where to get more money from more people. Which is why they are building more toll lanes.
92503	Riverside	To fix the road
92503	Riverside	Love the 200 take it to Disneyland from Riverside all the time 😊
92503	Riverside	If you're going to raise prices for Commuter Link, then have more bus times available.
92503	Riverside	How 'bout just normal people, which would in turn supplement the commute of special needs individuals. It takes an hour to get from Central Ave. to Green River in the morning commute. This is embarrassing as a community. Subway, tunneling, bridges. Come on.
92503	Riverside	Put a signal at El Sobrante and La Sierra. Make El Sobrante a 2-lane parkway each direction from Cajalco to La Sierra.
92503	Riverside	A double layered freeway like in China, super expensive for sure

92504	Riverside	A 24hr bus service throughout the city
92504	Riverside	Improvement can be made on the train coming so frequently in the morning on Madison, Jefferson and Washington. Its horrible not matter how early you keave to work or school.
92504	Riverside	Need more stop signs on dewey ave. racing takes place weekly.
92504	Riverside	Lower prices for bus. More trash cans, shelters, and signs for the bus stops.
92504	Riverside	Mejores horarios mas transportation publica.
92504	Riverside	Close or block freeways at appropriate times where there is minimal commuters
92504	Riverside	Either keep traffic lights open to go for van Buren and Alessandro or make freeways out of them. Also Cajalco is beginning to get a lot of traffic so we need better road.91 freeway in itself is problem. 15@ Corona; 91 @60 interchange; 215@60 , 215@ 15 is a perpetual traffic jam. So many more people living here but not much change in ease of movement How can it take us 45 minutes to get around riverside. Example: just traveling Van Buren to Woodcrest slow commute.
92504	Riverside	Inland Empire residents need commuter train service to and from Palm Springs. At present it can take over six hours to get from Riverside to Palm Springs by train or bus. There is no real train station in Palm Springs... not even a ticket booth/dispenser. I understand that part of the problem with increasing commuter train services is conflicts between Union Pacific & BNSF vs. passenger services involving track sharing, particularly during rush hour. This has been going on for a long time. Public transportation is the future and money needs to be allocated to improve and expand on these rail lines. Besides environmental concerns, commuter trains are easier on seniors and disabled people who cannot drive or might have trouble driving. Improved train service would also benefit Palm Springs' tourist industry, and would encourage people from nearby towns who just want to come in and shop or attend cultural events.
92504	Riverside	Repaving on Dewey street in Riverside the street is very very rough and also 5700 block Walter st needs Repaving as well
92504	Riverside	Restripe and put pylons on the eastbound expresslanes from Lincoln to the 91/15 split. This would improve travel times for both lanes.

92504	Riverside	I would engage with the boring company. We need to be modern like the EU. Everything there is linked by the Eurorail and bus transport. All trains should be linked in the US. Amtrak, Metro, RTA.... We need underground rail. Boring company can deliver. Riverside is the HUB for all of IE. We need to set the infrastructure for the future of this location.
92504	Riverside	I have a few ideas about providing a better need for the community of riverside.
92504	Riverside	proposal for making the toll road all the way to Riverside--please clarify
92504	Riverside	I drive from Riverside to Colton daily, why did you put a diamond lane in? Big waste of money the cars I see in this lane, at least half, only have 1 driver. This diamond lane on 91 all the way into San Berdo 215, we all use the freeways and I pay thousands in taxes and can't use this lane. Let's get real not everyone can commute with other people. Another big blunder was on the 91 e/b in Riverside approaching downtown, approaching Mission Inn exist, the giant bridge which connects 60 to 91 creates a very dangerous back up. Vehicle comes off the bridge (connector from 60) merge onto 91 e/b and during rush hour this becomes a big dangerous mess. I rarely see CHP! You see them when there has been a very bad accident (after the fact) or if Cal Trans is blocking's a lane. Where are they?
92504	Riverside	Create more engineering jobs in Riverside so we don't have to travel so far for a job. More projects and it it a rule that it has to local companies that can bid on the he projects. Don't sub things out to other LA base companies for the work. A dedicated mortorcycle lane will work.
92504	Riverside	fix the 91 eastbound at the 15 frwy... since the fastrack project on the 91 east to the 15 frwy has been completed the traffic from all the lanes merging is horrible I know with all the studies done they know when you merge 3 or 4 different lanes at the same location it causes problems. so why would they do this and are there any plans to fix this situation.
92504	Riverside	Repave Market St in Riverside as well as Van Buren Blvd between Limonite and the 60 Fwy.
92504	Riverside	I'm nterested in finding out exactly what it is that this website is going to provide before I'm able to comment. Thank you in advance it's always great to have anything towards developing a better life in our community.

92504	Riverside	I want to see regular dedicated light rail from Riverside into Orange County following the 55 and 91. The trains need to several times a day, both directions, and late. While this project is underway, the Metrolink could run several more trains a day and also bring back the 10-pass ticket.
92504	Riverside	Metro link is too expensive and too crowded at peak times. Make it more user friendly!
92504	Riverside	Have to get Sacramento to give up some 💰💰💰. 215 is a mess. Stop building warehouses.
92505	Riverside	Control traffic signals so that the areas with more traffic go more often. For example if theres one car one side and the other has 10 cars time signals. Where theres heavy traffic repair roads more.
92505	Riverside	Less traffic
92505	Riverside	Please finish the Santa Ana River Trail between Riverside and Orange County. The SART is a long awaited feature for commuters and recreational riders all through the Inland Empire and Southern California. Thank you.
92505	Riverside	he freeway we should have a subway system stop the traffic
92505	Riverside	we need more transit services
92505	Riverside	Study doing better traffic signal synchronization. Especially main artery streets to 91 Fwy like Madison, 91, Indiana Ave. It's horrible!!! Eastbound Arlington Ave. signal timing is non-existent. I'm stopped by every signal in the mornings from La Sierra to the 91/Arlington!!
92505	Riverside	Stop road construction. Stupid workers caused a sinkhole near my house and the roads weren't paved well. It's bumpy and already cracking. We need to get rid of Sabrina Cervantes for pushing laws that tax the people to "improve roads" when reall it makes traffic worse. Homeless people are a huge issue as well. Also stop gun control. Let people have freedom ya damn dictators
92505	Riverside	RCTC is responsible to build the SART connecting Riverside and Orange counties. Please take a moment to request they make this project a priority.
92505	Riverside	Complete the Santa Ana River Trail linking Riverside and Orange County
92505	Riverside	No more fast track, my tax dollars already paid to drive on the freeway.

92506	Riverside	The problem of improper city/county planning, regarding transportation has evidently worsened. Over the years, the growth of people vs infrastructure, vs the freeway system, has been a failure. We as homeowners, are paying the price dearly, for your lack of proper addressing of this threat and detriment to our lives. The problem commuters face, should be addressed, and not at the cost of our needs and homes. We too have to pick up our kiddos from school. We have to risk backing out from our driveways, and pull out onto traffic, with exasperated commuters, honking their horn, on the overly congested streets, that is turned into parking lots. We, as homeowners along the Arlington corridor, in Riverside, are jeopardizing ourselves daily. What happens is, the out of city/county residents/commuters, act as this is their street. There's road rage, that endanger our lives, and it shouldn't be happening. They contribute to a problem that should've been remedied and we pay the price at this expense. We have to plan accordingly to commuting hour. It's 4:18 pm, as I speak and carloads of frustrated drivers, bumper to bumper, who won't let me back out of my own driveway! I can't last minute go grab a pizza or order a pizza in time for 5 pm dinner, because of course, I must endanger ourselves with honking horns, or shouting through their rolled down window, or something hurled at us!
		(continued) Forget ordering pizza for delivery, because a block walk to Pizza hut, turns into 1 hour delivery of cold, hard pizza! Why should we be paying the price dearly for improper funding/freeway planning? I only recently became active with voicing my frustration and fear. Last month, I submitted my formal complaint to the city. If necessary, you all come and park in our driveways, at 4:00 pm-6:45 pm, and see how long you linger before you can be 'allowed' to back out into menacing traffic!
92506	Riverside	More bike lanes, protected bike lanes, and having lights at intersections be cyclist friendly will increase biking as a mode of transportation. To start, adding bike lanes to connect existing bike routes will enable safer cycling. The intersection at canyon crest and central has bike routes in 3 directions but a disconnect with the 4th direction. Several people have cited this lack of infrastructure and resulting safety concerns as their reason for using a single occupancy vehicle instead of biking.
92506	Riverside	Too many street improvements at one time. Seems like a project is started, not completed then another is started, etc. etc. etc. finish what u start before beginning another.
92506	Riverside	Fix pot holes and better freeway merger transitions

92506	Riverside	I work for RTA and theres so many potholes and its hard to drive around in Moreno Valley so improve the roads.
92506	Riverside	We need more buses and times in the AM that run from the Pass area to Riverside. I live in Beaumont and work in Riverside off Magnolia and Arlington. Right now the bus commute would be almost two hours and I'd still get to work late every day.
92506	Riverside	I would take the 200 bus yo my job at California adventure which I have done a few times. But as a new employee I get late shifts a d the last bus from Anaheim is too early. If there was an 11:30 pm bus I could commute by the 200. I know cast members who would the same.
92506	Riverside	We need to remoce all obstacles that prevent free flow of traffic. Southern California is spread out over miles and not densely packed like New York City, so we cannot solve our traffic problems the same way New York City has. What we need to do is, build wider freeways, remove toll and carpool lanes because they cause more traffic than reduce it. Most people are single occupants in their vehicles and tool roads are a burden on people who pay high gas prices. Widen roads by increasing lanes, therefore people are spending less time idling in traffic. You can add to mass transit, however ridership is done as most people drive to places. So instead of penalizing people for driving and making the driving experience terrible, we need to increase our roads and freewsys. If you really care about the environment make it easier for citizens who work or have businesses are able move freely they in other states for less. We keep throwing money at the problem but keeps getting worse, so listen to the people we are the ones using the roads everday.
92506	Riverside	I would take a job making a little less salary in order to free myself of the daily commute. I am away from my house 14 hours a day and I only work 9-10 hours. The rest of the time is commuting.
92506	Riverside	HAVE YOU EVER THOUGHT ABOUT OFFERING A STIPEND TO COMMUTERS?
92506	Riverside	I have a lot of friends that work in the arts, entertainment and restaurant industries. With the city growing and our entertainment section of Riverside expanding many people that use public transportation can get to work easily but then have to struggle for a ride home in the early hours. The city should provide late night public transportation specifically for late night workers.

92506	Riverside	As someone who spent nearly 30 years in the planning field for Riverside County (urban planning, environmental planning, and park planning), I sincerely believe that it is our irrational desire to rubber stamp every housing project that comes in for processing that is fueling much of the commute issues. At the same time, we do nothing to encourage businesses to set up satellite offices to reduce the need for the commute. In this day of computers, e-mail, skype, video conferencing etc., there is absolutely no need for someone to drive from Riverside or Moreno Valley to Orange County or Los Angeles to sit in front of a computer. Yes, it will take a change in the thinking of managers also, but the county could be offering incentives for legal, engineering, and other firms to allow people to work out of a centralized satellite office closer to home and not have to make the commute. If we add more lanes to the freeway, the mentality that has existed for the last 50 years will continue, and we will continue to approve more and more housing developments with no consummate number of good, high-paying jobs nearby. I can point to many such developments - Oak Valley near Beaumont for example, that approved thousands of homes with only a single commercial center for "jobs."
		(continued) This kind of idiotic planning has to stop. Just as we now evaluate projects for their impacts to greenhouse gas emission, we should also be evaluating (objectively) how a project will impact the freeways and commute times for not only the proposed residents but the current ones also. If that project will negatively impact commute times etc., then we have to have the backbone to stand up to the development community and tell them we no longer want such projects in our county (the vast majority of developers are out of LA and Orange County and never witness the impacts of their projects). I hope I haven't rambled on for too long, but I fear that we are looking at the wrong end of the problem - namely how to effect the commute. We should be looking at how to avoid it in the first place.

92506	Riverside	My issue is the 15 fwy. Both north and south of the 91 Fwy. I do not understand how we are taking Public byways, and creating TollRoads. We Californians already pay the highest Taxes of any state, including gas, and Vehicle registration taxes and Fees. Yet the lanes we are building on the 15 Fwy. are Toll Lanes. We should be adding regular travel lanes for cars, and the gas tax should go Exclusively for road improvements Only. The group that runs the Toll roads had a \$2.4 million Deficit 20 years ago, and now its over \$6.4 Million. None of this money was spent on road improvements. They are wasting money on Expensive Orange County "Consultants" most of whom have some type of "relationship" with the Board members. \$175.00 an hour to read news stories?? A waste of Taxpayer money. Also why is 2 people a "Carpool" in Orange County, but when it comes to the 15 Fwy. corridor, suddenly it takes 3 people to form a "Carpool"?? People work hard everyday, they should not be Charged to drive the Freeway to get to their Jobs. All new Housing construction should be halted, until we have the Infrastructure to deal with the resulting traffic.
92506	Riverside	Dial-A-Ride needs improvement. Health insurance helps but doesn't cover all costs. What are the caller's paratransit options?
92506	Riverside	5.5 mile commute--4 of those miles are all potholes--why can't we take care of our streets?
92506	Riverside	I would like to see more bike trails within the city and county of Riverside. On streets like Victoria I would like to see Yield signs, rather than stop signs as the flow of traffic on Victoria (especially to bike traffic and bike groups) should be the priority. With regard to regular roads, I'd like to see larger bike lanes and perhaps even sectioned off areas of the road (with a curb) on major streets.
92506	Riverside	I would like to have dedicated biking paths throughout the city. This will promote transportation diversity and healthy living. It is not necessary, efficient, or beneficial to drive in a vehicle when traveling within a city (within 6 miles). There are countless times that I would like to ride my bike to my destination, yet I choose not to because I am worried about my safety on the roads.

92506	Riverside	Clogged early morning traffic on westbound 91 which begins after Tyler makes for very slow going. Drivers constantly change lanes and this congestion makes it difficult to enter the toll road. Perhaps 2 lanes dedicated to entering the westbound 91 toll road would help some. Another aid might be to limit 18 wheelers to specific late evening hours. Require home builders to contribute to road building & maintenance. And make certain that all vehicle registration fees & gas taxes go exclusively to road building. Thank you.
92506	Riverside	This insane feeling that houses, strip malls, fast food joints, etc. need to be built on every square foot of land in the Inland Empire needs to change. Stop building sprawl and maybe there won't be a need for more congested roads.
92506	Riverside	I think Riverside should work to increase metrolink services, in both directions , on all lines. Right now the choices are very limited if you want to travel west from Riverside after 8:30 am or east to Riverside,before 3:00pm. As the population grows, the demographics may well be changing, where there are more people wanting to travel in the opposite directions of the traditional commuters going to OC and LA counties. We have 5 college campuses where students might commute more on trains, if they were available and a growing retirement population that would benefit from more choices.
92506	Riverside	I commute to downtown LA. The commercial truck traffic has taken ove our freeways leaving cars to drive in one lane as a solo driverI, that's it, all the other lanes are filled with tractor trailers. We need to have an express train to downtown. It takes over two hours to take the train at a cost of over \$300 a month., that's too much to pay for slow train service. An express train and small subsidy from the County may entice drivers like me to leave their cars in Riverside County. Also, a campaign targeted at government agencies (like the State) to permit regular telework would be very helpful. One way or another we have to help our citizens work without the stress of driving over two hours to work or paying for slow train service that takes two hours.

92506	Riverside	Hello. This seems like a great initiative. I do believe that the projects for widening and unclogging freeways are necessary and important, but what we really need are alternatives to taking cars everywhere. We need much better train service to LA (with trains not only going out in the morning and coming back in the afternoon/early evening, but running throughout the day at predictable - possibly half-hour - intervals). If at all possible, a new train line to San Diego would also be able to take quite a few cars off the roads. In Riverside itself, we need good bike paths criss-crossing the city (not the ones shared with cars on multi-lane streets, but paths for bikes only). I would be happy to leave my car at home if I could bike-commute to work in relative safety.
92506	Riverside	One thing I notice is people who work late can get a ride to work but then are stuck with no ride after! We need to consider most people working at restaurants and theaters probably aren't the wealthiest to even consider an Uber or Lift.
92506	Riverside	They want to steal your money and pocket it. Give them nothing.
92507	Riverside	I would like to meet with Ann Mayer to talk about the "Reboot My Commute" program. I agree with her statement that says "We will need to think outside the familiar white and yellow lines, all ideas are welcome" This program sounds like a good plan to help solve our transportation problems. Please schedule a meeting with her and I will come to her office.
92507	Riverside	Please fix the potholes in the roads. I keep getting flat tires. Especially the ones on Canyon Crest, which is the road I take to school. Chicago is pretty bad too. I just want smooth roads please. I'm a college student that can't afford anymore flat tires.
92507	Riverside	I would like to change the times for busses, have them arrive quicker so familes and independent workers and depend on them and create a dedicated lane on magnolia ave for RTA only and or emergency vehicles.
92507	Riverside	Gas, traffic, potholes
92507	Riverside	I think more busses more transpertation options. Would help everyone.
92507	Riverside	Despite the massive reconstruction of the 91/60/215 interchange, this connector is perpetually clogged with traffic both during the rush hour periods and even on weekends/off-times. The worst is the bottleneck effect with the merging of traffic from eastbound 91, southbound 215, and the eastbound 60.

92507	Riverside	Would like to see different agencies across the county finally come together and not only focus on tackling and solving commute problems, but also focus on homeless and urban blight solutions 😊
92507	Riverside	I am a commuter on the 91/15 fwy exchange on the weekends mostly and on several weeknights in the week. I go to my church and some other events for my networking with Military Veterans in Tustin, Irvine and also Teacher events at Cal State Fullerton. This past Thursday, March 21st was a nightmare, I left my house in ample time to go to Huntington Beach via 91 w and then 55 Newport beach to the 39 fwy to the 5 fwy, to 405 w. I am sorry but I didn't make it to my event, I was in crazy traffic for 1 and half hours and just got to Imperial Hwy and got off to do the streets, I was listening to the sigalert on the radio, there was a water leak on the 55 fwy so there was not a chance I would get to my destination, so I turned around to go back to Riverside, that was not too bad I made it home by 9:30 p.m.. Thanks
92507	Riverside	Change the traffic flow sensors on major thoroughfares from pressure to timed regulators. And synchronize the traffic lights along the way to change at the posted speed limit, so there isn't a continuing stop and go pattern. Instead, a smooth flow of cars throughout the city. This would save gasoline, time, pollution, and long waits for signals to change.
92507	Riverside	With the increase in housing, Van Buren needs more care and has many potholes. When will this be addressed? 2. Intersection at 215 and 60 is an issue. Traffic is horrible. 3. Flow of traffic is
92507	Riverside	Take the train. 91/PVL line times aren't ideal
92507	Riverside	Canyon Crest to downtown Riverside should not require paying bus fare twice. Lyft/Uber partnership to and from train stations needed. Better train station needed for UC Riverside. Hunter Park is too far away. Train should be faster than driving. Look to Caltrain and how they automate boarding announcements, etc to speed up process. Train partnership to Huntington Beach needed. Current train+bus ride takes too much time. Work with Lyft & Uber to get them to offer cheaper shared rides.

92507	Riverside	Hello. I had an idea that would really help with my commute every morning. I live over by Quail Run Park off of Sycamore Canyon Blvd. Unfortunately, but understandably, a lot of commuters will use this road as an alternative to the freeway. My problem is that the road becomes so congested with speeding drivers that I can't turn out from my neighborhood street (Quail Run Road). I would suggest putting in a stop sign at the intersection of Sycamore Canyon Road and Quail Run Road. That way everyone who lives down my road can have a chance to get out onto Sycamore Canyon Road without having to wait in a long line of cars (which currently backs up every morning as cars wait for a safe opportunity to turn). Thank you for your consideration and everything you do for this community.
92507	Riverside	A class 1 bike network linking UCR, downtown, the plaza, tyler mall, la sierra university. Specifically I would like class one paths on chicago, spruce, university, magnolia/market, iowa, Victoria ave (expand and refine). If you create a system you would feel comfortable letting your children use, people would flock to it. Create light rail for the city. Metrolink is pretty useless if I want to go from UCR to the plaza or downtown or tyler mall. Link class one bikeways with light rail stops and parks. Give incentives for biking and disincentives for driving. Maybe rebates or discounts on utility bills or maybe rent (yeah, rent increases are another can of worms) or gift cards for groceries.
92507	Riverside	I would bring high paying career jobs to the inland empire. Alas this is not likely to happen any time soon. I commute to Irvine for work and driving would take me 1.5-2 hrs one way. I take the metrolink but it hasn't reduced my commuting time since i have to take the OCTA bus as well. What i would like to see is a wider range of train times and more public transport that's affordable. How is it even possible that im spending the same on a metrolink monthly pass compared to the amount of gas money per month when I was commuting to Irvine!
92507	Riverside	Replace the pavement on SR 60/ I-210 east of the Riverside Interchange. - between the interchange and the Central Ave UC. The concrete pavement, especially the #3, #4 & #5 lanes is badly broken up and is barely drivable. I have seen the prospective construction contracts by Dist 8 in the near term and do not see any remedial work programmed. This will be a very difficult area to fix!
92507	Riverside	Go to Santa Barbara and see. Small electric buses, every few minutes, on short routes.
92507	Riverside	Giant empty buses.

92507	Riverside	Electric buses, running more frequently on shorter routes.
92507	Riverside	RTA bus route are long loops running infrequently in one direction only. There is a bus stop by my house, it would take me 20 minutes to take it to work, but then it would take an hour and a half to get home.
92507	Riverside	Keep the sidewalks clean. There is an area of sidewalk that is impossible to walk on because of a lot of mud. It is on Canyon Crest Drive near Central, on the east side of the street.
92507	Riverside	Yes , build the wall. Fix the roads
92507	Riverside	cry me a santa ana river about the gas tax, its not like the groups listed above can always depend on driving themselves.
92507	Riverside	Don't worry Maurice! They will probably take the carpool away on the 215, 91, & 60 soon enough & add fast trak to them as well to rob us some more!
92507	Riverside	Have the people in charge have to use only public transportation for 3 months. No Taxi or Uber
92507	Riverside	Seriously encourage RideShare Thursday's again and on Mondays & Fridays reduce toll fees for 2 or more commuters , my state job allowed me to come in at 8:30 AM to allow stagnation driving, buses need to be cooler, bus transfer fees should be less - many jobs sites take more than one bus to commute.
92508	Riverside	Please widen the I-15 freeway in the Temecula & Murrieta city areas to improve the flow of traffic. Thank you!
92508	Riverside	Please improve dedicated bike lanes and trails in Riverside County!:) As a bike commuter, I risk my life every week to get to work. Commuting by bike is extremely dangerous. Anything you can do to help make bike commuters; in Riverside County, more safe, would be greatly appreciated. I would like to include this quote from a Washington Post article on cycling safety: "Nationwide, you're more than twice as likely to die while riding a bike than riding in a car, per trip, according to a 2007 study led by Centers for Disease Control and Prevention epidemiologist Laurie Beck. Bike riding is also about 500 times more fatal than riding in a bus." Thank you for your help and have an amazing day.
92508	Riverside	60 freeway shouldn't be that congested..
92508	Riverside	Complete the Santa Ana River Trail between Riverside and Orange County as soon as possible.
92508	Riverside	Add more Bike Cars during large scale bike events.

92508	Riverside	Build the CV Link as soon as possible!
92508	Riverside	It is a shame that the public is so ill informed that they believe more lanes will solve our problems. In every major city across the Country, those corridors with the most traffic jams are slowly being changed to a timed stoplight system. Anyone who knows traffic knows that at our stage, "Timing" is everything. If the lights on Van Buren were timed, traffic backup would nearly be eliminated. Please do the proper studies that will actually provide for an improvement, not studies that are of a political liking.
92508	Riverside	Fill the pot holes its putting out cars in danger of early deterioration
92508	Riverside	After the 60 N merges with the 215 N it is RIDICULOUS traffic day or night. Weekday or weekend. I commute from Riverside Mission Grove to Loma Linda 5 days a week and spend 1.5+ hours every commute in traffic that is primarily located in this region. PLEASE help!
92508	Riverside	1. Since you have this in English/Spanish and I only speak English/Hindi, hopefully you still care about my opinion. 2. No new taxes. 3. Use the current taxes that are taken from us at the local & state level to take care of the streets instead of selling your soul to the union bosses and giving away the farm. 4. NO NEW TAXES. LET MEASURE 'A' EXPIRE. BETTER IDEA - CANCEL MEASURE 'A'
92508	Riverside	Consider that if I drive into LA - choices are taking the 210, the 10 or the 60. Driving into orange county I have one choice: the 91. There isn't another freeway choice into South Orange county unless I want to take Ortega highway (which is not a freeway), The only way you will ever relieve pressure off the 91 is to build a freeway with access directly from the 15 into the 241. Adding more lanes to the 91 is only a band aid. In addition, adding additional time slots to the metrolink. The 20 to 25 minute gaps are too long - check out New York City - trains are running all the time,
92508	Riverside	Bike or skateboard !

92509	Riverside	Better integration between counties would be good. Keeping bus stops well maintained and covered shelter from the elements such as sun and rain would be nice. Trash receptacles would be good. Lighting would be good. To be honest, there is a perception of unsanitary conditions, dealing with people who might be violent or unstable associated with riding the bus system. Take a look at our bus stops. Do they invite you or tell you otherwise. Review other cities or counties that have well traveled public transportation.
92509	Riverside	I lived in the Bay Area for a spell, for work. It was amazing for a lot of reasons, one specifically was being able to move around the area without a car. This was especially important when I suffered an injury that affected my ability to drive. I still have difficulties driving. Here, in Jurupa Valley, I'm very isolated. The bus is.... Undesirable. Being a physically vulnerable, young-ish, attractive, female is already a dangerous situation, in public. Busses are just a cesspot of potential terrible, that take ages to get anywhere. When appointments, errands, a work shift, or social call would be exhausting on it's own- the idea of walking to, boarding a bus, taking hours to arrive - then do the item - and do that difficult journey all over again. Good god, no thank you. Many of us who have disability stay in isolation, instead. I don't feel safe, the people on busses aren't people I typically want to be around, it takes far too long to get anywhere, and it's humiliating act, in this area. A lower income position to be in, not a great option to take. No reasonable person takes a bus around here, if they have other options. On the peninsula, in the Bay Area, I could get to many city centers quickly and safely. It was clean, you don't really risk assault, it was mostly on time and, most importantly it was normal to do. Rich folks, poor folks, students and the elderly rode with me - a disabled person- with zero incidents in the years I lived there. My car was never broken into, in a train parking lot, if I had driven, at all. I had a train stop about 1/3 of a mile from my home. Our public transportation is the bare minimum to service the minority that cannot drive. It's not a thing we all use, it's what disadvantaged people who could not scrounge a ride resorted to.

		(continued) Rail expansion is a topic that California is always proding around. I would be extatic if we could expand passenger service around here. Our freeways are so, so congested. I live directly adjacent to the 60 so, I breathe the result of the congestion every day. My block has also had several hit-and-runs and DUI collisions with parked vehicles. Better rail service would pull some of those DUI drivers off the road, as well. It would at least bring them closer to home - with a hired car for 'the last mile' of travel. This isn't a wealthy area - we can't afford a Lyft or Uber, all the way to a city center. It costs me about \$40-45 to get a hired car from Jurupa Valley to downtown Riverside and back. We very well may be able to budget better public transportation and short hired car rides, though. Jurupa Valley has seen many casualty collisions, especially on Van Buren and Limonite. My city is expanding and have been trying to entice new residents. Our roadways are as full as they can be, now. How are we going to handle these other commuters? Clean, safe, not shameful, used by everyone, widely available light rail. Metrolink is great! I've used it for years, but it's very limited in scope of stop. It's a longer commute design, not local travel. Infrastructure should be publically owned and not privately profitable. Please expand on the IE's passenger rail system.
92509	Riverside	Yes add more sidewalks in places that don't have them the disabled are forced to operate their wheelchair in the street. More disabled parking downtown. It is limited for the amount of disabled living in the county.
92509	Riverside	wants more bus service/transportation access
92509	Riverside	Jurupa Valley the 15 south to Irvine to Corona have to pass 91 3-4 miles and do a u-turn in order to get back on the Express lane why is it like this
92509	Riverside	the 60 is backed up in the morning. We need relief on the 60. Too many trucks.
92509	Riverside	I live on a fixed income. Transportation should be free for people who have disabilities and are on a fixed income. It shouldn't take 8 hours to Claremont from Riverside. Buses should run more often.
92509	Riverside	we need more signage on transitions from one freeway to another.
92509	Riverside	we need more public transit between Rialto and Riverside.
92509	Riverside	we need to fix Van Buren through Jurupa Valley. There is too much traffic during rush hour.
92509	Riverside	I like the SR-60 truck lanes project.
92509	Riverside	it costs too much to build here. We need to get rid of some state and local regulations.

92509	Riverside	we need more buses and trains.
92509	Riverside	on the weekends. I don't want to drive but the transit schedule (metro link) makes it difficult to get around. I don't like toll lanes. Too expensive and doesn't help with traffic.
92509	Riverside	CB freeway entrances need to be better because cars cause traffic congestion and jams (60 fwy on Valley way)
92509	Riverside	the 215 needs more lanes near Moreno Valley. Washington has electric cars. I don't see where our transportation taxes are going.
92509	Riverside	we need local transit from Moreno Valley to riverside that runs frequently like trolley. We need to educate kids on how to use transit early to foster new generation of transit riders.
92509	Riverside	in New York I never had to drive. I had to buy a car when I moved here. We need better transit.
92509	Riverside	My daughter lives in riverside off magnolia and when she got in an accident she was left with no car and uses the electric rent scooter to get to work (Sear at Arlington) and it's really convenient I like that program
92509	Riverside	add more freeway lanes.
92509	Riverside	we need to add a third lane on Van Buren
92509	Riverside	make the freeways wider.
92509	Riverside	the wb 60 lanes near the 15 are in bad shape. There are pot holes and it makes it difficult to drive regular pick trucks. The streets on near Van Buren always get flooded.
92509	Riverside	I work in construction and I drive a lot. There are too many cars and accidents on the streets
92509	Riverside	CB truck driver who thinks there's no remedy to traffic due to congestion and angry drivers only time there is no traffic is at night
92509	Riverside	traffic is getting worse.
92509	Riverside	Providing ideas or my personal opinion about current projects or suggestions for new projects.

92509	Riverside	Make public transportation more affordable. OCTA ROUTE 794 to Costa Mesa is convenient but expensive at 14 dollars per day. RTA ROUTE 200 only goes to Anaheim. I feel that cheap, practical and dependable public transportation is the solution. I have been commuting from Riverside for the last 10 years and public transportation just keeps getting more and more expensive to take the bus or metrolink. This will help take vehicles off the roads make the freeways safer and create long term jobs for all the conductors.
92509	Riverside	It is clear that the county of Riverside does not think the metro-link service is necessary. it is a system that does not benifit the community due to its lack of speed, and freedom, unlike driving your own car to the orange county area, the worst amount of traffic in the morning and coming back at night. RCTC should be focusing on rewarding those who take the bus or carpool to and from riverside. more luxurious buses and ways to get people to carpool to and from work should be the focus. Construction projects also make the freeways or even major streets unbearable during peak hours. Construction times must drop drastically, whether if that is through working on massive road projects 24/7 (more hires) or working the project in small sections to allow traffic to only be affected in a small area rather than for a mile long stretch (La Sierra heading up to Lake Matthew is a perfect example, a long stretch that still is not complete.)
92509	Riverside	Better integration between counties would be good. Keeping bus stops well maintained and covered shelter from the elements such as sun and rain would be nice. Trash receptacles would be good. Lighting would be good. To be honest, there is a perception of unsanitary conditions, dealing with people who might be violent or unstable associated with riding the bus system. Take a look at our bus stops. Do they invite you or tell you otherwise. Review other cities or counties that have well traveled public transportation.
N/A	Riverside	Remove big rigs from the roads during morning and afternoon rush hour commutes
N/A	Riverside	I no longer drive And my only hope was the bus. I love it. You have given my independence back. I dont have to depend on anybody for a ride. Thank you very much.

N/A	Riverside	more buses and trains. should be 1 bus every 10 minutes at each bus stop. if there was enough public transportation people wouldn't have to rely on driving cars, there would be less cars on the road which would mean: -less traffic -less accidents (less injuries/death) -less wear on the road/less need to repair wear -less pollution need I go on?
N/A	Riverside	More train service! If there was more reliable transportation to Orange and Los Angeles counties via rail, we could chip away at the horrible state of the freeways. I've recently been taking the train into downtown LA for meetings and have been grateful for the convenience but frustrated by how limited of an option it is. We could build rail lines to connect the county as well and get more people using public transit. Light rail through clogged corridors could also help significantly.
N/A	Riverside	Stop Taxing the crap out of us! Actually do your jobs and fill potholes you can start there.
N/A	Riverside	Start investing in articulated busses for popular routes
N/A	Riverside	Yeah don't park the damn scooters in the sidewalk so you can get your wheelchair around them
N/A	Riverside	Many people have died in Alessandro blvd, one just last week, this has been due to the failure to fix the bottle neck at the 60 and 215 interchange. Want to fix something why don't you start there!
N/A	Riverside	Turn the toll roads into light rail lanes.
N/A	Riverside	There comes a point when there are so many people in an area there is nothing you can do . Think about that before you burn tons of money. BE WISE
N/A	Riverside	Go Fix pot holes properly, Or you can give are money back that your wasting.
N/A	Riverside	Get rid of so many bike lanes. I see cars going bumper to bumper in one lane while I almost never see any bicycles in the bicycle lanes. On another subject, I wonder if these electric scooter companies are paying anything to use the public sidewalks to store their scooters. They are a business and store their wares on city property. They need to pay a fee to do so.
N/A	Riverside	I have been talking the bus when I can but sometimes my hours are later than the last 1015 stop at Disneyland and I get off at 1115 would be nice if the time got changed and I would be taking the bus every day
N/A	Riverside	How about stopping the train at UCR. That's a start!

N/A	Riverside	We should buy cars at dealerships that arent selling and make them riverside taxis, you can pay a standard fee to go a certain distance like the rta' only it's not on a fixed route'
N/A	Riverside	Need more access for metrolink tell us where we stop not use microphone  announcement bec I can't hear and need more for deaf service like trip or on bus too
N/A	Riverside	1st' You have a homeless boom here, and some of these people are pushy, violent and their pissing everywhere, on top of utilizing our ambulance system daily. I own a business here and it's getting worse every year, we can't handle anymore and they keep coming here. Maybe I'll just move, that would be easier I guess.
N/A	Riverside	Build a city trolly that rides on tracks or cables
N/A	Riverside	Fix pot holes
N/A	Riverside	I didn't know we had a problem. I second that fix potholes and re-pave van buren
N/A	Riverside	As someone who rides public transit in CA, before you ask this, try getting the pub trans to simply run on time.....
N/A	Riverside	@therctc how about explaining why public funds for the 91 freeway expansion were used only to have said expansion be the addition of new toll lanes which charge the tax payer to use new lanes that they already paid taxes to build in the first place? Abolishing toll lanes on roads that already used public funding for construction seems like the fair thing to do and would certainly improve traffic flow & transportation for those with disabilities #rebootmycommute
N/A	Riverside	No it is not.
N/A	Riverside	Well definetly senior communities should have a stop for disability right in front or even offered to get them from their apartment or house.
N/A	Riverside	Re pave all the crap roads
N/A	Riverside	Earlier and later departure times. Like 5AM and midnight
N/A	Riverside	Make the merge lane East bound on the 91 from Pierce/Riverwalk longer. And fix the whole 91 /15 mess !
N/A	Riverside	It's easy quit building,. It's starting to look just like los Angeles,. It sucks

N/A	Riverside	More frequent buses, more bus stops, and a light rail system connecting all of the inland empire with Riverside as its HUB. Look at the Portland, Or MAX system if you need inspiration.
N/A	Riverside	Rail system
N/A	Riverside	Improve the 241 merge onto the 91E - it's the worst clog along that part of the route for too many hours!
N/A	Riverside	Take out the stupid car pool lanes so all of the country can use the freeways our tax dollars paid for. Engineer smarter interchange system for freeways.
N/A	Riverside	They should've built all those lanes to be flow lanes where the flow direction of the lane changes based on flow of heavy traffic.
N/A	Riverside	I hope Sacramento keeps ignoring us. They pay for parking everywhere.
N/A	Riverside	Don't dead-end a lane on a freeway that's traveling 70 miles per hour!!! EVER!!! You want a bottleneck, there you go!
N/A	Riverside	Open the fast track lanes to be carpool as well like San Diego does
N/A	Riverside	Widen the freeways cause we are NOT taking public transportation 🙄🙄 Get rid of toll lanes 🙄🙄
N/A	Riverside	Put the bus station back
N/A	Riverside	Get rid of the toll lanes. We pay enough in gas gas and registration fees. Also start writing tickets to people blocking traffic just to cut in line for the toll roads.
N/A	Riverside	There's 5 miles of Santa Ana River between the 15 and Van Buren. Another 5 miles to Mission Inn Ave. When there's an accident and Van Buren gets closed, Pedley and Arlanza might as well be separate countries. We need more bridges across the river.
N/A	Riverside	A high speed rail, connecting from San Francisco to San Diego, of course it should also pass through Riverside and Inland Empire
N/A	Riverside	Fix the potholes they tend to mess with the cars and cost people money.
N/A	Riverside	High speed rail connecting Riverside, LA, OC, San Diego. It's proven that adding lanes to expressway doesn't fix gridlock; need alternative means of commuting

N/A	Riverside	Fast track is for those who can afford that expense. It is better to widen the freeways and encourage the double up of commuters, and main drags such as allesando add a carpool there so people can lighten the load of frwy traffic during high volume hours. Major change would be to find a path between the 91 and 215 that goes to 60 fwy with minimum stop lights
N/A	Riverside	Open the fast track lanes to be carpool as well like San Diego does
N/A	Riverside	This looks like it's all about road and highway improvements/additions. It literally refers to the participants as "motorists!" So we're just gonna act like the profile of #InducedDemand doesn't exist? Let's get some regional railway and last mile improve! #rebootmycommute

ZIP	City	Comments - San Gorgonio Pass
92220	Banning	Well, for now the new connections can grow our communities longer and wider. From there we will see its pros and cons, as well of thinking if we make longer so we connect the whole United States.
92220	Banning	How about we start a go fund me page to get some of these projects kick started. Just a thought.
N/A	Banning	Make more road improvements. There is a misappropriation of funds that should be going into road improvement.
N/A	Banning	No texting while driving, make the fines bigger for violators.
N/A	Banning	I like the buses, one suggestion is to place times on the bus signs at the stops. Make it easy to find out what time the next bus is coming. For example put "this bus comes at the 15 mark"
N/A	Banning	People should walk more or bike more
N/A	Banning	Provide buses for Coachella music festivals. We are concerned for safety during these festivals.
N/A	Banning	We need more buses, and try to keep people off the road.
92223	Beaumont	We need bus Lanes and a real train system. I would use the bus all the time if we had decent public transportation. It would take me over an hour to get to my college by bus, but only 15 minutes by car. That has ridiculous. For one of the most wealthy economies on the planet, how can we be so far behind.
92223	Beaumont	I feel that carpooling and/or public transportation options from Beaumont to downtown Riverside would be beneficial.

92223	Beaumont	This is more of please asking you to expand the San Bernardino Metrolink line to either Beaumont or Calimesa. Not sure if you guys oversee Redlands or Yucaipa but if the San Bernardino line could be extended to much closer to Beaumont it would be super awesome. Also of there's a better channel for this type of request please let me know Thank you!
92223	Beaumont	In addition to the Intercity connection from LA to Indio with maybe a stop in Cabazon, we also need a commuter train that connects Beaumont & Yucaipa with Redlands and the larger LA metro Area, OC and SD.
92223	Beaumont	1. Widened Interchange bridge, on ramps with signals at Cherry Valley/I-10 serving Calimesa and Beaumont is needed now with the amount of housing already built and being built with the commercial on the southeast corner coming soon. 2. Widen I-10 from Calimesa to Banning. It's a traffic jam going west every morning and night, and getting worse every year. 3. Full widening of Oak Valley/I-10 Interchange in Beaumont is needed—not just the signals that are being installed now. I-10 needs widening through Yucaipa so RCTC needs to coordinate with SBCTA 4. Improve Singleton, Calimesa Blvd and County Line Road I-10 interchanges in Calimesa. 5. Full improvements at Protero/SR60 rather than just bridge and interim ramps 6. San Timoteo Canyon Road needs improvements such as a signal at San Timoteo and Redlands Blvd because the peak traffic is backed up at the stop signs. The road should be widened. It's no longer a 'country road' with all the use it has now from development. 7. Improve and widen Beaumont Avenue and Hwy 79 I-10 Interchange 8. Extend Metrolink or light rail to Beaumont/Banning/Cabazon/Palm Springs 9. More Safety improvements are needed on Hwy 79 from Beaumont to Hemet/San Jacinto. 10. Create new I-10 interchange at Pennsylvania Ave in Beaumont.
92223	Beaumont	The growth in Beaumont continues and with all of the residential and commercial construction it will clearly continue. The new Potrero interchange will certainly will help the traffic congestion, a complete interchange at Pennsylvania / I-10 is long overdue. Even those two projects are not enough to solve the continued congestion at Highland Springs / I-10 which is already critical with more homes being built. My concern is these projects should already be beyond the talking stage. Thank you.

92220	N/A	There are only 3 types of vehicle traffic-Commercial, Emergency Service and Private. Each has a wide variety of users. The San Gorgonio Pass is a funnel for all of them and the majority are exceeding the speed limits even on the main city/county streets. Access to a commuter rail service would be helpful to the growing economy. Expanded bus service with more stops in residential, medical and commercial neighborhoods would be helpful. Particularly if the buses were handicapped accessible and with extended service hours. The basics to be helpful to local citizens are already in place but, in my opinion need to be expanded.
92320	N/A	Monorail
92320	N/A	Add a normal 4th lane between yucaipa and beaumont
N/A	N/A	You have to be kidding me. Back in the day they tried to buy up all the homes including my parents' and then had meetings on traffic. No one listened to the neighbors including my mom and her best friend. My dad said enough of this bs and sold my childhood home and moved out of the area. Those traffic engineers had their own ideas and could of cared less what the "community" had to say.
N/A	N/A	Have uber donated free rides to handicapped.
N/A	N/A	How about we privatize the trains and busses (governments are notoriously bad business owners), open the carpool lanes to ALL traffic (every time it's been tried it's been successful), use the money that we vote to set aside to ONLY to fix the roads EVERY election cycle to actually fix and expand the roads (instead of that cash going to politicians' pet projects), and let people freely CHOOSE how they get to work without government influence/insistence/social engineering. Government control of transportation is a key factor in forcing a state to accept the socialist economic system, an economic system that has failed EVERY TIME it has been used. Can we PLEASE learn from the mistakes of the past WITHOUT repeating them?
N/A	N/A	Nah, we dont ned another failed rail system
N/A	N/A	Metrolink. We need more Metrolink
N/A	N/A	Get the Metro extended....
N/A	N/A	Be on time.. not too early or too late. Add more bus stops. Dont change routs all the time.
N/A	N/A	Metrolink

N/A	N/A	You gotta be kidding..... Don,t build a swarehouse truck farm at CV Blvd & I-10 !!!!!
N/A	N/A	Quit building more mundane, expensive housing... there's plenty of housing and waaaay too many people living here. The 10 underpass in Banning has become completely choked due to traffic overload. Get the homeless people out, and what is this survey for? The city fathers haven't ever looked around Banning? It's a dirty, poorly run mess.
N/A	N/A	Look at how the signal lights are timed. You have a green light and can't go because the next light is red and theres to much traffic. Get out from behind your desk and go look at the city
N/A	N/A	Maybe we should encourage people to pull off the freeway if they're being pulled over by CHP. People can't help but stareeee at the flashing police lights... it backs up traffic for miiiiles. Also, there are so many traffic lights that take forever to change. For example, turning left onto the 10E on Yucaipa Blvd takes way too long. The left turn arrow will be red even though there are no cars coming. I have to wait until the next cycle to go! There's lots of lights like that, that just are not timed correctly.
N/A	N/A	Stop stage coach, Coachella, building more homes and voting Democrat. Solved.
N/A	N/A	metrolink Indio, palm springs banning, Beaumont to Riverside

ZIP	City	Comments - Southwest
92530	Lake Elsinore	I wish there was a train that went from Nichols exit or lake st exit to south Corona. My family and I make that commute together and it takes almost an hour to go those 13 miles.
92530	Lake Elsinore	Stop the building of new homes, let's work on & maintain the roads to handle the traffic we already have & build more highways, before building more homes. Let's not promote events that we know will cause serious traffic problems, such as the beautiful flowering poppies. Let the people find out on their own. Stop electing ignorant persons into office, find out the truth about them first. Stop the corruption, lies & pay offs in our own state government.

92530	Lake Elsinore	Hello, I'm a resident of Lake Elsinore. I live in a track that is very popular, multi-cultural and safe, but I feel like I live in the "boonies" as I don't have a car and feel stuck in a box. And there is absolutely NO Public Trans in the vicinity. I have to walk 35 to 45min (keep in mind, in shoes for "work") to get to a bus stop, to limited areas and connections (downhill, then uphill back home, which add's 10 more minutes). If I want to go to any other county I have to connect from the "Outlets" in Lake Elsinore off the 15. And even then, if I need to take a train to LA County (where my vocation is), they have limited runs ONLY in the morning and limited runs back in the early evenings. And to get to the Inland Empire (lets say, to Fontana), its going backwards (Riverside), then forwards - the way the buses/trains are set up and their availability. Meanwhile everyday on the road to jobs with my supervisor on my 9 to 5 regular job, we are stuck in traffic on various Fwy. routes. It is obvious that IF there were sufficient ways to get to our destinations, there would be less traffic if there were more routes for buses (modern LARGER buses than these "vans" locally) and longer schedules, as well for Trains that also have longer hours so that we don't stress to catch the connections on time.
		(continued) This is the very reason I want to go back to LA County, I can hop on buses I know that run till 12am+ and hop the Goldline and go from Montclair to "Santa Monica" if I wanted (If I could afford it, I'd move to San Diego county). I have taken public trans in SoCal for 25 years, I am used to long commutes, but to have "nothing" here in Lake Elsinore is a crime. I'll not be here forever, but its those that make this their permanent home that will suffer, and not want to venture out of their comfort zone. I for one am sick and tired of living in this box. I hope that this helps, but WHERE is this money coming from? As said, the politicians can talk but we've seen and heard the same b.s. since 1988 in California. - Thank you for your time.
92530	Lake Elsinore	We need more freeway lanes not toll roads, Californians already pay enough in taxes why tax more ? I believe if you removed the toll roads to make for regular roads then it would ease congestion . I live off the 15 freeway in lake Elsinore and why would the state add a toll road ? We need more standard roads . Maybe dig tunnels and go underground where the existing freeways are . Just my opinion but I hope our elected officials figure it out as we are considering moving out of state . California has billions come into the states via tourism as well as via our local residents . You need to watch closer where the state spends money at .
92530	Lake Elsinore	We need a ring road

92532	Lake Elsinore	I think for to long California has wasted money on building roads (specifically widening roads) that are already obsolete by the time the project is completed. More focus needs to be concentrated on commuter/light rail in the county. I was probably one of the first commuters to start using the Perris Valley Metrolink line when it opened. For months the trains were empty with maybe 10 to 15 people per trip. I commute from the South Perris Metrolink Station to Riverside UCR and occasionally the Riverside-Downtown Metrolink stations to get to Santa Ana/Los Angeles and the amount of people now taking the train HUGE compared to what it was three years ago . The Perris Valley Line is a modern freight-free (for the most part) commuter line that has very limited service. This morning (04/11/2019), I missed my Metrolink train in South Perris and decided to drive into work. What takes 27 minutes on the train took 1.5 hours along the I-215 and side streets this morning! I love the train!... but Metrolink's service in Riverside County has always catered to 9-5 commuters. I would ask the RCTC to look into how many people actually work typical 9-5 jobs anymore, its much less than in previous years. Metrolink is a fast option to bypass traffic and get to your destination, but if your work day starts in the late morning/afternoon and ends in the late evening, you're screwed for Metrolink in Riverside County. Additionally, the I-215 northbound into San Bernardino is heavily congested in the morning as well.
		(continued) A right-of-way with track exists that could allow Perris Valley trains to transport riders to San Bernardino which has multiple trains per hour that connect to Los Angeles until 8pm in the evening and 930pm on Friday's and weekends. Metrolink's San Bernardino Line is the only line Metrolink operates that offers multiple trains per hour during peak times and at least one train per hour during off peak times. This model should be used in Riverside County with the IEOC line, 91/Perris Valley Line and the Riverside Line (I understand the Riverside Line difficulties due to SCRRA not owning the right-of-way and being at the mercy of the Union Pacific). Point being is I believe commuter rail to be the answer. More fre quent Metrolink service to more destinationsis the key in my opinion. Riverside County is growing rapidly due to affordable housing and the roads will never be able to keep up. Now to quote a line from Field of Dreams but geared towards rail commuters, "IF YOU BUILD IT, THEY WILL RIDE."

92532	Lake Elsinore	Please provide public transit commuter services through Temecula. The I-15 is such an untapped resource for public transit. There are outlets in Temecula and Lake Elsinore and Corona. Temecula could be a location where a number of lines meet up connecting workers, families, businesses, and communities. In addition, public transit infrastructure that would support mass evacuation in the case of flooding or fires- making roads wider does not help this issue when the roads are unsafe and flooded.
92532	Lake Elsinore	I feel the 15 freeway from Temecula to Corona desperately needs to be widened. With the continued growth of the Southwest area of Riverside County, the freeway continues to get worse. As commute times get longer people looking to move to the area will start looking else where due to the poor commute times. Thanks for listening.
92532	Lake Elsinore	Stop with the Express Lanes!!! Quit banking off of the tax payers! Add extra lanes to the freeway to unlock congestion withOUT charging.
92532	Lake Elsinore	This is just an observation, with the death of that individual on the 15/91 bridge that makes it 3 suicides in these overpasses could you add signs along that stretch of the bridges maybe a hotline number, maybe some sayings to help the individuals contemplating suicide. The other thing might be installing cameras in those areas where this is occurring if a car "breaks down" in these areas emergency personnel can be notified. This also affects the fastrak so maybe they can help with the costs. I don't know but something needs to be done because unfortunately it will happen again.
92532	Lake Elsinore	Start building train tracks now before we become LA
92562	Murrieta	More frequent rta buses between Murrieta and university of California riverside.
92562	Murrieta	Easing the congestion on the 15 fwy in the Temecula area should be the top priority. The 15 fwy in the Temecula Valley is a major artery for anyone traveling from the Inland Empire to/ from San Diego. It is beyond frustrating to travel on the 15N in afternoon traffic and see my car navigation indicate that it will take me 90 minutes+ to travel 13 miles from the Fallbrook area to Murrieta. It's inconvenient and disruptive to my business to have to plan my business meetings San Deigo around the traffic so that I can avoid 3 hours of traffic for what should be an hour drive.
92562	Murrieta	PLEASE, PLEASE, PLEASE!! We need at LEAST one additional lane, each direction, on I-15 though Temecula!

92562	Murrieta	Continue Fast Track fr San Diego thru to the 91 something needs to be done Especially thru the Temecula to Murrieta area It's so bad & adds so much extra time to our commute!!!!
92562	Murrieta	It has taken me an hour and a half to drive from murrieta to Camp Pendleton in the morning.
92562	Murrieta	When will an appropriate commuter HIGHWAY go in between southwest Riverside County and South Orange County? The Ortega highway is no longer feasible for commuting.
92562	Murrieta	***NEW HIGHWAY TO SOUTH ORANGE COUNTY*** The Ortega is no longer enough, it's no longer safe, and it was never meant to be for commuters...
92562	Murrieta	Improve public transportation and create more options
92562	Murrieta	Reduce traffic through Temecula to the I15/I215 interchange.
92562	Murrieta	The 15 North and South between Temecula and Rainbow Valley needs major help. The onramps at SR 79 and Winchester need meters so cars are staggered coming on to the freeway. This traffic is abhorrent and will ruin the quality of life in SWRC, destroy real estate values, and hurt the tourism economy! Reboot my commute!
92562	Murrieta	Widen the 15 freeway through Temecula and Murrieta
92562	Murrieta	I would take trucks off the road during commute times. Don't need a tax for that. And take money from the train to nowhere.
92562	Murrieta	2 additional lanes 15 N/S bound from Indian Truck Trail to 91
92562	Murrieta	Please spend some time driving northbound on Interstate 15. It takes an hour to drive from the Riverside County line, just 7 miles on Interstate 15, to get to 215. Horrible. Please consider Southwest Riverside County I-15 improvements.
92562	Murrieta	How about not charging an arm and a leg for ridiculous toll fees and let the tax payers have the lanes that are desperately needed, Anne Myer?!? 🤔💡
92562	Murrieta	How about fix the pot holes on California Oaks Road and paint the white strips. You can hardly see the white lines at night.
92562	Murrieta	Seeing that you guys bring in so much revenue from the toll roads, fix the freeways!! A billion dollar disaster that you guys wasted in Corona and no one lives have improved. You guys, especially Anne Myer should be fired.

92562	Murrieta	Idea: A multiple lane highway that will allow automobiles to travel with ease as there will be no intersections, stop signs, stop lights and pedestrian crossing until they reach an off ramp. But yet we can still find a reason to touch the brakes and come to a complete stop.
92562	Murrieta	3 highways come together in Temecula (79, 215, 15) and only 3 1/2 ramps to service the city. Need a Temecula bypass for SD commuters, or a cross town freeway similar to SR30 in San Bernardino before it became the 210. A direct connection from Temecula to camp Pendleton would make a huge difference since we have such a large military presence living in the area and commuting to SD. Even a rail line from Temecula that connects to the rail line on 5, for Navy commuters. Build it along the creek that dumps into the Pacific in Oceanside and put a stop at Basilone st.
92562	Murrieta	RTA commuter buses do help, but cannot be effective when the freeway gets congested. If we can get the Metrolink to propose a plan to connect a service line from Corona to Escondido Transit center via parallel the 15. Imagine no longer having to sit in traffic because of poppies flowers or commuters from SD county going home.
92563	Murrieta	Traveling northbound on I-15 through Temecula is always a mess. We need more exits off and on the freeway in this area. We also need some kind of mass transit to San Diego and Orange County and Los Angeles.
92563	Murrieta	Fix the horrible traffic on the 15 in Temecula. Looks like there is plenty of room for another lane or carpool lane. Need additional off ramps too.
92563	Murrieta	Anything really! The 15 coming through Temecula is crazy. We need to widen the 15 and make yield lanes for on ramps
92563	Murrieta	Expand the freeways or add a passenger lane. The commute is not only awful during the week but it can be very congested on the weekends passing through Temecula.
92563	Murrieta	Please help with that 15 fwy Temecula corridor. It is becoming a nightmare!
92563	Murrieta	As much as I dislike, we need metered on ramps. So many people trying to get on at one time. Carpool lanes would great. I travel 35 miles to work and it takes a minimum or 1 HR 15 mins.

92563	Murrieta	The I-15 needs some serious help! Communities surrounding the 15, Temecula, Murrieta, Menifee, Wildomar, Lake Elsinore, have been and continue to explode with new home construction but no thought has been put into the impact of all these new homes (aka commuters). Travel throughout the region has become increasingly difficult and is only expected to get worse. We need improvements: carpool lanes, more lanes for commuter, or even dedicated semi-truck lanes.
92563	Murrieta	The I-15 corridor through Temecula, CA is in dire need of upgrades. That freeway is congested at all times of the day. It is unacceptable.
92563	Murrieta	The I-15 through Temecula / Murrieta to and from San Diego county must be addressed. There is no single answer to fix this. Rail is an excellent idea and should be seriously considered. The 15 should be widened at every place possible. There should be dedicated non-stop HOV lanes through the whole valley for those just driving through. The surface street traffic must also be addressed. Every home builder should be forced to build the supporting infrastructure for the new homes they are adding such as roads, fire stations, etc. Stop allowing special interests to push all traffic away from their neighborhoods onto the already gridlocked major thoroughfares such as Winchester and Temecula Parkway. Sync the traffic lights on major roadways to keep a more consistent flow of traffic. Give tax incentives to businesses who allow alternative work schedules that take their employees off the roadways at peak times. Stagger school hours so parents won't all be dropping off or picking up their children at the same time. Vehicular traffic is like water. The more you put in front of it the more it backs up. The more it backs up the more stagnant it becomes. Any plan must allow traffic to flow as much as possible.
92563	Murrieta	The i15 commute to and from san diego needs to be fixed. The commuting congestion is awful and would really help people working in san diego
92563	Murrieta	Fix the 15 freeway > Temecula-San Diego PLEASE.
92563	Murrieta	I love the idea of express lanes from LE to Corona. I guess like most people, I don't understand why it's a 5 year plan, gas taxes increased so these urgent projects could happen ASAP. The other urgent need is Riverside County to the 15/215 through Temecula and Murrieta. I literally spend hours of my life in these two areas each week.
92563	Murrieta	Please help with traffic congestion. Large trucks bringing in goods can travel on non peak hours only not between the hours of 10 to 3 pm
92563	Murrieta	Please shorten my commute! Currently it takes 1.5 hours in the morning and 2 hours in the evening. Crazy! Always stops in Temecula.

92563	Murrieta	I moved to Temecula area 5 years ago. It was an hour to San Diego then. It's an hour and half now. On a good day. If you leave early enough. Traffic is now 5-6 hours in the evening. It starts at 1 and often doesn't let up until 7. Temecula needs a two lane carpool bypass in the worst way. As well as a trucks only lane. A longer acceleration lane at Winchester that goes all the way to the 215 split would help too as that is where the bottleneck begins. I don't know what "genius" thought dumping 4 lanes of 45 mph traffic onto a 70 mph freeway was a good idea but it was not. The only other option would be a loop. A bypass of some kind. More lanes will just be more non moving traffic.
92563	Murrieta	Please expand the 15 highway. It has gotten so bad since I have moved to murrieta I work in Poway and three hours of my day is taken away just for the drive
92563	Murrieta	The 15 freeway corridor through Temecula is parking lot. Every morning, every afternoon starting at 2, every weekend. It's a maddening experience. There just isn't enough lanes to handle the volume of traffic coming through that corridor.
92563	Murrieta	I think RCTC needs to rethink and replan the CIP because those projects and studies are obsolete when it comes to fruition. There needs to be a revised comprehensive transportation plan. The plan should expanding Metrolink beyond Perris and extend it south like Murrieta and Temecula where majority of the residents commute north and southbound to their work.
92563	Murrieta	I definite wouldn't recommend toll lanes. We need a great railway system that would connect the Inland Empire to San Diego, Orange County, and LOS ANGELES. Metro link train is a start, but we need a railway 🚆 system similar to the Bart system in the Bay Area.

92563	Murrieta	I commute from North San Diego County to Murrieta. The Temecula/Murrieta area is well on it's way to a million people and these roads and streets cannot handle the current traffic. Here are some urgent suggestions. 1. Work with San Diego County to extend car pool lanes north from Escondido and either extend MTS north to Temecula or expand RTA service south to include weekends and day hours. 2. Rebuild I 15 through Temecula with diamond interchanges 14-16 lanes to handle both 15 and 215 traffic and continuous exit lanes between interchanges. 3. Extend Metrolink from Perris to San Jacinto on abandoned track, extend hours and add weekends, and make good connections on RTA to the rail line from Temecula. 4. Add commuter rail line from Corona down I-15 median to L.A. and Orange County to Temecula and extend Perris line along 215 to Temecula. 5. Build 74 and 79 corridors to either freeway or toll road from Temecula to South Orange County and from Temecula to the 60 or 10 to relieve the 215.
92563	Murrieta	What would I do? The question should be what is the county &/or state doing to improve the ridiculous congestion & dangerous driving conditions us taxpayer's endure. I moved to Temecula in 04 when traffic in the Temecula - Murrieta area wasn't that bad & as the 15 from Escondido & south was adding Fastrak lanes, the population growth in my area Tem/Mur was completely ignored. The roadwork to the Temecula pkwy on/off ramps have done absolutely nothing to improve traffic flow on the 15 in our area. Surely you don't need me to suggest the simple math that more commuters require more lanes.
92563	Murrieta	The I15 from North San Diego border through Murrieta has become a seriously congested corridor that has paralyzed traffic coming and going even on weekends. We see nothing in the works to correct this and there will be lawsuits and a public uproar if something is not done fast. It never used to be this way and our tax dollars are being spent elsewhere while this problem is hemorrhaging. Please advise what options we have and what our long term traffic and urban planning is.
92563	Murrieta	I live Murrieta and it takes too long to travel
92563	Murrieta	VERY EASY QUESTION. I SCREAM IT every day NB on I15 heading into Temecula. Create 2 lanes in the median with a movable barrier. 2 heading N in the afternoon and 2 going S in the morning. ALSO, CRITICAL NEED for a truck only lane on SB 15 heading out of Temecula and one NB from 76 all the way to the border checkpoint. Traffic problem SOLVED. Quit WASTING our money on bullshit Agenda 21 traffic control schemes. TRAC should be free. We already paid for it!!!!

92563	Murrieta	1. Convert all freeways to toll roads with a toll booth at every entrance. 2. Remove all HOV lanes, and replace them with rail, with stations on top of roadway and stairs/escalators/elevators down to tracks. 3. Provide trains from Temecula to Corona, Riverside, and San Diego. 4. Increase frequency of trains to L.A. and Orange County. That will fix everything!
92563	Murrieta	It takes me about 1.25 hours during rush hours to travel about 35 miles from Murrieta to our main office in Downtown Riverside. That's 2.5 hrs round trip for 70 miles. In comparison, it takes me about 1.75 hours during rush hours to travel 80 miles from Murrieta to our construction project in Downtown Indio. That's 3.5 hrs round trip for 160 miles. I would not oppose a 1% tax hike to substantially improve traffic going from Murrieta-Temecula area to Downtown Riverside.
92563	Murrieta	The I-15 and I-215 are LONG overdue for carpool lanes. Both north-and-southbound on the I-15 and I-215 should have 3 commuter lanes and 1-to-2 carpool lanes. This alone would alleviate a ton of rush hour traffic in mornings and late afternoon/early evenings. It shouldn't take me 1 hour to drive from Murrieta to Perris (15 miles) in the mornings at 6:00am.
92563	Murrieta	Anything but trains.
92563	Murrieta	Bus drivers making over 100 a year and literally only seeing 1 or 2 people on the bus
92563	Murrieta	Need more widening especially the ranch's CA. And Winchester exit too much traffic there
92563	Murrieta	Why not widen the 91 from Escondido to corona? Also you need more veins of hi way going to the Meniffee Winchester area. Tell Gavin Newsome to come up for air, and use the bullitt train money to fix this issue. Newsome needs a glass stomach to see what's going on these days...
92563	Murrieta	The left hand turn lanes on Winchester from MHS to Dominegoni are to short. They force people to cross the double lines, potential traffic ticket, to get out of the way of cars going straight
92563	Murrieta	Public transportation Besides a bus would be nice.
92563	Murrieta	We need rail services to Perris station.

92563	Murrieta	Prioritize the main streets you idiots. Enough of this BS when someone hits the sensor on Dum Bass Ct the light on Main St immediately turns yellow. Then Dumbass has a 2-3 sec delay where as Main St has none. Sooo ass backwards. The daytime red light rate is a consistent 75% in Tem/Murr. I hit 10 red lights in a row on a regular basis (that should happen once every 1024 times) and scream hallelujah if I get 3 greens in a row. And we're paying \$4/gal to accelerate/brake/idle all day...
92563	Murrieta	We need a light rail straight down I-15 from San Diego County to Corona. Also on Winchester, from I 15 to to Dominegoni Parkway / Hemet. A train from I-15 alongside the 215 to Riverside. WE NEED MASS TRANSIT, PERIOD!!! So many new homes being built from Temecula/Murrieta to Winchester with no way out of this valley
92563	Murrieta	Here's a novel idea 1. Stop fixing handicap side walks that already work and have worked for 40 years. It so nice to see that the new handicap sidewalks actually limit mobility more than improve it. Would love to find out who the politicians in our local community that voted to take care of .001% of the population over the rest of us. This is the reason no roads get fixed and we have terrible infrastructure problems. 2. Mass transit is a failure and doesn't work. However our politicians once again sink millions of our tax payer dollars into it supporting the .001% of the population. Please feel free to show me or educate me on any mass transit system that actually profits and give back to the community it supports. 3. With the current political environment and the continued high taxing of the rich/middle/low income classes in California and our city won't have to wait long before the population starts leaving. On average there's about a million California's leaving because they can no longer afford to live here. 4. Independent audits of our city government across the board needs to happen to curb the needless and wasteful spending that continues to happen do to incompetents. That can be fixed by only voting for representatives that actually have merit and experience doing the jobs they are running for. Have a wonderful day
92563	Murrieta	Finish Butterfield Stage to Pourroy. Finish Clinton Keith to Winchester. Finish French Valley Parkway to Murrieta Hot Springs. More bus stops along Winchester from French Valley to Temecula. And, if I can dream big...a direct route to the 5 freeway. The beach is so close yet so far away.
92589	Temecula	Traffic to work from MURRIETA to. Carlsbad is very very congested. Wish we had a bullet train. Too many. Lone drivers on road
92590	Temecula	Connecting us to the already existing train lines could help. Maybe adding some HOV roads to the 15 both directions.

92590	Temecula	WE NEED TRAFFIC CONTROL IN TEMECULA!!! We have thousands of cars coming through our city that are just passing through daily and it is CLOGGING OUR ACCESS!!!!!! PLEASE FIX THIS PROBLEM ON THE 15 FWY in TEMECULA VALLEY!!!
92590	Temecula	How about a more improved public transportation system. The current public transportation system is a joke compared to other countries. 15 southbound from Temecula to SD county is a total disaster every morning and the same thing for 15 northbound coming from SD county to Temecula. So much road rage and people doing illegal lane driving on freeways just so they can skip or avoid traffic. A vanpool is too expensive for most and is not the solution for all.
92590	Temecula	I would love for their to be train access up the 15 fwy with access to san bernardino and rancho cucamonga. right now there is no way to get there. i go to csusb and there is no way aside from car.
92590	Temecula	the county should provide monetary incentive to carpool to work. My company gives me \$20 a week per person when I take them to work.
92590	Temecula	I'd like traveling to be made easier and more simple and pleasant for everyone - more travel options for all, not just people who drive cars - more walkable communities and neighborhoods such that folks aren't so reliant on cars or public or paratransit to get their basic daily needs met and live a good quality lives - better quality RTA buses in Temecula and the surrounding ares (busses that area truly accessible and safe for people in wheelchairs to travel on - extended bus service - shorter wait times - stronger public transit links from county to county - more reliable, efficient and less tedious paratransit service - shorter wait times for people who use paratransit - more transportation options (like Uber and Lyft) for people who use power wheelchairs and other mobility devices.
92591	Temecula	Build a bike lane in the middle separation of the freeway. Bicycles and motorcycle thru-ways. This is not a safe place to bike. The bike lane on the 76 should have been separated from the cars, much like the one off the 56. Winchester should be much safer, you take your life in your hands. If we could commute safely by bicycles, we could be much healthier and reduce pollution, and avoid traffic.
92591	Temecula	Quit trying to force people to change. Not been successful. Open up toll roads and car pool lanes until the proper number of highways have been built based on gas tax revenue! Oh which means stop wasting gas tax \$ on alternative ideas or programs. We need more lanes now not anything else!
92591	Temecula	La Serena is a disaster!

92591	Temecula	Give light priority to main roads. Lights turn red on main roads instantly when a car approaches a light on a crossroad or residential road. This causes traffic congestion.
92591	Temecula	Give us a MONORAIL system.....low cost maximum usage...a monorail has worked for millions since it's inception and you could set your clock by it..
92591	Temecula	Put commuter trains all along the 15 and the 91 which connects with the Metro. If your build it, we will ride!
92591	Temecula	Better and safer bike paths
92591	Temecula	You start by raising the speed limit on semi trucks to 70 mph and get them out of the right to lanes . With the right two lanes open to exiting and merging traffic will have a better flow . And for God's sakes make all vehicles with blue tooth standard equipment and educate people on how to use it.
92591	Temecula	Widen the I15 and install metered northbound on ramps for Temecula/Murrieta.
92591	Temecula	I'd like to see improved and or increased off ramps through Temecula.
92591	Temecula	I would like funds allocated for the stretch of the 15 freeway and 215 freeway in Temecula, CA. The traffic is beyond ridiculous and we can use the help in making our commutes manageable.
92591	Temecula	Traffic on the I-15 Freeway through Temecula and Murrieta is horrible. Northbound, it starts backing up before Fallbrook. I used to go to the Doctor at Scripps in Rancho Bernardo, but if I started home after 1:30 pm, it took me 2+ hours to get to Temecula. I decided not to go to that doctor any more because it ended up being a whole day's trip. Yesterday (Sunday) at 4:00 pm the traffic was backed up on the I-15 northbound through Temecula. People were exiting onto surface streets in Temecula just to get around the log jam that had no cause. No matter what day or time, the traffic on the I-15 is impossible. 75 cars are trying to get on the freeway at the same time and there are no on ramp signals. People are trying to get on the Freeway at Winchester, but cars on the freeway are trying to move to the right to enter the I-215 freeway. Because the freeway runs cuts between 2 mountains in Temecula, there aren't many ways to get around the traffic. Cars try to go through Rainbow or on Old 395, but that is jammed too. If there is a fire or major accident, people are stuck on the freeway or end up on City streets, making them over crowded. I imagine the log jam also affects the Border Patrol Station.

92591	Temecula	Fast track the Interstate 15 / French Valley Parkway interchange ... this would greatly improve the traffic flow through several on/off ramps in the area.
92591	Temecula	Add lanes, widening and interchange improvements along entire length of the interstate15 corridor between Escondido and Corona.
92591	Temecula	Please support infrastructure improvements for I-15. The commute has gotten absolutely terrible. In fact my husband had been rear ended 2x in the last year due to increased congestion and my sister in law has been out on disability for 9 months due to being rear ended on the I-15 just trying to get to her job to provide for her family. It's a huge problem! Why doesn't California also have any mass transit like trains?
92591	Temecula	https://apple.news/AAF-1w43QSeqzPLu28leyyg Massive investment in rail not roads!
92591	Temecula	Accidents in this highway segment are often times deadly and occur daily. The congestion is dangerous and causes aggression for drivers. I've seen so many people enraged trying to take it out on other drivers too.
92591	Temecula	Freeway 15 passing through Temecula is a disaster. Because of the horrendous commute, my husband and I retired sooner than we had planned. Temecula needs at least one or two more offramps because the three existing ones are severely impacted.
92591	Temecula	More freeway lanes
92591	Temecula	I strongly endorse the City of Temecula's effort to improve traffic flow on Interstate 15 through the city. Population growth in this region has led to a chronic and severe problem and there already exists very promising construction solutions.
92591	Temecula	Commute home between San Diego county line to Winchester road exit (just south of 215) takes so long and misses baby's bedtime!
92591	Temecula	The NB I15 is a parking lot through Temecula starting in the early afternoon, not just rush hour. Add another lane or a left lane that goes directly to the 215.
92591	Temecula	I have been commuting on the 15 freeway from Temecula to San Diego for 9 years. I have seen the drive get significantly worse over the years. I spend on average over 3 hours in the car. Please work to get this section of freeway improved.
92591	Temecula	The corridor of the I-15 through from south of Temecula to the 215 is a nightmare and needs to be prioritized.

92591	Temecula	Fix the 15 fwy through Temecula Ca.
92591	Temecula	The commute home to Temecula from San Diego is miserable. The freeway moves along nicely until you get close to the boarder crossing then It takes over one hour to go from Fallbrook to Winchester. The 215 merge is causing the back up. Something has to be done !!
92591	Temecula	I live in Temecula, CA and commute to Escondido, CA. This should be a 35 minute commute but is not! I carpool with 2 others and our average time in the car is 2 1/2 hours a day (good day). On a bad day we have spent over 3 hours trying to get home. We are in desperate need of a carpool lane from the 215 fwy to the 78 fwy, where a carpool lane starts.
92591	Temecula	Please make this project a priority.
92591	Temecula	Please remedy the horrendous traffic on the I-15 in Temcula. Traffic is a huge problem for our area and prohibits getting anywhere in a timely fashion, especially during the weekday commute and also on weekends.
92591	Temecula	Build an additional offramp between Rancho Cal and Rainbow for Pechanga and Wine Country traffic. And more importantly build toll lanes from Escondido to Cajalco along the 15 and have the lanes moveable so you can have "rush hour" lanes like they do down in San Diego.
92591	Temecula	We don't need to focus on road widening projects or road upgrades. Instead, all our focus and resources should be dedicated to fast tracking the train and rail plans all over Southern California. That a region this densely populated doesn't have a rail system on a par with those in Europe (like in the U.K. as a really good example) is just a disgrace. Our priorities should be on moving large numbers of people efficiently and quickly instead of trying to keep 1 or 2 individuals in their cars clogging up the roads and slowing everything down. Infrastructure like this is what is going to drive jobs and growth, health and prosperity. Not the tired, old and greedy policies that only benefit big oil.

92591	Temecula	Traffic on the 15N from the San Diego county line into Temecula is becoming unbearable. As a result, people are leaving and will not return to this area, causing long term devastating economic impacts. Aside from widening the freeway, my recommendation is to adopt a truck ban during periods of high congestion. This is done already in the I-5 corridor near Sacramento, so there is already precedent in California. For example, from 5am-9am and 3pm-.7pm, trucks over a certain length would not be allowed in the I-15 corridor from Temecula to Hwy 76. This could be instituted within a year or less with the proper representation from our city. Thanks for your strong consideration of my approach.
92591	Temecula	Purpose that a 2 lane city bypass , not a carpool, be placed between the I15 Border check station and the I15/I215 split. There is enough space between the NB and SB I15 Lanes to place these Bypass lanes. This would allow the many vehicles that are just passing through to use those lanes and make the flow a bit smoother
92591	Temecula	you already got money, it was called SB1. is this SB2 or 3 or 4.
92591	Temecula	I am a daily commuter to San Diego from Temecula. I don't see a good bus connectivity to San Diego region. There are thousands go to work from Temecula/Murrieta everyday. If there are frequent bus services at least up to Escondido Transit center, it would help lots of commuters and reduce congestion on I-15 between CA-76 and Temecula.
92591	Temecula	Continue the carpool lane for 15N past the 78 towards Temecula
92591	Temecula	Round-abouts are very efficient in the Temecula Wine Country. On weekends there are HUGE lines of cars on Rancho California Road and this REALLY HELPS to keep the traffic moving! There is no electricity needed other than streetlights, and no maintenance. When done correctly, these should become mandatory instead of stoplights.
92591	Temecula	15/215 split --when will this be addressed?

92591	Temecula	I am a Riverside County employee (DPSS) and we recently received an email promoting Telecommuting opportunities. I believe that Telecommuting is a great resource & beneficial to everyone all the way around. Unfortunately, I've noticed that management isn't always open to this idea and I don't think that it's because they believe it will negatively impact business, but they are not well informed as to the great benefits of offering telecommuting to staff (I believe this is the case with the department/unit that I currently work in.) I would suggest that RCTC look into doing research on teleworking, partner up with other Riverside County Departments to explore the great benefits of Teleworking and present the material to the various Riverside County Depts. to promote teleworking. Not all departments will be able to do teleworking, as business needs always come first, but I believe there are many departments/units that would be great for teleworking.
92591	Temecula	Northbound I-15 beginning at Rancho California Road interchange and points north, which is 4 lane at present: Signage installed to show the left lane "I-15 North", Lane 2 "I-15 & I-215" and right lanes "Winchester Road". Beyond Winchester Road interchange, signage to indicate the left lane is "I-15", next lane "I-15 & 215", next two lanes "I-215". Add one additional lane from the I-15/215 split past Murrieta Hot Springs Road, Upgrade the speed limit on the I-215 to 65+. At present, people get in the right lane at Rancho California Road and slow to 55-60 to "not miss" the 215, at least three miles ahead, restricting access to the northbound freeway from both Rancho California and Winchester. I believe more improvement can be done with signage than additional lane construction, since those funds seem to be split more towards Sacramento and the Bay Area than SoCal. At present, people get in the right lane at Rancho California Road and slow to 55-60 to "not miss" the 215, at least three miles ahead, restricting access to the northbound freeway from both Rancho California and Winchester. I believe more improvement can be done with signage than additional lane construction, since those funds seem to be split more towards Sacramento and the Bay Area than SoCal.
92591	Temecula	Have all trucks only on freeways from 12 midnight to 6 a.m.. The last L.A. Olympics had certain hours for trucks around the Coliseum and other locations and were very successful in reducing the crowded streets for autos. During the hours with less autos on the freeways, allow all autos to use the HOV lanes.

92591	Temecula	Have later times in the morning and in the night to 217 bus which will allow more students to commute back and forth from San Diego State San Marcos and even Palomar College. Making the route more effective and more successful.
92592	Temecula	Transportation is a great idea, but I think we all know it wastes money. If it even broke even, it would be great. I get real tired of seeing so many buses empty, knowing it is costing the real taxpayers money. Show us your budget. Then let us decide if the system is worth it and put it to a vote. Stating this for a friend.
92592	Temecula	Attract businesses to this valley that offer professional level jobs so we're not all commuting. Add on on/off ramps at Overland and Santiago and finish Diamond Valley interchange. Synchronize the traffic signals on Rancho Cal so I don't have to stop at every single stop light between the 15 and my house.
92592	Temecula	Begin to see the problem from the ground up. First, pedestrians. Second, benches and shelters for public transportation. Third, buses that go to more places. It has to be safe, convenient, and practical. or nobody will use it. Better suggestion: get rid of ALL school buses. Divert that money and resources to public transportation. Let all students begin to use public transportation in kindergarten. Raise up a generation that uses public transportation naturally.
92592	Temecula	Sacramento has little to do with our transportation issues. Start by redirecting time and money back to middle and working class people so they don't have to leave the county for a livable income. Cancel all new non-emergency road work. Force cities to redesign their city plans for walkability and alternative transportation. Work to bring regional transit (that people will actually want to use) to the county. Use roundabouts and yield signs more often. Advertise tax incentives for taking alternative transportation to work.
92592	Temecula	Put in a carpool lane or create more lanes where the dirt is in the center of the freeway between rancho can and the 215 split. That section is ridiculous with the oncoming cars coming on from multiple points so close to the split

92592	Temecula	Our freeways can't keep up with the amount of traffic we are getting daily. The City keeps allowing more building with out the thought of the infrastructure in our area. We have come home from Los Angeles at 11:00pm and the freeway is still packed going north, south isn't too bad. We need more lanes. I feel bad for the commuters going to Riverside that knuckle is horrible with only a couple of lanes. Our roads and streets need repair in the city too.
92592	Temecula	I would like the 15 freeway that goes through Temecula to be upgraded to ease the tremendous load of traffic, especially during the times when people are going to and from work, as well as on weekends. This would add to safety also. I understand that there's a federal grant and that the city of Temecula is requesting a portion of it. This would benefit not only Temecula, but surrounding areas as well. Thank you for your consideration.
92592	Temecula	Put in additional lanes-not that hard to figure out-come out and see for yourself.
92592	Temecula	Add more capacity on the 15 in Temecula.
92592	Temecula	Please direct design and funding resources to relieve the daily I-15 gridlock. It currently takes 1-hour to drive the same 15-miles on approach and through Temecula, CA.
92592	Temecula	I'm very thankful that I personally do not have to commute to work since I retired. However, the #15 jam up does affect me when I need to get to/from the airport or any other business in San Diego. God forbid that I might want to go to the beach sometime! I would have to leave by 1:00pm, or wait until after 6 or 6:30 to be able to get home in less than three hours! It also impacts me in that the surface streets are also jammed with people trying to get off the freeway. Whatever impact this log jam has on ME, however, is minor. I feel for the folks who have no choice but to travel that corridor for work and other necessities. I hope that a solution can be found and implemented in the near future!!
92592	Temecula	I would like to see from the Rainbow Canyon exit to the 215 interchange past temecula have auxillary lanes added or additional lanes. I also think that there needs to be more ways to and from Fallbrook which is where the traffic starts almost every day in the evening. Rainbow Canyon Road becomes overly congested once you are past the Rainbow Canyon exit.
92592	Temecula	Add I-15 lanes through Temecula to and from the I-215 & I-15 intersection.
92592	Temecula	Temecula fwy 15

92592	Temecula	I have many, MANY suggestions, which I hope will become useful. Here they are: 1. BRING MORE RAIL. I am an avid Metrolink user, and since I go to UCLA I use the system to go from Union Station/Downtown LA to Perris, Corona or Oceanside, since they are closer to Temecula. We need to find a way to extend Metrolink south from Perris or Corona or northeast from Oceanside and build new stations in cities such as Lake Elsinore, Menifee, Murrieta, and/or Temecula. If this doesn't work, then we need to build auxiliary rail lines in the region, such as Sprinter or Coaster in North San Diego County, that will connect to those larger rail systems and transit centers in order to keep more cars off the road. 2. WIDEN I-15 and I-215. In addition to the toll lanes that are currently being planned/constructed between SR 74 and SR 60, Interstate 15 needs to have at least four general-purpose lanes in each direction from Murrieta to Corona (or at least from I-215 to Clinton Keith Road and Temescal Canyon Road to Ontario Avenue), rather than the existing three, and I-215 should have four in each direction between Van Buren Boulevard and SR 60 near Moreno Valley. Carpool lanes should be added to both I-15 and I-215, but there need to be direct-access ramps (DARs) at intermediate places like Bedford Court, Santiago Road, Overland Drive and Nutmeg Street where interchanges for general-purpose lanes may not be feasible. There should also be a direct connector between the I-15 carpool lanes and the I-215 carpool lanes. The 91 Toll Lanes extension project, which was completed in March 2017, has seen higher-than-projected ridership and has overall been very well-received, and I am confident that such a system on I-15

		(continued) 3. ADD AND FIX INTERCHANGES. We need to cooperate with Pechanga and find a new way to connect South Temecula/Redhawk with Interstate 15 instead of backing up traffic on Rainbow Valley Boulevard, Rainbow Canyon Road, Pechanga Parkway, and Temecula Parkway. This could be through a western extension/alignment of Via Eduardo or Deer Hollow Way and/or a tunnel through the hills. We should complete French Valley Parkway but call it something more logical like "Twin Cities Parkway" since a) it isn't projected to go to French Valley, and b) it mostly runs along the Temecula-Murrieta boundaries. We should also add and lengthen turn lanes from the I-15 off-ramps at major roads such as Rancho California Road and Winchester Road, which would help improve traffic flow during rush hour. Further north, add interchanges at Franklin Street in Lake Elsinore and at Horsethief Canyon Road in Temescal Valley. On I-215, we need to add more turn lanes at the off-ramps at Los Alamos Road and Clinton Keith Road (especially in the northbound direction) and build an interchange at Keller Road. The City of Menifee also needs to preserve room for another interchange at Garbani Road (between Scott and Newport), since it is unknown just how much traffic will increase with continued home development and proposals for the new Walmart and a large lifestyle center called The Junction at Menifee, both located on Scott Road.

		(continued) 4. WIDEN AND IMPROVE HIGHWAYS 79 AND 74. The erroneous "Speed Limit 55" sign heading southeast, between I-15 and Bedford Court, needs to be removed or replaced with a "Speed Limit 50" sign, since it doesn't make any sense at all for people to go 55 for such a short stretch, only for the speed limit to drop. Add turn lanes at major cross-streets such as Avenida de Misiones, Margarita Road/Redhawk Parkway, Meadows Parkway, and Butterfield Stage Road. Widen Highway 79 to six lanes (three in each direction) from the end of the city limits to Anza Road, relieving traffic bound for the Temecula Valley Wine Country, and widen it to four lanes (two in each direction) from Anza Road to the entrance to the Vail Lake Resort. Add traffic signals at Los Caballos Road, Pauba Road, Vail Lake, Sage Road, and Highway 371. Further north, widen Highway 79 (this time as Winchester Road) to eight lanes (four in each direction) from I-15 to Murrieta Hot Springs Road, and thereafter make it a six-lane facility (three lanes in each direction) to I-10, or at least Hemet. Improve the intersections at Ynez Road, Margarita Road, Murrieta Hot Springs Road, Hunter Road, Benton Road/future Clinton Keith Road, Thompson/Leon Road, and Washington/Scott, and fully fund the upgrade to expressway standards between East Newport Road and Gilman Springs Road. For Highway 74, add passing lanes between the Santa Ana Mountains and Lake Elsinore, and widen Grand Avenue, Riverside Drive and Collier Avenue for a guaranteed minimum of two lanes in each direction between here and I-15.

		(continued) Realign Highway 74 so that it follows Ethanac Road and sign it as a state route, rather than directing traffic along the Highway 74 alignment through downtown Perris and keeping the overlap with I-215. Improve Ethanac Road (prospective Highway 74) so that it continues directly east over the railroad tracks and Antelope Road in Romoland, and widen Highway 74 (as Florida Avenue) between the western Hemet city limits and Lyon Avenue (or at least Sanderson Avenue) to three lanes in each direction. 5. IMPROVE BUS TRAVEL/AVAILABILITY. The City of Temecula lacks a true, central transit hub, which I believe is harmful to the City's outlook. Build the Old Town South Parking Garage on Front and First Streets but add a large bus/shuttle/trolley depot (and possibly a rail station?) to help better manage local traffic. Add similar bus/transit hubs in the other surrounding cities, and improve bus frequencies throughout the region. Also, offer more routes that serve South Temecula, and offer more routes that go to the Promenade Mall rather than County Center. Add bus cutouts where they are not present but badly needed, such as Pechanga Parkway (southbound) past Rainbow Canyon Road. Coordinate Riverside County bus services with those in North San Diego County. 6. FIX LOCAL/ARTERIAL ROADS. There are many inconsistencies with the roads in Temecula, the most infamous example being where Butterfield Stage Road (northbound) narrows to one lane passing Temecula Parkway and Big Horse, only to open back up to two at De Portola Road, which creates a severe bottleneck for afternoon traffic bound for the Temecula Valley Wine Country.

		(continued) We need to make sure that our major roads are wide enough and have adequate turn lanes and lane widths, bike lanes, and medians not only for increased safety, but better traffic mobility. 7. REGULATE SPEEDS AND SAFETY. There is no reason that cars should be able to travel at 55 mph (the posted speed limit) on Temecula Parkway between the Temecula Valley Hospital and the Walmart/Petsmart/Sprouts area. This segment should be lowered to 50 mph to match the existing speed limit west of this point. There are too many areas in the area where the speed limits are too high, and others where the speed limit is too low. I have created (and attached) my own list of what I believe should be the speed limits in Temecula and vicinity. While this is not a full list or formal traffic study, this is how I believe people should be following speed laws in my area. For freeway traffic, reducing the speed limit on I-215 from 70 to 65 mph is a start, but do this for I-15 from the San Diego County Line to the Wildomar city limits. The area has gotten so built-up that the freeways are less fit for rural traffic, and doing this would also improve public safety. Also, due to the characteristics of the roadway in Temescal Valley/Corona, the speed limit on I-15 should be lowered to 65 mph from the Temescal Canyon Road exit to Ontario Avenue. While this is not an exhaustive list of the ways I would like to Reboot my Commute, I hope that some of these concepts will come to fruition in the very near future. Thank you and I look forward to receiving more information!
92592	Temecula	15 Freeway passing Temecula. It's always traffic during pick hours. Intersection on 15/215 freeway is always traffic. Please do an improvement to lessen the traffic that's passing Temecula. Thank you.
92592	Temecula	The I-15 from SD County line to Murrieta, past I-215 Interchange is in desperate need of funding to alleviate rush hour traffic that keeps our freeway backed up for hours! No toll lanes! Give us regular carpool or more general lanes.
92592	Temecula	I would love a train from Temecula to downtown SD (with a few stops in between — Escondido, RB, Mira Mesa, downtown). With the commuters who travel into SD and then trolley stops within metro SD we could ease a ton of congestion and prevent accidents.
92592	Temecula	Please help us MOVE I 15 from Winchester to TEMECULA parkway. This is such a dangerous area and the traffic is unmeasurable.

92592	Temecula	North 15 back up going through Temecula every single day from border patrol to 215. On Friday afternoon the backup is to San Diego. Temecula area worse due to 215 backup. Let's face it when people leave town 15 is the freeway they take to go to Vegas and river. Please allocate funding for carpool lanes through Temecula.
92592	Temecula	The I-15 problem starts well before Temecula and has continued to get worse. The band aid approach to fix the exits was of little help and only addressed people finally getting home from there long commute. It did not speed there long hours of commuting. Our federal representatives have ignored the problem and have used the lack of funding as an old excuse. Nonsense. Look around Riverside and see the prior projects.
92592	Temecula	The 15 freeway needs help. I drive 15 south in the AM and both in the PM between Rancho Bernardo and temecula. Over the past 14 years traffic is 3x's as bad as it was in the bringing. Thank for your help!!
92592	Temecula	Seeking your support to upgrade the 15 freeway in Temecula. The city of Temecula is requesting 50 million dollars from that grant to support Hwy 15 improvements to mitigate traffic congestion. 70% of the traffic during peak drive times is just passing through Temecula. They do not live here, they live in our surrounding communities. As such, fixing the 15 freeway will be a benefit not only to our residents, but the entire region.
92592	Temecula	If better transit options were available, I would take them to get to my job at San Diego State University. As things exist now, it would take too many hours for me to take transit from Temecula to SDSU. Additional runs of existing bus routes would make an enormous difference to me.
92592	Temecula	Please fix traffic , congestion on 15 freeway in Temecula.. I drive all over SoCal and it HAS to be one the worst spots around.
92592	Temecula	Express lanes on the I-15 in the Temecula area. It's Incredibly congested between The Temecula Parkway exit all the way to the 215 a great deal of the time esp during commute hours and sometimes even on the weekends.
92592	Temecula	The 15 throughout all 4 exits in Temecula. Just a parking lot 3-6.
92592	Temecula	The daily gridlock on I-15 Temecula really could use a reboot. It's a problem everyday for Temecula residents. Even more frustrating is that the majority of drivers in the gridlock arejust passing through. It makes using the 15 a complete headache. Thank you for listening.

92592	Temecula	funds to mitigate traffic congestion on the 15 freeway through Temecula. The commute has become intolerable, not only during peak commute hours, but all the time now. I have been involved in accidents due to the heavy traffic, delays, missed flights and it's becoming increasingly worse with time. This ridiculous traffic impacts the quality of our lives, safety issues, etc.
92592	Temecula	Please provide at least \$50 million dollars to mitigate traffic congestion on Interstate 15 going through Temecula to the 15/215 split. Most of the people going through there, causing some of the worst traffic in the Nation, doesn't live in Temecula but DO live in Riverside County. This will help out EVERYONE in Riverside County. Thank you!
92592	Temecula	The worst congestion in the state is the K-15 through Temecula. It is gridlock most of the day because of the number of cars heading north or south of Temecula. Most are NOT residents of Temecula. Best bet would be to add additional lanes; I do think there is enough land to do this.
92592	Temecula	We have lived in South Temecula since the early 90s. What use to be a 30 minute commute to San Marcos for my husband in the afternoon has now became a 1 to 1.5 hour commute (sometimes longer) just in the last few years. So many people complain the traffic is because of Temecula's growth but I beg to differ. Although the traffic has increased in Temecula because of the growth over the years, I truly believe it is from the huge growth of the surrounding communities of the unincorporated French Valley, Winchester, the cities of Murrietta, Wildomar, and especially Menifee. With so many cars and especially transport trucks on a highway that has only 4 lanes it becomes a bottleneck into the valley. One accident, either morning or afternoon, and the commuters are screwed as well as the city of Temecula's infrastructure. I work near GOHS and when I leave to go home, I have seen the impact of a major accident on the 15 affect Pechanga Parkway. Traffic backs-up in front of the casino and what would be normally a 3 minute drive becomes a 20 drive just to drive less than one mile. Ridiculous! I hope the county of Riverside sees what is going on down here. So much money has been put into the areas north of us but I have not seen any improvements to our area (other than the new Temecula Parkway off/on ramps) since I moved up here. Something needs to be done TODAY!!

92592	Temecula	I would like to see some work on relieving the large amount of daily traffic along the 15 fwy in the City of Temecula. The traffic has been getting worse by the year and most of the commuters are passing through the city but causing so much congestion. We do not have enough exits to accommodate the amount of residents in the city and the traffic flow is always
92592	Temecula	The majority of commute problems in Riverside are caused by the backups on the I-15 in Temecula. If that problem is solved it will ease traffic all along.
92592	Temecula	We need to ease congestion on 15 in the Temecula area by adding lanes and HOV.
92592	Temecula	I-15 upgrade specifically in the Temecula region. As far south as the 76 Freeway, traffic begins (northbound), and specifically backs up during the ascent up the hill towards Mission. Traffic becomes dreadful from Rainbow Valley all the way through the I-15/I-215 split. Adding additional lanes, fixing exit ramps, etc. would help benefit the health and safety of all commuters' lives, whether Temecula residents, or residents of surrounding communities.
92592	Temecula	I am contacting you concerning the rush hour traffic on I-15 NB in Temecula. On most days traffic is backed up almost 10 miles, from the Winchester exit to the 76. Would be interested in creating a zipper lane allowing communities north of Temecula to by-pass the Temecula exits. Given that Murrietta and her surrounding communities are still primed for large growth it would make sense to get ahead of the problem now. Thank you for taking our feedback.
92592	Temecula	The 15 fwy in Temecula needs help. I live off of a Pechanga Pkwy in S Temecula. I need to take my children to activities in North Temecula. This can take me 30 minutes (during times you'd expect should be fair empty. But starting at like 3pm already it's packed) to get on Freeway on Temecula pkwy and exit on Winchester. (heading back it's a 10 min drive).
92592	Temecula	We must expand the I-15 and I215. Most traffics is not coming to Temecula they are driving though. Please help our area. Thank you
92592	Temecula	Help ease the traffic congestion on I-15 thru Temecula California.
92592	Temecula	I would figure out how to alleviate some traffic on the I-15 corridor going north from the San Diego county border through Temecula to the 215. The back up, even midday and on the weekends is ridiculous!

92592	Temecula	In the twenty years we have lived in Temecula the freeway traffic has increased exponentially, what used to take 20 minutes (from Rancho California Rd to Murietta Hot Springs road) now can take up to an hour on freeway. The problem has become so bad that they(commuters) are taking the back roads through neighborhoods where kids are playing on their street. Please help solve this problem. Thanks
92592	Temecula	Please help ease congestion through Temecula Valley. It takes valuable time from families in the evenings that used to be spent together.
92592	Temecula	I have lived in Temecula since 1992. At this time we moved from San Diego in order to afford our first home. We decided at this time that my husband, a police officer, would make the one hour commute. That commute can now take 2 hours! The car pool lanes in San Diego are great, but one he hits the 76 in Fallbrook it is horrible. I think the first step would be to put carpool lanes in starting at the 76 heading north. This problem just keeps getting worse.
92592	Temecula	Add more lanes and carpool lanes,express lanes on the 15 South from Temecula to Escondido
92592	Temecula	We need more lanes of traffic on the 15/215 corridor and we need a carpool lane from Menifee to Escondido! More mass transit from Riverside to San Diego would help alleviate the car congestion.
92592	Temecula	Please help ease the pain temecula residents suffer with a widening of the 15 through Temecula @
92592	Temecula	Expand the I-15 between San Diego and 215. Add another exit between Temecula Pkwy and Rancho California.
92592	Temecula	I will help in anyway I can to get relief from the commute through the I-15 corridor through Temecula Valley. I travel everyday and it's terrible. There is room to add an additional lane or even better, a fast track carpool lane. How can I help?
92592	Temecula	I-15 north is in real need. I live in a city that if we have an emergency, our freeways won't support the traffic. Freeway looks like a parking lot. Is time to work in the freeway and stop building homes.
92592	Temecula	The commute on the 15 north into Temecula, Ca is horrible. I live in Temecula but work in Escondido and have to commute back and forth this way every day and it just seems to be getting worse. There are so many trucks on the road too, and motorcycles. I see accidents all the time. Something needs to be done to alleviate the congestion.
92592	Temecula	Widen the 15 freeway from 76 to the 215!

92592	Temecula	The 15 freeway south to San Diego and north back into Temecula has grown so much worse in the last 10 years. It's unbearable to commute. It makes my family consider leaving California altogether. We need expanded lanes
92592	Temecula	I15 near Temecula needs more lanes to keep up with increased population. There is plenty of land and this is achievable. People moved away from the coast because of lack of affordable reasonable middle class housing.
92592	Temecula	As a military member, I commute between 79S in Temecula down to the San Diego area. I moved to Temecula in July of 2015 when a non-rush-hour drive home was about 45-1hr, and a rush-hour drive was 1:15 to 1:30 if there was an accident. Today, my typical commute starts at about 1hr30m if traffic flow is good. Sometimes, this is with the HOV. Due to the horrible drive, I no longer just have to plan for my work hours, I also have to plan for my daughter to be picked up before the childcare center closes, school events, emergency calls at work, etc. I have considered taking the dangerous risk of a motorcycle, but will only help so much due to having to make it home, change vehicles, and then pick my daughter up from work. The hassle is becoming not worth the commute, and my family and I have considered just moving on to base, causing us to miss out on the benefits of such a beautiful city, but service to country is a requirement that I cannot put as a second priority. Stretching the HOV lane, or adding a tram system, or adding a bypass to take drivers from Rainbow Valley, around Temecula, and up to the northern side of the 215 may help ease the commute. Thank you for looking into possibilities.
92592	Temecula	Please do something about interstate 15 from San Diego border to the 215. It takes so long just to go a few miles. It makes it so hard to even have dinner as a family since I am in the Navy and work in San Diego. I miss out on family time and the kids sporting events because of traffic.

92592	Temecula	have lived in the Temecula Valley for over 29 years. I remember when the 15 freeway going through town was nearly empty. Not to mention a few hundred thousand less people livening in this valley. Now I see the pinch point of traffic on the 15 freeway going through our once little town and traffic stopped or nearly stopped several times throughout the day regardless of what day of the week it is! The way I see it there are just too many homes built north of the 15 / 215 split and there is no other route to get from north county San Diego to the England Empire. I believe the 15 freeway must be expanded by at least two lanes each way to accommodate the amount of traffic traveling from all areas of the Inland Empire to Any where in the San Diego or North County area. The amount of homes being built in Meniffee is unreal. Many of those people must travel South of Temecula for work and the only route available is the 15 freeway going right through town. The problem is only going to get worse. Please expand the 15 freeway going through Temecula by at least 2 lanes going both North and South. Thank you, Tracy Avina
92592	Temecula	Help us relieve congestion on I-15 in Temecula it's only getting worse.
92592	Temecula	RAILWAY Please! San Diego's aggressive new plan brings their rail north of Escondido. PLEASE work to connect the Perris line down to Escondido, with a station in Murrieta or Temecula. An extra lane or even 2 on I15 in 10 years isn't going to solve anything, but taking thousands off the road every weekday will.
92592	Temecula	The daily traffic between the City of Temecula and San Diego is overly conjested on a daily basis. Since we moved here in 2012, traffic has exponentially increased and there are 20 mile backups during both the morning and late afternoon commutes. We will not even venture out to the 15 freeway to go to lunch in San Diego anymore. The 15 desperately needs additional lanes north and southbound , preferably HOV lanes and improvements to the entry to get onto the 215 north.
92592	Temecula	Quit approving high density housing in Meniffee, Murrieta and the French Valley area. Or, if funding can be found, build a train with stops in Corona, Riverside and, connect with the San Diego transit. And, don't take 20 years to do it.]
92592	Temecula	Widen I15/I215. Put in more on and off ramps, especially one to the Pechanga casino.

92592	Temecula	I have lived in Temecula for over 10 years and have commuted to San Diego the entire time. When there is a major accident or fire in the area, it has taken me 3-4 hours to get home. This is unacceptable! Without traffic I can make it home in 45 minutes. A normal day is 1 hour and 15 minutes. The average time it takes as of the last year is 1 hour 30 minutes. And there are zero alternatives to taking the 15 freeway to my exit Temecula Pkwy. Please please please help improve this!
92592	Temecula	fix the congestion on I-15 between SR76 / and the I-215 junction
92592	Temecula	I commuted from Temecula to Rancho Bernardo area in San Diego for many years. I finally had to retire a year ago because I could no longer tolerate the traffic jams on the 15. It was effecting my health, both physically and mentally. This is a serious problem that needs immediate resolution. Thank you.
92592	Temecula	Expand 15N to the 91 always a mess!
92592	Temecula	As we know, the 15 through Temecula is one of the worst congestion areas in Riverside County if not Southern Cal. I am submitting an idea that I have for review by someone who actually knows what they're talking about. My idea has a new 15N ramp from Winchester that is between the North and South bound lanes. 15N bound traffic would merge to the right. The current Northbound ramp would be for the 215N traffic use only. This would stop vehicles having to cross lanes to enter or exit the 15 or 215.
92592	Temecula	Why is the carpool lane taken away and made a part of the toll road? Why is the carpool lane taken?
92592	Temecula	are there any plans to put in east-west between the 15 and the 5
92592	Temecula	On the 15 freeway to Corona, why are there no diamond lanes, HOV lanes?
92592	Temecula	15 freeway in Temecula connecting Riverside County to San Diego County.
92592	Temecula	I would love to be able to take transit from Temecula to Lemon Grove (San Diego County)
92592	Temecula	It is time for RCTC and WRCOG to merge so that one organization, with one vision, and shared resources can move the area forward. Mass transit also needs to consider critical mass projects where enough frequency makes it an option. Light rail to Temecula and or San Diego is a must from Perris!

92791	Temecula	I live in Temecula and commute to Fallbrook each day for work. I am stuck in over an hour of traffic each day, on a good day. The distance I travel each day is less than 15 miles, but the traffic on the 15 creates such a slowed pace that it is usually bumper to bumper the whole way. Something has got to change. This should not be the case. There have been many efforts to ease traffic congestion on the 15 closer to SanDiego, we need that same consideration in this section. Please make this improvement plan a priority!
92952	Temecula	The traffic just in Temecula off the 15 freeway is ridiculous and something should be done. A normal 10 minute drive takes over 30 minutes during peak hours and there seems to be room to expand lanes, nothing has happened and traffic is just getting worse.
N/A	Temecula	I15- THROUGH TEMECULA NEEDS TO BE ADDRESSED. BACKS UP FOR 20 MILES. ITS TERRIBLE. ONLY WANTING TO LEAVE COMMENT.
N/A	Temecula	The light timing at the Winchester exit on Northbound I-15 and follow on light at Ynez & Winchester are out of sync causing back up traffic. Please #rebootmycommute
92595	Wildomar	Find New Leadership, Lower Taxes and bring real jobs, stop building multifamily apartments get away from Welfare State Policies
92595	Wildomar	Schedule some buses up to The Farm in Wildomar. We Seniors need affordable transportation. Thank you very much!
92595	Wildomar	Need an on and offramp between railroad canyon and bundy canyon. Continue the fast track lane on the 15 coming from the 91 that ends around Ontario Ave. Let it continue to at least toms farms.
92595	Wildomar	I would fix the congestion on the 15 freeway in Temecula. It is so painful driving to work each day, Please send help! Thank you
92595	Wildomar	There is plenty of room to add lanes. If you don't want to do that. Cone off the fast lane starting at the San Diego/riverside border all the way past 215 So those who are going straight through Temecula can flow through. The people wait until the last minute to get over to get to the lanes for 215 and that is a big part of the back up

92595	Wildomar	To whom it may concern, Diamond Drive exit #73 on Interstate 15 southbound highway definitely needs an additional freeway exit lane constructed to reduce the dangers of driving past the current exit as many drivers risk the lives of many by blocking the safety lane and sometimes even stopping or slowing down drastically on the slow lane in an effort to try and get in front of all the traffic patiently waiting to exit while being stuck in the safety lane ; Furthermore, cars are constantly using the safety lane as an exit due to the actual exit being extremely packed with traffic waiting at the street light to officially exit the #73 southbound highway exit. Clearly, exit #73 on interstate 15 southbound is unfit for driving conditions and presents a huge risk especially when drivers slow down or even stop on the slow lane because they might miss the freeway exit. In conclusion, Diamond Drive exit #73 on interstate 15 Southbound should be reconstructed or modified in a way to properly flow traffic through and out the exit. As a result, everybody using exit #73 on interstate 15 southbound can have a much better driving experience and not have to worry or feel guilty about blocking the safe lane, and people who drive past the exit won't have to worry about drivers slowing down or stopping in front of them in the slow lane so they don't miss the exit. Finally, the safe lane that is normally traffic packed for more than a mile long sometimes, would be kept clear and open for people who urgently need to pull over as well as emergency vehicles who depend on the safety lane during heavy traffic to rush where they need to go when duty calls.
		(continued) This is important to ensure that firefighters, ambulance, and police are able to use the safe lane as needed during an emergency. Although it may not seem like such a big deal, this problem should be looked into and fixed as soon as possible. That is all for now. I appreciate all the hard work and effort being put into improving driving conditions. Thank you for your time and consideration. I would like to hear back any thoughts, opinions, or questions about my idea as i know i am not the only one who thinks the Diamond Drive exit #73 on interstate 15 Southbound is all messed up. Good day.
92573	N/A	build up Ortega highway so for people working in Murrieta to Orange County.

N/A	N/A	I think you put real people to report back to you in all current bus routes for a week. They talk to everyone on the bus about what they want and need. Do those things first. They are the best people to please because the currently use the service. Once improvements are made, advertise the heck out of how you listened and improved. I will volunteer my time to be a "bus reporter" for you everyday after I get off work for a week. I truly believe we need reform to make people want to ride the bus and change our need a car culture. Hit me up to help.
N/A	N/A	206. Tom's farm / dos Lagos needs to go. It is not an Express anymore with a stop so close. Use local routes as suggested before. When those were added is when you lost your rider ship. You have the data to show this. And car break in at the stops is a huge issue.
N/A	N/A	Biggest issue right now is the 15 to the 91. Ever since the fast track expanded to the 15 fwy, the traffic now backs up to temescal Canyon Rd. Exit no matter what. Fast track is ridiculously expensive, costs up to, \$30 ONE way and only saves 20 minutes, if that. Who can afford an extra \$300/week in just fast track tolls? The more houses they build out here, the worse this will all get. Do better!
N/A	N/A	Loved the bus! Route 206/205. Problem is the park & ride lot.....My friends and I have experienced some loss due to vehicle break-ins and vehicle theft. In my immediate friends circle I can count five-six people that have been affected by this. If parking for our personal vehicle is more secure, more people will ride. Am I correct Aram Kazarian & Fred Haag Jr.?
N/A	N/A	Its not a traffic problem, its jobs problem when folks have to drive to LA, OC or SD to get a decent wage. Stop building homes unless there are jobs offered locally to support workers to keep them off the road. Buses, trains and rapid transit are putting a band-aid on a hemorrhage. Local county politicians are allowing overbuilding in unincorporated areas so that the taxes do not have to be shared with cities. They have failed their constituents because every new house built, requires three jobs and house are being built and jobs are not. Put a moratorium on building, attract high paying employers and stop creating bedroom communities that serve and exploit workers that have to spend hours a day on the road working in areas that they cannot afford to live in. Itys not a roads issue, its a jobs issue. Wake UP!

N/A	N/A	Start making those commuter-useful 1-lane roads into 2-lane roads so as to be able to pass some of the IE's slow-rolling numbnuts legally. Then add more lanes to the freeways. Get rid of the toll roads and let us benefit from them without raping commuters' pocketbooks both at the lane and tax time.
N/A	N/A	Perris, Already has a train, start talking about a train from Temecula to Corona, soon, do not forget south Riverside county..
N/A	N/A	Bring more businesses to the IE so people won't have to commute.
N/A	N/A	I say begin at the last mile. Planning should incorporate sidewalks, bike lanes/paths and walk/bike friendly access to routes. The county and cities should invest in the last mile first. Then find better ways to get there.
N/A	N/A	To make bus time more efficient, consider redesigning the ADA ramp to slide out. The current discharge of "catapulting" out seems to take a long time .
N/A	N/A	No 18 wheelers allowed on fwy from 0500-0800 and 3 PM- 7pm
N/A	N/A	Easy, Uber drivers are subsidized by the state of California for Riverside for 62 and over. For all grocery stores and hospital visits. Riverside would be way out in front of every other City/ county Give all Uber drivers a tax break for helping the elderly.
N/A	N/A	No one rides the buses shut it down
N/A	N/A	Create 2 lanes in the I15 median. Using a movable barrier, you could create an additional 2 lanes heading South in the AM and 2 heading North in the afternoon. WHY CAN'T ANYONE OF AUTHORITY FIGURE THIS OUT? Also a truck ONLY lane is DESPERATELY needed on 15S heading out of Temecula and one Northbound from 76 to the border scales. This is a NO BRAINER SOLUTION. Makes me feel as if none really wants to solve the freeway traffic issues. Too much construction has taken place with too small of an effect. Agenda 21/30 have anything to do with it?
N/A	N/A	No busses. Stay out
N/A	N/A	A fix for the northbound 15 traffic. Put the northbound Winchester onramp lane all the way through to the 215. Make the northbound 215 3 lanes from the 15. There is plenty of room for both. This is where the traffic backup starts. #rebootmycommute
N/A	N/A	Again stop building so many apartments and houses. I remember just stop signs.on cap orks. Fix the pot holes .ca of us road! Stop building!!!

N/A	N/A	We need two more lanes and a carpool lane on each side of the freeway. Also, the lights need to be synchronized.
N/A	N/A	I worry if we had a natural disaster there is no way out! We would be sitting in absolute gridlock !
N/A	N/A	Road widening
N/A	N/A	More frequent buses and more bus routes around temecula. Two bus routes and A bus every hour is not mass transit
N/A	N/A	Better Rail! I tried to get to Monrovia from Temecula, and it was impossible. The connecting train I would have had to take in riverside left the station 5-10 minutes before my train arrived. And not because it was late, but because the schedule is designed this way! After the morning rush, there are zero train options available without waiting hours for connecting trains. I would have had to find an uber/lyft at 4 AM to take me to Perris, so I could connect in Riverside without waiting for hours. But then I would have had to wait hours for the dealership to open. Rail from Riverside County to San Diego is CRUCIAL. With one highway in or out of San Diego, adding 1 or 2 lanes isn't going to fix anything. We need Railways and we need them NOW!
N/A	N/A	Quit building more homes without increasing the size and number of roads necessary to service them. Double deck the I-15
N/A	N/A	Simple solution to the HORRENDOUS North bound 15 traffic. A truck only lane is needed from 76 to the Border Patrol scales. An additional 2 lanes needs to be made down the center divide well past the 215 split. 2 lanes South in the AM and 2 for North bound in the PM. NO BRAINER SOLUTION!! NO MORE car pool lanes EVER!!! I am sure all of you COG Agenda 30 Globalists would like to have electric driverless vehicles where you could simply make our vehicles inoperable during certain times forcing people to use mass transit or car pooling.
N/A	N/A	A tunnel linking the 15 and 5 would be nice. Shouldn't have to wait 2 minutes for the light to turn green at 3am when there are no cars around. I've seen towns that from 12am to 4am make their traffic lights flash red one direction as a stop sign and yellow on the other for proceed with caution. Also, it's annoying when you come to an intersection and all directions are red until you stop and then it turns green. Temecula does this a lot. Why are the sensors right on the line. Move the sensors back 100 feet so we don't have to stop before the light turns green.

N/A	N/A	This is the worst place for traffic I have ever seen. Have lived here 4 yrs from San Diego, which has tons of traffic, but it's to be expected because the size of the city! This city and the traffic is heinous! People drive like maniacs, run red lights all the time, never see cops anywhere! They have to do something with this heinous traffic!!!
N/A	N/A	Uh. Quit building more apartments and houses. Fix the 15 215 split. Quit wasting money and get the damn on and off ramps fixed. Temecula city council must be full of idiots. Temecula should be ashamed. Wildomar even got there on off ramps fixed!! All the while Temecula council is running around with their heads in their asses saying dur dur who wants another water meter screw the town infrastructure. Aren't yall the dip shits who steal our tax dollars to figure this out? 🙌 up yours idiot city council members. Every town surrounding Temecula has fixed their on and off ramps but Trmrcula and idiot Naggar has nothing but lame excuses for why we cant. 🙌 up yours Naggar and crew!
N/A	N/A	Fix my road, not your friends roads first. Then, we'll talk.
N/A	N/A	Stop Building. Stop building houses until road capacity is adequate. Expand the 15 first. Temecula is full and you keep approving developments around it on county land that choke the roads more . Stop bus service. No one uses it. Bike lanes also prevent obesity
N/A	N/A	Stop building usless buildings?? I didn't want the condos--or apartments near my house then or now lol, it just bogs us up because there's no jobs here for locals to get!
N/A	N/A	gas stations on one street....think about that for a minute
N/A	N/A	Better stop light timing 😞 I swear I hit every single light in Temecula 🙏
N/A	N/A	Add rail along 215 and 15. We need more north/south rail. We don't all work in la
N/A	N/A	Time all the lights down Winchester, murrieta hot springs and Rancho California rd. It is absolutely ridiculous that it takes almost 20 mins to get down Winchester from murrieta hot springs rd to the freeway. There are too many people who live here to not have a timed light schedule
N/A	N/A	Create 2 lanes on 15 median with a movable barrier. Create a truck only lane on Nb 15 from the 76 to the Border Patrol scales AND Sb 15 from 79S to the Scales.

N/A	N/A	There has to be another Option to drive to Orange County aside from the 15 FWY to the 91 FWY and the Ortega HWY , the 15 is always congested and the Ortega can get back up by one Car Accident
N/A	N/A	Need a highway that goes from Lake Skinner to the 15 near Rainbow with many exits.
N/A	N/A	For one how about improving the size of the Maine roads two pedestrian over pass at cross walks so cars don't have to weight for pedestrians to cross the roads or underpass which ever works best it is all so safer. Improving road maintac better publick transportation like electric monorails that are suspended above ground level so not to slow down ground trific with train crossing and is more economical and better for the inviorment and quite over bus's and not as noisy as diesel train's and can run them to the other citys to save presser on the ever growing freeway problum. Build save bike paths that run thew out the city that dont interfere with cars so it is safer for bikes riders to commute this would all so help permot more ppl to bike ride and also help with the traffic . I can go on but you would run out of money for all of my ideas. 😊.how to help pay for it thair are. Over four citys all next to ech other the fund's could be combined to. Produce a transportation net work to all of them..also most of this can be payed for buy haveing comuters pay a bit exstra on tickets for the first 2 year's then drop the price down to normal fees once the two uears is up.
N/A	N/A	Add more roads to meet the massive increase in population. Stop building apartments
N/A	N/A	Add another road for those coming from Lake Elsinore, Murrieta, Temecula, etc... Going up toward the 91fwy. Our only way is by taking either the 15fwy North or Temescal Canyon Rd (another road would help a lot). Also focus on Creating jobs down here so people living here can get jobs out here and not have to travel to OC or LA for work. If there was more jobs out here less people would travel OC and LA which will decrease fwy congestion. Another thing is widen the 15fwy, (from 91 fwy connection in Corona all the way to Temecula City) you have the space to widen the fwy but you don't
N/A	N/A	Um...how about add 2 or 3 more lanes to the 15 fwy? I dont mean the stupid fastrak lanes either
N/A	N/A	Make the triangle a transit hub!!!

N/A	N/A	Get rid of the artificial bottlenecks that keep the 91 congested from the 15 to the 71 in the morning that keep people paying \$20. Or would that affect your bottom line too much? Example being the lane ending at Lincoln and the Serfas club on ramp. I'm sure there are others, people pay big toll money to travel that six mile stretch.
N/A	N/A	Open 22 fwy to connect to 215 fwy
N/A	N/A	Get jobs down there so people don't have to sit in cars for hours a day.
N/A	N/A	Train service would be nice...clear down to San Diego. Widening of the 15 FWY aside from toll lanes which do not replace the need for growth expansion to support the tons of housing tracts going in...maybe a metro like they have down the 105? More available stops for local shuttle buses and employees for Transit who can provide answers...I could never ride because I couldn't get an answer as to when the bus stopped by the post near my house as it wasn't on the schedule printout and come to find out sometime later they bagged the sign and eliminated the stop from the route for non-use. Of course no one used it if you have no idea what time to be there. Better park and rides with security, gated entry and lighting. We can't even park our timeshare vehicle at the Elsinore locations because we had tags stolen, license plate stolen, gas tank drilled, window busted for attempted stereo robbery...enterprise said park there again and you're responsible for the damage.
N/A	N/A	Expand public transportation in the Temecula Valley. Create public transportation routes that connect the Temecula Valley with major cities in the North and South, particularly to Escondido. I commuted to Escondido for 5 years and the the last 3 years I had to take alternate routes due to major traffic issues.
N/A	N/A	Stop opening up fast track and open up a lane for traffic instead of profit a lot of us can't afford the fast track. Fast track is to expensive
N/A	N/A	WIDEN THE 15!
N/A	N/A	Start by bringing back mandatory busses to school and back! Bypass lanes northbound to 15 freeway with no exit to Temecula
N/A	N/A	Unless there is a politician that sits in the crap traffic everyday it wont change. And there isnt one. If there was the freeways would be widened and transportation fixed. Out of sight out of mind in the temecula valley

N/A	N/A	An I-15 shuttle connected to Park & Rides. A functional bus service would be better than Temecula's "charming" trolley buses. But seriously, we'll get toll lanes because RCTC now has a cash cow*. Nice to ask the question -- it almost seemed sincere. *FYI the County regularly borrows against future revenue.
N/A	N/A	Re route the 215
N/A	N/A	Stop building homes and widen the roads including the I15 and 215
N/A	N/A	Quit building or approving houses and developments u til you have fixed the freeway even when you get campaign donations for the developer. Quit wasting our funds on busses no one rides
N/A	N/A	Add lanes regular lanes from Cajalco to Lake Elsinore. Not toll road lanes. Fee less lanes.
N/A	N/A	Get rid of the TOLL lanes that do nothing but mess traffic up! Its ridiculous!🚧
N/A	N/A	Two more lanes in each direction on I 15 plus HOV/Fastrack
N/A	N/A	How about doing something for French valley. Produce plenty of taxes. But seems to g to other projects.
N/A	N/A	STOP BUILDING TOLL LANES!
N/A	NA	Please add 3 extra lanes on the 15 N going from Riverside County/San Diego border to the 215/15 interchange. Also please make a freeway with 65 mph speed limit going from Temecula to San Juan Capistrano with 2 lanes in each direction.

ZIP	City	Comments - Other
N/A	N/A	We need more efficient public transportation options for example Mexico City has developed one bus lane only for buses and comes every few minutes. We need more public transportation within the city and it would be more eco friendly to go from one point to the other. We rely too much on our vehicles. More efficient public transportation options. Other places are far ahead of us in these areas.
N/A	N/A	More jobs, less houses. We need a factory again.
N/A	N/A	Jobs should equal the amount of housing. Please, no more housing. Good tax money for the city presently. But the future needs local jobs. LOS Angeles has the 5, 405, 105, 60 ... we have the 91 keyhole

N/A	N/A	Southern California's transportation system is BROKEN. Stay tuned for why...So, this morning I would have had to leave my house by 7:30AM for a 1PM meeting in LA. The LAST morning Metrolink train leaving my city to LA is 8:10AM. I was willing to do so because I've been putting a lot of miles on my car, and well, I just don't feel like driving today... I could do work on the MetroLink, read my new book by @brunanessif, hell, SLEEP because I had to wake up so damn early. There's outlets on the trains 😊, no WiFi 🙄♂, but your standard mobile has an option to have HotSpot internet. It's 2019! Well between trash day, my espresso machine acting up, feeding my dog, and then to find her take a giant piss on my floor... I missing that 8:10am MetroLink train for mttg that is 5 HOURS away. You'd figure I'd just catch the next train but, nope. They don't exist.
N/A	N/A	How would you plan to address transportation through a potential sales tax?

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 24, 2019
TO:	Budget and Implementation Committee
FROM:	Jillian Guizado, Legislative Affairs Manager
THROUGH:	Aaron Hake, External Affairs Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Adopt the following bill position:
 - a) HR. 2939 (Napolitano) – Support;
- 2) Receive and file an update on state and federal legislation; and
- 3) Forward to the Commission for final action.

BACKGROUND INFORMATION:

State Update

State Budget

Governor Newsom and the State Legislature announced on June 9 a state budget deal for Fiscal Year 2019/20 had been reached. There is little to note about transportation funding in the new budget. Transportation policy changes are often contained in budget trailer bills, which staff is monitoring as closely as possible and is poised to act quickly following the Commission's adopted 2019 State and Federal Legislative Platform should an important matter be proposed. The Legislature voted to approve the state budget on June 13 and sent it to Governor Newsom's desk for signature (or veto). The Governor has until June 25 to take action on the budget. In the meantime, the Legislature is working on more than a dozen budget trailer bills to accompany the state budget.

Federal Update

HR. 2939 (Napolitano) – Staff Recommended Position: Support

The Federal Aviation Administration (FAA) finalized a rule on December 8, 2014, that the self-help counties in California (and other states) believe misinterprets a statute related to taxes on aviation fuel. In 1987, Congress passed the FAA authorization amendments that required airports to spend aviation fuel excise tax revenue on airport uses. The conference report for the 1987

amendments to the FAA statute clearly stated that the requirement that local taxes on aviation fuel must be spent on airports “is intended to apply to local fuel taxes only, and not to other taxes imposed by local governments, or to state taxes.” The FAA rulemaking in 2014 contradicts the Congressional intent and 27 years of practice by stating that the provisions of the 1987 statute “apply to any state or local tax on aviation fuel, whether the tax was specifically targeted at aviation fuel or was a general sales tax on products that included aviation fuel without exemption.”

The FAA’s 2014 rulemaking overturns the decision of Riverside County voters to tax themselves for a specific purpose by dictating district and local taxes paid on aviation fuel must be spent on airport uses. Due to the controversy caused by the FAA rulemaking five years ago, the FAA had not been enforcing the policy until the state received a letter on May 17, 2019, threatening to withhold \$250 million annually in FAA grants received by airports throughout the state. HR. 2939 would protect Riverside County from the FAA’s recent threat by statutorily voiding the FAA’s rulemaking. Staff is recommending a support position on HR. 2939, consistent with the Commission’s 2019 State and Federal Legislative Platform, which includes a principle to protect our authority and revenue by opposing efforts to infringe on the Commission’s discretion in collecting and administering its revenue sources including, but not limited to: Measure A, tolls, and Transportation Uniform Mitigation Fees.

Federal Budget

On June 4, the House Committee on Appropriations approved the FY 2020 spending bill for Transportation. This version of the spending bill is very favorable to transportation in that it would authorize \$1.1 billion more than what is designated in the Fixing America’s Surface Transportation (FAST) Act transportation funding program for 2020. This Transportation, Housing, Urban Development and Related Agencies bill has since been combined with four other spending bills to become a mini-bus. As of the writing of this agenda item, the full House of Representatives was expected to hear the package of spending bills on the floor before July 4. It is important to note the Senate still needs to move a bill of its own before a transportation spending bill can be adopted for Federal FY 2020, which begins October 1, 2019. Staff will continue to report on Congress’ progress in the coming months.

Attachments: Legislative Matrix - July 2019

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – JULY 2019

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 252 (Daly, Frazier)	Removes the sunset date from the NEPA Reciprocity program.	Passed Senate Transportation Committee; referred to Senate Appropriations Committee. (June 11, 2019)	<i>SUPPORT</i>	3/13/19
AB 1402 (Petrie-Norris)	Makes substantive changes to the Active Transportation Program administered by the State, allocating 75% of funds to be distributed by large MPOs.	Referred to Committee on Transportation. (March 27, 2019)	<i>SUPPORT</i>	4/1/19
SB 152 (Beall)	Makes substantive changes to the Active Transportation Program administered by the State, allocating 75% of funds to be distributed by large MPOs.	Held in Senate Appropriations Committee under submission. (May 16, 2019)	<i>SUPPORT</i>	4/1/19
AB 626 (Quirk-Silva)	Seeks to dictate that professionals who provide professional services on one phase of a project be deemed not to have a conflict of interest in subsequent project phases, disregarding the Commission's adopted Procurement Policy.	Ordered to inactive file at request of member. (May 30, 2019)	<i>OPPOSE UNLESS AMENDED</i>	4/10/19
AB 456 (Chiu, Bonta, Low)	Removes the January 1, 2020 sunset provision on claims resolution processes.	Passed Senate Judiciary; referred to Senate Appropriations Committee. (June 11, 2019)	<i>OPPOSE</i>	5/8/19
SB 498 (Hurtado)	Takes funds dedicated in the Trade Corridors Improvement Fund and repurposes them for a new short-line railroad project grant program.	Passed Senate floor. (May 28, 2019)	<i>OPPOSE</i> Staff action based on platform	5/30/19
SR 742 (Allen)	Authorizes existing state funds for Amtrak to be used on intercity passenger bus transportation, regardless of whether the passenger is connecting to or from intercity rail service.	Passed Senate floor; referred to Assembly Transportation Committee. (May 30, 2019)	<i>SUPPORT</i>	6/12/19
AB 1149 (Fong)	Eliminates the ability of petitioners to opt to prepare the record of proceedings and would place that responsibility solely on the lead agency.	Re-referred to Assembly Natural Resources. (April 24, 2019)	<i>SUPPORT</i>	6/12/19

AGENDA ITEM 10

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 24, 2019
TO:	Budget and Implementation Committee
FROM:	Martha Masters, Senior Management Analyst
THROUGH:	Shirley Medina, Planning and Programming Director
SUBJECT:	Fiscal Years 2019/20 – 2023/24 Measure A Five-Year Capital Improvement Plans for the Local Streets and Roads Program

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Approve the Fiscal Years 2019/20 – 2023/24 Measure A Five-Year Capital Improvement Plan (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies; and
- 2) Forward to the Commission for final action.

BACKGROUND INFORMATION:

The 2009 Measure A provides member agencies with local funding for street maintenance and operations, street repairs, street improvements, and new infrastructure of their local streets and roads systems. As outlined in the Ordinance No. 02-001, Measure A funds are allocated within the three geographic areas: Western County, Coachella Valley, and Palo Verde Valley. LSR receives 29 percent of the Measure A distribution in Western County, 35 percent in Coachella Valley, and 100 percent in Palo Verde Valley.

In the Western County and Palo Verde Valley, funds are distributed by a formula based on 75 percent of proportionate population from the State Department of Finance and 25 percent of Measure A sales tax revenues generated within each jurisdiction. In Coachella Valley, funds are distributed based on 50 percent of proportionate dwelling units and 50 percent of Measure A revenues within each jurisdiction.

Since the commencement of the 2009 Measure A in July 2009 through March 31, 2019, the cities and the county of Riverside have received over \$442 million.

Measure A imposes the following requirements on local agencies in order to receive LSR funds:

- Participation in the Western County or Coachella Valley Transportation Uniform Mitigation Fee (TUMF) Program, as applicable;
- Participation in the Western Riverside County Regional Conservation Authority's Multiple Species Habitat Conservation Plan (MSHCP), as applicable;

- Annual submittal of a 5-Year CIP list of projects;
- Annual Maintenance of Effort certification; and
- Annual Project Status Report for the prior fiscal year CIP.

DISCUSSION:

On February 19, 2019, staff provided the local agencies with a Five-Year Measure A LSR revenue projection, which is attached, to assist in preparation of the required CIP. The required plans and supporting documentation have been received from all participating Measure A agencies and have been reviewed by staff to ensure compliance with Measure A requirements and confirm CIP Measure A LSR expenditures are consistent with the State's guidelines for gas tax expenditures. Staff recommends approval of the local agency FYs 2019/20 – 2023/24 Measure A Five-Year CIPs.

The FY 2019/20 Measure A LSR disbursements to eligible local agencies with a Commission-approved CIP are expected to begin in September 2019. Eligibility determinations related to participation in the TUMF and MSHCP programs, as applicable, are complete for Coachella Valley agencies and Western County agencies.

Attachments:

- 1) Five-Year Measure A Revenue Projections for Local Streets and Roads
- 2) Cities and County FYs 2019/20 – 2023/24 CIPs (Enclosed on CD)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A PROGRAM ALLOCATION (PROJECTION)
LOCAL STREETS AND ROADS

	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Western County						
BANNING	\$ 618,000	\$ 627,000	\$ 643,000	\$ 659,000	\$ 675,000	\$ 692,000
BEAUMONT	970,000	1,000,000	1,025,000	1,051,000	1,077,000	1,104,000
CALIMESA	176,000	182,000	187,000	192,000	197,000	202,000
CANYON LAKE	195,000	197,000	202,000	207,000	212,000	217,000
CORONA	4,364,000	4,486,000	4,598,000	4,713,000	4,831,000	4,952,000
EASTVALE	1,387,000	1,436,000	1,472,000	1,509,000	1,547,000	1,586,000
HEMET	1,862,000	1,856,000	1,902,000	1,950,000	1,999,000	2,049,000
JURUPA VALLEY	2,123,000	2,221,000	2,277,000	2,334,000	2,392,000	2,452,000
LAKE ELSINORE	1,426,000	1,441,000	1,477,000	1,514,000	1,552,000	1,591,000
MENIFEE	1,823,000	1,847,000	1,893,000	1,940,000	1,989,000	2,039,000
MORENO VALLEY	4,240,000	4,248,000	4,354,000	4,463,000	4,575,000	4,689,000
MURRIETA	2,561,000	2,577,000	2,641,000	2,707,000	2,775,000	2,844,000
NORCO	715,000	713,000	731,000	749,000	768,000	787,000
PERRIS	1,718,000	2,003,000	2,053,000	2,104,000	2,157,000	2,211,000
RIVERSIDE	8,073,000	7,886,000	8,083,000	8,285,000	8,492,000	8,704,000
SAN JACINTO	926,000	927,000	950,000	974,000	998,000	1,023,000
TEMECULA	3,354,000	3,211,000	3,291,000	3,373,000	3,457,000	3,543,000
WILDOMAR	675,000	680,000	697,000	714,000	732,000	750,000
RIVERSIDE COUNTY	5,819,000	5,920,000	6,068,000	6,220,000	6,376,000	6,535,000
SUBTOTAL-Western County	43,025,000	43,458,000	44,544,000	45,658,000	46,801,000	47,970,000
Coachella Valley						
CATHEDRAL CITY	1,569,000	1,537,000	1,575,000	1,614,000	1,654,000	1,695,000
COACHELLA	640,000	628,000	644,000	660,000	677,000	694,000
DESERT HOT SPRINGS	503,000	507,000	520,000	533,000	546,000	560,000
INDIAN WELLS	280,000	267,000	274,000	281,000	288,000	295,000
INDIO	2,062,000	2,054,000	2,105,000	2,158,000	2,212,000	2,267,000
LA QUINTA ¹	1,606,000	1,590,000	1,630,000	1,671,000	1,713,000	1,756,000
PALM DESERT	2,948,000	2,842,000	2,913,000	2,986,000	3,061,000	3,138,000
PALM SPRINGS	2,232,000	2,240,000	2,296,000	2,353,000	2,412,000	2,472,000
RANCHO MIRAGE	973,000	965,000	989,000	1,014,000	1,039,000	1,065,000
RIVERSIDE COUNTY	1,866,000	1,886,000	1,933,000	1,981,000	2,031,000	2,082,000
SUBTOTAL-Coachella Valley	14,679,000	14,516,000	14,879,000	15,251,000	15,633,000	16,024,000
Palo Verde Valley						
BLYTHE	821,000	782,000	802,000	822,000	843,000	864,000
RIVERSIDE COUNTY	199,000	208,000	213,000	218,000	223,000	229,000
SUBTOTAL-Palo Verde Valley	1,020,000	990,000	1,015,000	1,040,000	1,066,000	1,093,000
TOTAL	\$ 58,724,000	\$ 58,964,000	\$ 60,438,000	\$ 61,949,000	\$ 63,500,000	\$ 65,087,000

¹ Under an agreement between CVAG and La Quinta, CVAG receives 50% of La Quinta's allocation and La Quinta the remaining 50% until such time La Quinta has reimbursed CVAG for TUMF fees CVAG would have received from La Quinta if La Quinta had joined the TUMF program when the TUMF was established.

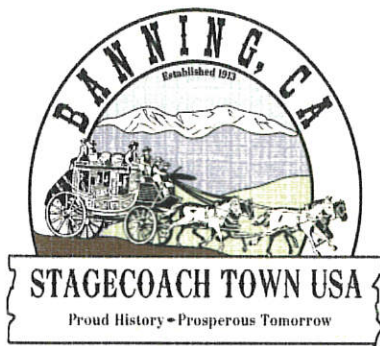
Note: Estimate for Planning Purposes, subject to change and rounding differences



MEASURE A LOCAL STREETS AND ROADS

CITY OF BANNING

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City of Banning

Public Works Department

April 16, 2019

Jenny Chan, Management Analyst
Planning and Programming
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: **Five-Year (FY 2019/2020 – 2023/2024) Measure “A” Capital Improvement Plan**

Dear Ms. Chan:

The City of Banning respectfully submits its Five-Year Measure “A” Capital Improvement Plan for Fiscal Years 2019/2020 – 2023/2024 as approved by the City Council during its regular meeting on April 9, 2019. Also enclosed with this letter you will find the City’s MOE Certification Statement, Project Status Report for FY 2018/2019 along with a copy of the adopted Resolution approving the Five-Year Measure “A” CIP Plan.

Should you have any questions or need additional information, please do not hesitate to contact me at avela@banningca.gov or (951) 922-3130.

Sincerely,

Art Vela, P.E.
Director of Public Works

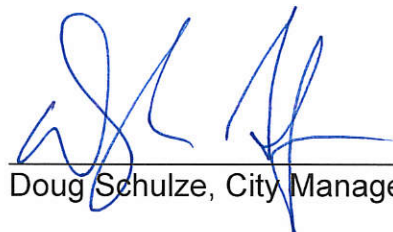
Copy: File

Enc. Adopted Resolution
Five-Year Measure “A” Plan
Project Status Report
MOE Certification Statement

**FY 2019/2020 MEASURE A PROGRAM
MAINTENANCE OF EFFORT
CERTIFICATION STATEMENT**

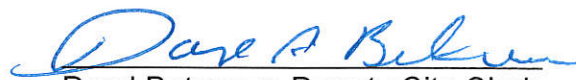
The undersigned agrees and certifies for the CITY OF BANNING (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission (Measure "A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$164,325.00, approved by the Commission at its July 11, 2012 meeting, and that the Agency shall not use such funds to replace discretionary Local Funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure "A" funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 9, 2019



Doug Schulze, City Manager

Attest:



Daryl Betancur, Deputy City Clerk



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: BANNING
Prepared by: Kevin Sin
Phone #: (951) 922-3140
Date: 3/19/2019

FY 2017/18 Audited Measure A Balance:	\$	2,201,513
FY 2018/19 (Revised) Measure A Revenue:		618,000
FY 2018/19 Project Status Report expenses:		<u>(708,968)</u>
Estimated Prior Year Measure A Balance:		2,110,545
Estimated FY 2019/20 Measure A Allocation:		<u>627,000</u>
Estimated Measure A Available for FY 2019/20 Projects:	\$	2,737,545

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Indian School Lane: 8th St to San Gorgonio Ave	AC Overlay	\$ 200,000	\$ 200,000
2020-02	Lincoln Street: San Gorgonio Ave to Hargrave St	AC Overlay	300,000	300,000
2020-03	City-wide Slurry Seal	Slurry Seal	91,000	91,000
2020-04	Ramsey & Sunset Imp. (Constr.)	Rehabilitation	100,000	100,000
2020-05	Ramsey St: 4th St to 12th St	AC Overlay/Rehab	300,000	300,000
2020-06	Cottonwood Rd: 8th St to 12th St	AC Overlay	100,000	100,000
2020-07	George St: 8th St to 12th St	AC Overlay	100,000	100,000
2020-08	10th St: Williams St to George St	AC Overlay	115,000	115,000
		TOTAL	\$ 1,306,000	\$ 1,306,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: BANNING
Prepared by: Kevin Sin
Phone #: (951) 922-3140
Date: 3/19/2019

Estimated Prior Year Measure A Balance: \$ 1,431,545
Estimated FY 2020/21 Measure A Allocation: 643,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 2,074,545

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Monroe St: 22nd St to Jefferson St	AC Overlay/Rehab	\$ 100,000	\$ 100,000
2021-02	Jefferson St: Monroe St to 22nd St	AC Overlay/Rehab	90,000	90,000
2021-03	Lincoln St: Sunset Ave to 22nd St	AC Overlay	180,000	180,000
2021-04	George St: Hargrave to Hathaway	AC Overlay	140,000	140,000
2021-05	Sun Lakes Boulevard Extension: Highland Home Road to Sunset	Document and PS&E only	1,200,000	1,200,000
2021-06	Ramsey Street: 12th St to 16th St	AC Overlay/Rehab	200,000	200,000
		TOTAL	\$ 1,910,000	\$ 1,910,000



MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2021/22

Agency: BANNING
Prepared by: Kevin Sin
Phone #: (951) 922-3140
Date: 3/19/2019

Estimated Prior Year Measure A Balance: \$ 164,545
Estimated FY 2021/22 Measure A Allocation: 659,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 823,545

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	City-wide Slurry Seal	Slurry Seal	\$ 120,000	\$ 120,000
2022-02	First St: Livingston St to Williams St	AC Overlay	85,000	85,000
2022-03	Second St: Hays St to Williams St	AC Overlay	13,000	13,000
2022-04	Third St: Hays St to Williams St	AC Overlay	30,000	30,000
2022-05	Fourth St: Livingston St to George	AC Overlay	85,000	85,000
2022-06	Second St: Nicolet St to George	AC Overlay	35,000	35,000
2022-07	Omar Street & Ramsey St Int Improvement	AC Overlay/Rehab	50,000	50,000
		TOTAL	\$ 418,000	\$ 418,000



MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2022/23

Agency: BANNING
Prepared by: Kevin Sin
Phone #: (951) 922-3140
Date: 3/19/2019

Estimated Prior Year Measure A Balance: \$ 405,545

Estimated FY 2022/23 Measure A Allocation: 675,000

Estimated Measure A Available for FY 2022/23 Projects: \$ 1,080,545

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Ramsey Street: 16th St to 22nd St	AC Overlay/Rehab	\$ 225,000	\$ 225,000
2023-02	City-wide Slurry Seal	Slurry Seal	440,000	440,000
		TOTAL	\$ 665,000	\$ 665,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: BANNING
Prepared by: Kevin Sin
Phone #: (951) 922-3140
Date: 3/19/2019

Estimated Prior Year Measure A Balance: \$ 415,545
Estimated FY 2023/24 Measure A Allocation: 692,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,107,545

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u> 2024-01	Ramsey Street: 22nd St to Sunset Avenue	AC Overlay/Rehab	\$ 800,000	\$ 800,000
		TOTAL	\$ 800,000	\$ 800,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: BANNING
Prepared by: Kevin Sin
Phone #: (951) 922-3140
Date: 3/19/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
1	Cottonwood Rd: 8th St to 12th St	AC Overlay		\$ -	5/1/2020	moved to FY 19/20
2	George St: 8th St to 12th St	AC Overlay			5/1/2020	moved to FY 19/20
3	10th St: Williams St to George St	AC Overlay			5/1/2020	moved to FY 19/20
4	12th St: Williams to George St	AC Overlay	122,000		12/1/2019	Preparing PS&E
5	14th St: Williams to George St	AC Overlay	120,000		12/1/2019	Preparing PS&E
6	Sun Lakes Boulevard Extension: Highland Home Road to Sunset Avenue	Document and PS&E only			12/1/2021	moved to FY 20/21
7	Ramsey & Sunset Imp. (Design)	PS&E	40,000	40,000	6/1/2019	Advertising RFP/Awarding
8	City-Wide Various Streets Improvements	AC Overlay	668,968	668,968	4/18/2019	Completed
TOTAL			\$ 950,968	\$ 708,968		



MEASURE A LOCAL STREETS AND ROADS

CITY OF BEAUMONT

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CITY OF BEAUMONT

550 E. 6th Street, Beaumont, CA 92223
Phone (951) 769-8520 Fax (951) 769-8526
www.Beaumont-Ca.gov

May 1, 2019

Attn: Lorelle Moe-Luna, Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: City of Beaumont Measure "A" Capital Improvement Plan

Dear Ms. Moe-Luna,

The City, hereby, submits the below listed documents for your consideration and respectfully request that the Riverside County Transportation Commission accept and approve the City's Measure "A" Five-Year CIP and find the City eligible to continue to receive its fair share of Measure "A" revenues.

- Submittal Letter on Agency Letterhead
- Five-Year CIP for FYs 2020-2024 and Project Status Report for FY 2019
- MOE Certification Statement

Should you have any questions or need additional information, please do not hesitate to call me at (951)769-8520.

Thank you,
City of Beaumont

Jeff Hart
City of Beaumont
Public Works Director

CC: Todd Parton, City Manager
Kristine Day, Assistant City Manager
Melana Taylor, Finance Director

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Beaumont (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$515,908 approved by the Commission at its November 8, 2017 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 26, 2019


CITY MANAGER

ATTEST:


SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: BEAUMONT
Prepared by: Laurie Miller
Phone #: 951-769-8520
Date: 4/26/2019

FY 2017/18 Audited Measure A Balance: \$ 541,889
FY 2018/19 (Revised) Measure A Revenue: 970,000
FY 2018/19 Project Status Report expenses: (80,820)
Estimated Prior Year Measure A Balance: 1,431,069
Estimated FY 2019/20 Measure A Allocation: 1,000,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 2,431,069

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Annual Citywide Slurry Seal FY19-20 (No. 2019-001)	Citywide Slurry Seal	\$ 1,000,000	\$ 400,000
2020-02	Annual Citywide Street Rehab FY19-20 (No. 2019-002)	Street Rehab	800,000	500,000
2020-03	Annual Citywide Slurry Seal FY18-19 (2018-001)	Citywide slurry seal	600,000	300,000
2020-04	Beaumont Ave Reconstruction (2018-004)	Street Rehab	1,953,000	734,000
		TOTAL	\$ 4,353,000	\$ 1,934,000

**FY 2020/21**

Estimated Prior Year Measure A Balance:	\$	497,069
Estimated FY 2020/21 Measure A Allocation:		<u>1,025,000</u>
Measure A Available for FY 2020/21 Projects:	\$	1,522,069

FY 2020-21
Page 2 of 6



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: BEAUMONT
Prepared by: Laurie Miller
Phone #: 951-769-8520
Date: 4/26/2019

Estimated Prior Year Measure A Balance: \$ 622,069
Estimated FY 2021/22 Measure A Allocation: 1,051,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 1,673,069

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Annual Citywide Slurry Seal FY21-22 (2021-001)	Citywide Slurry Seal	\$ 1,000,000	\$ 500,000
2022-02	Annual Citywide Street Rehab FY21-22 (2021-002)	Street Rehab	800,000	400,000
		TOTAL	\$ 1,800,000	\$ 900,000

**FY 2022/23**

Estimated Prior Year Measure A Balance:	\$ 773,069
Estimated FY 2022/23 Measure A Allocation:	<u>1,077,000</u>
Measure A Available for FY 2022/23 Projects:	\$ 1,850,069

FY 2022-23
Page 4 of 6



MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2023/24

Agency: BEAUMONT
Prepared by: Laurie Miller
Phone #: 951-769-8520
Date: 4/26/2019

Estimated Prior Year Measure A Balance: \$ 950,069

Estimated FY 2023/24 Measure A Allocation: 1,104,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 2,054,069

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Annual Citywide Slurry Seal FY23-24 (2023-001)	Citywide slurry seal	\$ 1,000,000	\$ 500,000
2024-02	Annual Citywide Street Rehab FY23-24 (2023-002)	Street Rehab	800,000	400,000
		TOTAL	\$ 1,800,000	\$ 900,000



MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2018/19

Agency: BEAUMONT
Prepared by: Laurie Miller
Phone #: 951-769-8520
Date: 4/26/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Annual Citywide Slurry Seal FY18-19 (2018-001)	Citywide Slurry Seal	\$ 600,000	\$ 80,820	12/31/2019	In process of design
2019-02	Beaumont Ave Reconstruction (2018-004)	Street Rehab	\$ 1,953,000	-	7/1/2020	In process of design
		TOTAL	\$ 2,553,000	\$ 80,820		



MEASURE A LOCAL STREETS AND ROADS

CITY OF BLYTHE

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CITY OF BLYTHE

DEPARTMENT OF PUBLIC WORKS
440 SOUTH MAIN STREET
BLYTHE, CALIFORNIA 92225-2717
PHONE (760) 922-6611
FAX (760) 922-0278

May 2, 2019

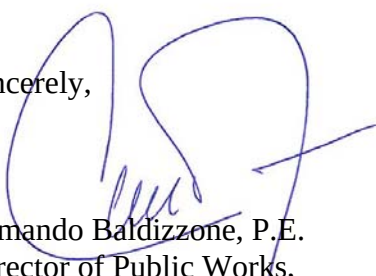
Jenny Chan
Management Analyst, Planning and Programming
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92505-2208

Subject: City of Blythe Measure A Local Streets and Roads Capital Improvement
Plan for FY 2019/20 – 2023/24.

Dear Ms. Chan,

Enclosed please find the City of Blythe Measure A Local Streets and Roads Capital
Improvement Plan (CIP) for FY 2019/20 – 2023/24, Maintenance of Efforts Certification
FY 2019/2020, and Project Status Report for CIP FY 2018/2019.

Sincerely,



Armando Baldizzone, P.E.
Director of Public Works,
City of Blythe

Enclosures

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Blythe (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$170,000, approved by the Commission at its April 2016 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 2, 2019

Mary Wilson
CITY MANAGER

ATTEST:

Beverly Lang
SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: City of Blythe
Prepared by: Armando Baldizzone
Phone #: (760) 922-6611
Date: 5/2/2019

FY 2017/18 Audited Measure A Balance: \$ 1,526,126
FY 2018/19 (Revised) Measure A Revenue: 821,000
FY 2018/19 Project Status Report expenses: (799,875)
Estimated Prior Year Measure A Balance: 1,547,251
Estimated FY 2019/20 Measure A Allocation: 782,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 2,329,251

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Wheelchair Ramps (ADA)	Construction - Annual Improvements	\$ 20,000	\$ 10,000
2020-02	Asphalt Emulsion Oil/Base Material (Annual Stock)	Pot hole repairs/street maintenance	125,000	100,000
2020-03	Fog, Chip & Slurry Seal	Preventive maintenance	150,000	100,000
2020-04	Lovekin/Chanslorway Loan Advance Payment	Debt Service (2009/2019)	39,370	39,370
2020-05	Main Street from 14th Ave to Chanslorway	AC Pavement Thick Overlay Construction FY18/19 and FY19/20	1,310,000	660,000
2020-06	Wells Street/Willow Street Improvements	Construction	165,000	54,000
2020-07	Storm Drain Pumps	Pump Replacement	56,000	56,000
2020-08	Outside Equipment Rental (Crack Sealer)	Preventive maintenance	15,000	15,000
2020-09	PW Streets & Road Maintenance Costs	Preventive maintenance	205,000	205,000
2020-10	Administrative Overhead	Administrative Overhead	62,560	62,560
TOTAL			\$ 2,147,930	\$ 1,301,930

Estimated FY2018/19 STIP Trade Balance: \$ 608,024
FY 2018/19 Project Status Report expenses: \$ 497,024
Estimated Prior Year STIP Trade Funds Balance: \$ 111,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	STIP Trade Funds
<u>2019/20</u>				
2020-11	Wells Street/Willow Street Improvements	AC Thick Layer Overlay-Construction	\$ 165,000	\$ 111,000
TOTAL			\$ 165,000	\$ 111,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: City of Blythe
Prepared by: Armando Baldizzone
Phone #: (760) 922-6611
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ 589,391

Estimated FY 2020/21 Measure A Allocation: 802,000

Estimated Measure A Available for FY 2020/21 Projects: \$ 1,391,391

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Wheelchair Ramps (ADA)	Construction - Annual Improvements	\$ 30,000	\$ 10,000
2021-02	Asphalt Emulsion Oil/Base Material (Annual Stock)	Pot hole repairs/street maintenance	150,000	100,000
2021-03	Fog, Chip & Slurry Seal	Preventive maintenance	150,000	100,000
2021-04	San Luis Way from Barnard St. to Wisconsin St.	AC pavement, thick overlay	296,000	296,000
2021-05	Administrative Overhead	Administrative Overhead	64,160	64,160
		TOTAL	\$ 690,160	\$ 570,160



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: City of Blythe
Prepared by: Armando Baldizzone
Phone #: (760) 922-6611
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ 821,231
Estimated FY 2021/22 Measure A Allocation: 822,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 1,643,231

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Wheelchair Ramps (ADA)	Construction - Annual Improvements	\$ 30,000	\$ 10,000
2022-02	Asphalt Emulsion Oil/Base Material (Annual Stock)	Pot hole repairs/street maintenance	150,000	100,000
2022-03	Alleyway Improvements/Annual Improvements	Grind and overlay on alleys	100,000	50,000
2022-04	Fog, Chip & Slurry Seal	Preventive maintenance	150,000	100,000
2022-05	Acacia Street from Hobsonway to Barnard St	Major reconstruction, AC pavement, base and drainage	479,000	479,000
2022-06	Administrative Overhead	Administrative Overhead	65,760	65,760
		TOTAL	\$ 974,760	\$ 804,760



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: City of Blythe
Prepared by: Armando Baldizzone
Phone #: (760) 922-6611
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ 821,231

Estimated FY 2022/23 Measure A Allocation: 843,000

Estimated Measure A Available for FY 2022/23 Projects: \$ 1,664,231

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Wheelchair Ramps (ADA)	Construction - Annual Improvements	\$ 30,000	\$ 10,000
2023-02	Asphalt Emulsion Oil/Base Material (Annual Stock)	Pot hole repairs/street maintenance	150,000	100,000
2023-03	Fog, Chip & Slurry Seal	Preventive maintenance	150,000	75,000
2023-04	Traffic Signal Rehabilitation (various locations)	Camera traffic detection system	50,000	25,000
2023-05	Defrain Blvd from 4th Ave to 10th Ave	AC pavement thick overlay	1,768,000	884,000
2023-06	Administrative Overhead	Construction FY22/23 and FY23/24		
		Administrative Overhead	67,440	67,440
		TOTAL	\$ 2,215,440	\$ 1,161,440



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: City of Blythe
Prepared by: Armando Baldizzone
Phone #: (760) 922-6611
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ 1,027,321

Estimated FY 2023/24 Measure A Allocation: \$ 864,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 1,891,321

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Wheelchair Ramps (ADA)	Construction - Annual Improvements	\$ 30,000	\$ 10,000
2024-02	Asphalt Emulsion Oil/Base Material (Annual Stock)	Pot hole repairs/street maintenance	150,000	100,000
2024-03	Fog, Chip & Slurry Seal	Preventive maintenance	150,000	75,000
2024-04	Traffic Signal Rehabilitation (various locations)	Camera traffic detection system	50,000	25,000
2024-05	Defrain Blvd from 4th Ave to 10th Ave	AC pavement thick overlay	1,768,000	884,000
2024-06	Administrative Overhead	Construction FY22/23 and FY23/24		
		Administrative Overhead	69,120	69,120
		TOTAL	\$ 2,217,120	\$ 1,163,120



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: City of Blythe
 Prepared by: Armando Baldizzone
 Phone #: (760) 922-6611
 Date: 5/2/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
1	Wheelchair Ramps (ADA)	Construction	\$ 20,000	\$ 5,000	Jun-19	50% completed
2	Asphalt Emulsion Oil/Base Material (Annual Stock)	Construction	120,000	50,000	Jun-19	Annual Improvements
3	Fog, Chip & Slurry Seal	Construction	150,000	100,000	Jun-19	Annual Improvements
3	Traffic Signal Rehabilitation (various locations)	Rehabilitation	161,862	89,367	Dec-18	Completed
4	Main Street from 14th Ave to Chanslorway	Construction	1,310,000	256,976	Aug-19	To be completed Aug, 2019
5	Lovekin/Chanslorway Loan Advance Payment	Debt Payment	236,212	236,212	Sep-19	Last Payment due Sept. 2019
6	Administrative Overhead	Admin. Overhead	62,320	62,320	Jun-19	Annual Admin charges
TOTAL			\$ 2,060,394	\$ 799,875		

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated STIP Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
7	Main Street from 14th Ave to Chanslorway	Construction	\$ 1,310,000	\$ 393,024	Aug-19	Annual project
8	Wells Street/Willow Street Improvements	Construction	150,000	-	Dec-19	Const. moved FY2019-2020
9	3rd Street from 14th Avenue to City Limits	Construction	104,000	104,000	Aug-19	In Progress with Riv. Co. Transp.
TOTAL			\$ 1,564,000	\$ 497,024		



MEASURE A LOCAL STREETS AND ROADS

CITY OF CALIMESA

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City of Calimesa

May 6, 2019

Jenny Chan
Management Analyst
Planning and Programming
4080 Lemon St., 3rd Floor
Riverside, Ca 92502

Re: City of Calimesa Measure A Capital Improvement Plan for Fiscal Years 2019/20-2023/24

Dear Ms. Chan:

Enclosed please find the City of Calimesa Measure A Capital Improvement Plan (CIP) for Fiscal Years 2019/20-2023/24, Maintenance of Effort Certification for Fiscal Year 2019-20 and the Project Status Report for Fiscal Year 2018-19.

Please let me know if you should have any questions.

Sincerely,

Bonnie Johnson
City Manager

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Calimesa (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$2,401, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 5/6, 2019


CITY MANAGER

ATTEST: 
SECRETARY

**FY 2019/20**

FY 2017/18 Audited Measure A Balance:	\$	549,601
FY 2018/19 (Revised) Measure A Revenue:		176,000
FY 2018/19 Project Status Report expenses:		<u>(67,585)</u>
Estimated Prior Year Measure A Balance:		658,016
Estimated FY 2019/20 Measure A Allocation:		<u>182,000</u>
Measure A Available for FY 2019/20 Projects:	\$	840,016

FY 2019-20
Page 1 of 6



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: CALIMESA
Prepared by: Lori J. Askew
Phone #: 909-795-9801
Date: 6-May-19

Estimated Prior Year Measure A Balance: \$ 69,533
Estimated FY 2020/21 Measure A Allocation: 187,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 256,533

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Indirect Costs - Overhead	Indirect Costs	\$ 14,960	\$ 14,960
2021-02	California St - County Line Rd to Myrtlewood	Pavement Rehab	120,000	120,000
		TOTAL	\$ 134,960	\$ 134,960



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: CALIMESA
Prepared by: Lori J. Askew
Phone #: 909-795-9801
Date: 6-May-19

Estimated Prior Year Measure A Balance: \$ 121,573
Estimated FY 2021/22 Measure A Allocation: 192,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 313,573

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Indirect Costs - Overhead	Indirect Costs	\$ 15,360	\$ 15,360
2022-02	Citywide Pavement Rehab	Pavement Rehab.	150,000	150,000
		TOTAL	\$ 165,360	\$ 165,360



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: CALIMESA
Prepared by: Lori J. Askew
Phone #: 909-795-9801
Date: 6-May-19

Estimated Prior Year Measure A Balance: \$ 148,213
Estimated FY 2022/23 Measure A Allocation: 197,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 345,213

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Indirect Costs - Overhead	Indirect Costs	\$ 15,760	\$ 15,760
2023-02	Citywde Pavement Rehab.	Pavement Rehab.	150,000	150,000
		TOTAL	\$ 165,760	\$ 165,760



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: CALIMESA
Prepared by: Lori J. Askew
Phone #: 909-795-9801
Date: 6-May-19

Estimated Prior Year Measure A Balance: \$ 179,453
Estimated FY 2023/24 Measure A Allocation: 202,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 381,453

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Indirect Costs - Overhead	Indirect Costs	\$ 16,160	\$ 16,160
2024-02	Citywide Pavement Rehab.	Pavement Rehab.	150,000	150,000
		TOTAL	\$ 166,160	\$ 166,160



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: CALIMESA
Prepared by: Lori J. Askew
Phone #: 909-795-9801
Date: 5/2/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
19-01	Citywide Pavement Mgmt Plan	Planning	\$ 15,000	\$ 6,875	3/25/2019	Completed
19-02	Avenue L Slurry Seal	Pavement Rehabilitation	108,855	35,350	NOC - 5/20/2019	Const. Completed
19-03	Brady Lane Pavement Rehab	R & R Pavement	157,923	12,000	9/1/2019	Final Design
19-04	County Line Rd - 3rd to California	Pavement Rehabilitation	135,000	-	5/1/2020	Rolled over to FY 19/20
19-05	Indirect Costs	Admin Costs	13,360	13,360	6/30/2019	
TOTAL			\$ 430,138	\$ 67,585		

2064 Construction was completed in April. Final billings are being processed. NOC anticipated on 5/20/19.

2066 Pavement recommendation changed to remove and replace existing pavement

Amendment #1 Joint Project with City of Yucaipa. Rolled over to FY 2019/2020.



MEASURE A LOCAL STREETS AND ROADS

CITY OF CANYON LAKE

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CITY OF CANYON LAKE

May 6, 2019

Riverside County Transportation Commission
Attention: Jenny Chan, Management Analyst
PO Box 12008
Riverside, CA 92502

Dear Jenny:

Please find the attached Five-Year CIP for FY 2019/20 – 2023/24, Project Status Report for FY 2018/19 (Excels file) and the signed City of Canyon Lake MOE Certification Statement.

If you have any questions or concerns please feel free to give me a call (909) 889-0871.

Yours truly,

City of Canyon Lake


Terry Shea, Finance Director

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Canyon Lake (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$28,873, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 6, 2019



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: CANYON LAKE

Prepared by: Terry Shea

Phone #: 951-244-2955

Date: 4/30/2019

FY 2017/18 Audited Measure A Balance: \$ 361,858

FY 2018/19 (Revised) Measure A Revenue: 195,000

FY 2018/19 Project Status Report expenses: (147,000)

Estimated Prior Year Measure A Balance: 409,858

Estimated FY 2019/20 Measure A Allocation: 197,000

Estimated Measure A Available for FY 2019/20 Projects: \$ 606,858

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Debt Service Measure A Loan		\$ 19,290	\$ 19,290
2020-02	Debt Service County		27,184	27,184
2020-03	Railroad Canyon Road	Pavement Rehab, Signal Maintenance, Landscaping, Lighting, & Other Maintenance	120,000	40,000
		TOTAL	\$ 166,474	\$ 86,474



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: CANYON LAKE

Prepared by: Terry Shea

Phone #: 951-244-2955

Date: 4/30/2019

Estimated Prior Year Measure A Balance: \$ 520,384

Estimated FY 2020/21 Measure A Allocation: 202,000

Estimated Measure A Available for FY 2020/21 Projects: \$ 722,384

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Railroad Canyon Road	Pavement Rehab, Signal Maintenance, Landscaping, Lighting, & Other Maintenance	\$ 120,000	\$ 40,000
		TOTAL	\$ 120,000	\$ 40,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: CANYON LAKE

Prepared by: Terry Shea

Phone #: 951-244-2955

Date: 4/30/2019

Estimated Prior Year Measure A Balance: \$ 682,384

Estimated FY 2021/22 Measure A Allocation: 207,000

Estimated Measure A Available for FY 2021/22 Projects: \$ 889,384

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Railroad Canyon Road	Pavement Rehab, Signal Maintenance, Landscaping, Lighting, & Other Maintenance	\$ 120,000	\$ 40,000
		TOTAL	\$ 120,000	\$ 40,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: CANYON LAKE

Prepared by: Terry Shea

Phone #: 951-244-2955

Date: 4/30/2019

Estimated Prior Year Measure A Balance: \$ 849,384

Estimated FY 2022/23 Measure A Allocation: 212,000

Estimated Measure A Available for FY 2022/23 Projects: \$ 1,061,384

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Railroad Canyon Road	Pavement Rehab, Signal Maintenance, Landscaping, Lighting, & Other Maintenance	\$ 120,000	\$ 40,000
		TOTAL	\$ 120,000	\$ 40,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: CANYON LAKE

Prepared by: Terry Shea

Phone #: 951-244-2955

Date: 4/30/2019

Estimated Prior Year Measure A Balance: \$ 1,021,384

Estimated FY 2023/24 Measure A Allocation: 217,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 1,238,384

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Railroad Canyon Road	Slurry Seal	\$ 400,000	\$ 400,000
2024-02	Railroad Canyon Road	Pavement Rehab, Signal Maintenance, Landscaping, Lighting, & Other Maintenance	100,000	40,000
		TOTAL	\$ 500,000	\$ 440,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: CANYON LAKE
Prepared by: Terry Shea
Phone #: 951-244-2955
Date: 4/30/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Debt Service for Measure A loan		\$ 84,000	\$ 84,000	\$ 84,000	Completed
2019-02	Debt Service County Loan		63,000	63,000	63,000	Completed
2019-03	Railroad Canyon Road		120,000	-	-	Ongoing
		TOTAL	\$ 267,000	\$ 147,000	\$ 147,000	



MEASURE A LOCAL STREETS AND ROADS

CITY OF CATHEDRAL CITY

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Cathedral City

May 2, 2019

Riverside County Transportation Commission
Attention: Jenny Chan, Management Analyst, Planning and Programming
P.O. Box 12008
Riverside, CA 92502-2208

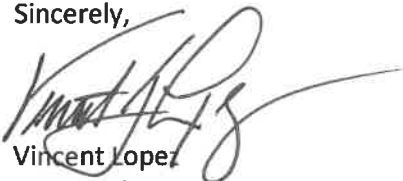
Re: MEASURE A LOCAL STREETS AND ROADS REVENUE PROJECTIONS, MAINTENANCE OF EFFORT
(MOE) CERTIFICATION, and FIVE-YEAR CAPITAL IMPROVEMENT PLANS (FY 2019/20 – 2023/24)

Dear Ms. Jenny Chan:

The City of Cathedral City is pleased to submit documentation in support of the above referenced request.

Please let me know if you need additional information.

Sincerely,

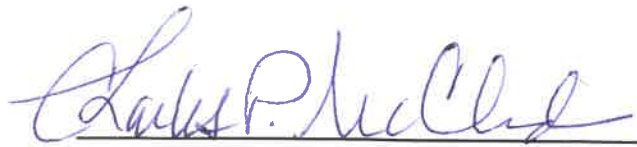


Vincent Lopez
Senior Administrative Analyst
Engineering Division

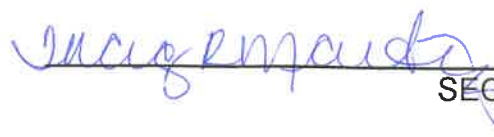
FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Cathedral City (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$391,688, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 1, 2019


CITY MANAGER

ATTEST:


SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: Cathedral City
Prepared by: Vincent Lopez
Phone #: (760) 770-0349
Date: 5/2/2019

FY 2017/18 Audited Measure A Balance: \$ 431,328
FY 2018/19 (Revised) Measure A Revenue: 1,569,000
FY 2018/19 Project Status Report expenses: (2,000,328)
Estimated Prior Year Measure A Balance: -
Estimated FY 2019/20 Measure A Allocation: 1,537,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 1,537,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2020-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$1,628,520	1,414,040
2020-02	Measure A Administrative Costs	Administration	122,960	122,960
		TOTAL	\$1,751,480	1,537,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: Cathedral City
Prepared by: Vincent Lopez
Phone #: (760) 770-0349
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2020/21 Measure A Allocation: 1,575,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 1,575,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2021-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$ 1,669,923	\$ 1,449,000
2021-02	Measure A Administrative Costs	Administration	126,000	126,000
		TOTAL	\$ 1,795,923	\$ 1,575,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: Cathedral City
Prepared by: Vincent Lopez
Phone #: (760) 770-0349
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2021/22 Measure A Allocation: 1,614,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 1,614,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2022-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$ 1,710,964	\$ 1,484,880
2022-02	Measure A Administrative Costs	Administration	129,120	129,120
		TOTAL	\$ 1,840,084	\$ 1,614,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: Cathedral City
Prepared by: Vincent Lopez
Phone #: (760) 770-0349
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2022/23 Measure A Allocation: 1,654,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 1,654,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2023-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$ 1,753,738	\$ 1,521,680
2023-02	Measure A Administrative Costs	Administration	132,320	132,320
		TOTAL	\$ 1,886,058	\$ 1,654,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: Cathedral City
Prepared by: Vincent Lopez
Phone #: (760) 770-0349
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2023/24 Measure A Allocation: 1,695,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,695,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2024-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$ 1,841,425	\$ 1,559,400
2024-02	Measure A Administrative Costs	Administration	135,600	135,600
		TOTAL	\$ 1,977,025	\$ 1,695,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: Cathedral City
 Prepared by: Vincent Lopez
 Phone #: (760) 770-0349
 Date: 5/2/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
19-01	City-wide Maintenance and Operations	City-wide street maintenance	\$ 1,588,800	\$ 1,339,223	6/30/2019	Ongoing
19-02	Measure A Administrative Costs	Administration	125,520	125,520	6/30/2019	Ongoing
19-03	Dinah Shore Street Improvements	Pavement rehabilitation	1,200,000	470,079	12/12/2018	Complete
19-04	EPC Median Hardscape	Street Improvements	115,000	53,406	9/26/2018	Complete
19-05	EPC REAS Slurry Seal	Street improvements	24,200	12,100	5/8/2019	Scheduled
		TOTAL	\$3,053,520	\$2,000,328		



MEASURE A LOCAL STREETS AND ROADS

CITY OF COACHELLA

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April 11, 2019

Lorelle Moe-Luna
Riverside County Transportation Commission
4080 Lemon Street 3rd Floor
PO Box 12008
Riverside, CA 92502-2208

Re: City of Coachella's Measure A Expenditure Plan FY 2019/20 – FY 2023/24

Dear Ms. Moe-Luna:

Please find enclosed the Fiscal Year 2019/20 – 2023/24 Measure A Expenditure Plan for the City of Coachella. Also enclosed are the FY 18/19 Project Status Report and the City's MOE Certification Statement for FY 19/20.

Should you have any questions, please feel free to contact myself Jonathan Hoy, P.E., City Engineer at jhoy@coachella.org or Lynn Germain lgermain@coachella.org (760) 398-5744.

Thank you,

Jonathan Hoy, P.E.,
City Engineer
City of Coachella
760-398-5744

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Coachella (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$92,205, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 10, 2019



CITY MANAGER

ATTEST:



Deputy SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FOR THE
CITY OF
FORT WORTH

FY 2019/20

Agency: City

Prepared by: Jonathan Hoy P.E., City Assistant Manager / City Engineer

Phone #: 760-398-5744

Date: 3-26-19

FY 2017/18 Audited Measure A Balance:	\$ 1,473,786
FY 2018/19 (Revised) Measure A Revenue:	640,000
FY 2018/19 Project Status Report expenses:	<u>(1,300,498)</u>
Estimated Prior Year Measure A Balance:	813,288
Estimated FY 2019/20 Measure A Allocation:	<u>628,000</u>
Estimated Measure A Available for FY 2019/20 Projects:	\$ 1,441,288

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	ST-100 Caltrans ATP 2	14 Locations, Bike Lanes, Crosswalks, Pathways for Pedestrians, Sidewalks, and Asphalt Work.	\$ 2,731,000	\$ 531,000
2020-02	ST-88 Street Resurfacing, Phase 15	The project will improve street surface, full width of the roadway and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	102,000	102,000
2020-03	ST-116 Ave 52 & Ave 54 Road Reconstruction	Avenue 52 and Avenue 54 Street Reconstruction. The existing pavement requires reconstruction from Harrison Street to Grapefruit Blvd.	1,300,000	526,000
2020-04	ST-119 La Ponderosa	The project will improve street surface	600,000	200,000
		TOTAL	\$ 4,733,000	\$ 1,359,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: City

Prepared by: Jonathan Hoy P.E., City Assistant Manager / City Engineer

Phone #: 760-398-5744

Date: 3-26-19

Estimated Prior Year Measure A Balance: \$ 82,288

Estimated FY 2020/21 Measure A Allocation: 644,000

Estimated Measure A Available for FY 2020/21 Projects: \$ 726,288

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	ST-104 Street Pavement Rehabilitation Phase 16	The project will improve street surface, full width of the roadway and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 118,000	\$ 118,000
2021-02	ST-116 Ave 52 & Ave 54 Road Reconstruction	Avenue 52 and Avenue 54 Street Reconstruction. The existing pavement requires reconstruction from Harrison Street to Grapefruit Blvd.	1,300,000	526,000
		TOTAL	\$ 1,418,000	\$ 644,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: City

Prepared by: Jonathan Hoy P.E., City Assistant Manager / City Engineer

Phone #: 760-398-5744

Date: 3-26-19

Estimated Prior Year Measure A Balance: \$ 82,288

Estimated FY 2021/22 Measure A Allocation: 660,000

Estimated Measure A Available for FY 2021/22 Projects: \$ 742,288

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	ST-105 Street Pavement Rehabilitation Phase 17	The project will improve street surface, full width of the roadway and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 660,000	\$ 660,000
		TOTAL	\$ 660,000	\$ 660,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: City

Prepared by: Jonathan Hoy P.E., City Assistant Manager / City Engineer

Phone #: 760-398-5744

Date: 3-26-19

Estimated Prior Year Measure A Balance: \$ 82,288

Estimated FY 2022/23 Measure A Allocation: 677,000

Estimated Measure A Available for FY 2022/23 Projects: \$ 759,288

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	ST-113 Street Pavement Rehabilitation Phase 18	The project will improve street surface, full width of the roadway and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 677,000	\$ 677,000
		TOTAL	\$ 677,000	\$ 677,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: City

Prepared by: Jonathan Hoy P.E., City Assistant Manager / City Engineer

Phone #: 760-398-5744

Date: 3-26-19

Estimated Prior Year Measure A Balance: \$ 82,288

Estimated FY 2023/24 Measure A Allocation: 694,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 776,288

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	ST-118 Street Pavement Rehabilitation Phase 19	The project will improve street surface, full width of the roadway and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 694,000	\$ 694,000
		TOTAL	\$ 694,000	\$ 694,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: City of Coachella
 Prepared by: Jonathan Hoy P.E., City Assistant Manager / City Engineer
 Phone #: 760-398-5744
 Date: 3-26-19

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated / Actual Completion	Status
2019-01	ST-100 Caltrans ATP 2	14 Locations, Bike Lanes, Crosswalks, Pathways for Pedestrians, Sidewalks, and Asphalt Work. The project will improve street surface, full width of the roadway and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 2,731,000	\$ -	FY 19/20	Project was moved to FY 19/20 for completion
2019-02	ST-77 Street Resurfacing, Phase 14		2,000,498	1,300,498	FY 18/19	Project is Complete
		TOTAL	\$ 4,731,498	\$ 1,300,498		



MEASURE A LOCAL STREETS AND ROADS

CITY OF CORONA

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PUBLIC WORKS DEPARTMENT

(951) 736-2266
(951) 279-3627 (FAX)
Nelson.Nelson@ci.corona.ca.us

400 SOUTH VICENTIA AVENUE, P.O. BOX 940, CORONA, CALIFORNIA 92879-0940
CITY HALL - ON LINE ALL THE TIME (<http://www.discovercorona.com>)

May 2, 2019

Shirley Medina, Planning and Programming Manager
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

**SUBJECT: MEASURE A FIVE-YEAR PLAN, MOE CERTIFICATION STATEMENT, AND
PROJECT STATUS REPORT**

Ms. Medina:

The following documents are enclosed for your review:

- Measure A proposed Five-Year Capital Improvements Plan
- Project Status Report for current Fiscal Year 2018/19
- Maintenance of Effort (MOE) signed certification statement
- Measure A Annual Disbursement Projects received at the City

The City's minimum MOE is set at \$2,208,200; however, as of June 30, 2019, the City will have spent \$3,462,496 from Measure A and \$37,284,150 from other funds to support Measure A project expenditures. The document supporting the MOE calculations can be found attached, entitled "FY 2018/19 Construction and Maintenance Expenditures."

The Measure A proposed FY 2019/20 through 2023/24 Capital Improvement Plan will be presented to our City Council for review at the Budget Workshop on May 23, 2019 and for adoption at the regularly scheduled City Council Meeting on June 5, 2019.

If you have any questions please contact Kim Sitton, Finance Manager at (951) 279-3532.

Sincerely,

Nelson D. Nelson, P.E.
Public Works Director

Attachments

c: Kim Sitton, Finance Manager
Theresa Daily, Financial Analyst

***FY 2019/20 MAINTENANCE OF EFFORT
CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the City of Corona (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$2,208,200 approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 6, 2019



Mitch Lansdell, Acting City Manager

ATTEST:



City Clerk, City of Corona



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: CORONA
Prepared by: Luis Navarro
Phone #: (951) 817-5742
Date: 4/17/2019

FY 2017/18 Audited Measure A Balance: \$ 12,784,764
FY 2018/19 (Revised) Measure A Revenue: 4,364,000
FY 2018/19 Project Status Report expenses: **(1,722,928)**
Estimated Prior Year Measure A Balance: 15,425,836
Estimated FY 2019/20 Measure A Allocation: 4,486,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 19,911,836

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2019/20				
2020-01	Bridge Evaluation	Streets & Storm Drains	500,000	500,000
2020-02	Changeable Traffic Message Sign Replacement	Streets & Storm Drains	14,000	14,000
2020-03	Citywide Benchmark Update	Streets & Storm Drains	50,000	-
2020-04	East Grand Boulevard Storm Drain	Streets & Storm Drains	300,000	300,000
2020-05	Local Street Pavement Rehabilitation	Streets & Storm Drains	3,790,175	1,000,000
2020-06	Magnolia Avenue Widening	Streets & Storm Drains	750,000	-
2020-07	McKinley Grade Separation	Streets & Storm Drains	1,000,000	1,000,000
2020-08	Miscellaneous Repair and Replacement of Traffic Signals	Streets & Storm Drains	180,000	-
2020-09	Ontario Avenue Widening	Streets & Storm Drains	500,000	500,000
2020-10	Pavement Maintenance and Resurfacing	Streets & Storm Drains	225,000	225,000
2020-11	Pavement Management Study	Streets & Storm Drains	10,000	10,000
2020-12	River Road Median Landscape Improvements	Streets & Storm Drains	450,000	450,000
2020-13	Rubberized Asphalt Concrete (RAC) Project	Streets & Storm Drains	-	-
2020-14	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	700,000	325,000
2020-15	Sixth Street Revitalization	Streets & Storm Drains	1,000,000	1,000,000
2020-16	Striping Rehabilitation	Streets & Storm Drains	100,000	50,000
2020-17	Traffic Signals Lighting Upgrade	Streets & Storm Drains	150,000	75,000
2020-18	Citywide Traffic Signs	Streets & Storm Drains	15,000	15,000
2020-19	Infrastructure for Rebuilding America (INFRA) - SR-91 Corridor Projects	Streets & Storm Drains	1,000,000	500,000
2020-20	West Rincon Street Improvements	Streets & Storm Drains	500,000	250,000
	Cost Allocation Plan (Overhead)	Operational	179,475	179,475
		TOTAL	\$ 11,413,650	\$ 6,393,475



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: CORONA
Prepared by: Luis Navarro
Phone #: (951) 817-5742
Date: 4/17/2019

Estimated Prior Year Measure A Balance: \$ 13,518,361

Estimated FY 2020/21 Measure A Allocation: 4,598,000

Estimated Measure A Available for FY 2020/21 Projects: \$ 18,116,361

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2020/21				
2021-01	Butterfield Drive Road Relocation	Streets & Storm Drains	\$ 1,150,000	\$ 1,150,000
2021-02	Local Street Pavement Rehabilitation	Streets & Storm Drains	1,000,000	1,000,000
2021-03	McKinley Grade Separation	Streets & Storm Drains	20,000,000	-
2021-04	Miscellaneous Repair and Replacement of Traffic Signals	Streets & Storm Drains	190,000	-
2021-05	Ontario Avenue Widening	Streets & Storm Drains	500,000	500,000
2021-06	Pavement Maintenance and Resurfacing	Streets & Storm Drains	300,000	150,000
2021-07	Pavement Management Study	Streets & Storm Drains	10,000	10,000
2021-08	Rubberized Asphalt Concrete (RAC) Project	Streets & Storm Drains	2,700,000	-
2021-09	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	600,000	300,000
2021-10	Striping Rehabilitation	Streets & Storm Drains	325,000	175,000
2021-11	Traffic Signals Lighting Upgrade	Streets & Storm Drains	150,000	75,000
2021-12	Citywide Traffic Signs	Streets & Storm Drains	15,000	-
2021-13	Infrastructure for Rebuilding America (INFRA) - SR-91 Corridor Projects	Streets & Storm Drains	1,000,000	500,000
	Cost Allocation Plan (Overhead)	Operational	184,859	184,859
		TOTAL	\$ 28,124,859	\$ 4,044,859



REVERIE
COUNTY
TRANSPORTATION
COMMISSION

**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: CORONA
Prepared by: Luis Navarro
Phone #: (951) 817-5742
Date: 4/17/2019

Estimated Prior Year Measure A Balance: \$ 14,071,502
Estimated FY 2021/22 Measure A Allocation: 4,713,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 18,784,502

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Local Street Pavement Rehabilitation	Streets & Storm Drains	\$ 1,000,000	\$ 1,000,000
2022-02	Magnolia Avenue Widening	Streets & Storm Drains	700,000	600,000
2022-03	Miscellaneous Repair and Replacement of Traffic Signals	Streets & Storm Drains	200,000	-
2022-04	Pavement Maintenance and Resurfacing	Streets & Storm Drains	150,000	150,000
2022-05	Pavement Management Study	Streets & Storm Drains	50,000	50,000
2022-06	Rubberized Asphalt Concrete (RAC) Project	Streets & Storm Drains	2,700,000	-
2022-07	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	600,000	300,000
2022-08	Striping Rehabilitation	Streets & Storm Drains	325,000	175,000
2022-09	Citywide Traffic Signs	Streets & Storm Drains	15,000	-
	Infrastructure for Rebuilding America (INFRA) - SR-91 Corridor			
2022-10	Projects	Streets & Storm Drains	1,000,000	500,000
2022-11	West Rincon Street Improvements	Streets & Storm Drains	1,500,000	750,000
	Cost Allocation Plan (Overhead)	Operational	190,405	190,405
		TOTAL	\$ 8,430,405	\$ 3,715,405



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

CLACK COUNTY
RAVENSCLIFF
SCHOOL DISTRICT

FY 2022/23

Agency: CORONA
Prepared by: Luis Navarro
Phone #: (951) 817-5742
Date: 4/17/2019

Estimated Prior Year Measure A Balance: \$ 15,069,097
Estimated FY 2022/23 Measure A Allocation: 4,831,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 19,900,097

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Local Street Pavement Rehabilitation	Streets & Storm Drains	\$ 1,000,000	\$ 1,000,000
2023-02	Magnolia Avenue Widening	Streets & Storm Drains	3,000,000	1,000,000
	Miscellaneous Repair and Replacement of Traffic Signals			
2023-03		Streets & Storm Drains	200,000	-
2023-04	Pavement Maintenance and Resurfacing	Streets & Storm Drains	150,000	150,000
2023-05	Pavement Management Study	Streets & Storm Drains	10,000	10,000
2023-06	Rubberized Asphalt Concrete (RAC) Project	Streets & Storm Drains	2,700,000	-
2023-07	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	-	-
2023-08	Striping Rehabilitation	Streets & Storm Drains	325,000	175,000
2023-09	Citywide Traffic Signs	Streets & Storm Drains	15,000	-
	Infrastructure for Rebuilding America (INFRA) - SR-91			
2023-10	Corridor Projects	Streets & Storm Drains	1,000,000	500,000
	Cost Allocation Plan (Overhead)	Operational	196,117	196,117
		TOTAL	\$ 8,596,117	\$ 3,031,117



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: CORONA
Prepared by: Luis Navarro
Phone #: (951) 817-5742
Date: 4/17/2019

Estimated Prior Year Measure A Balance: \$ 16,868,980
Estimated FY 2023/24 Measure A Allocation: 4,952,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 21,820,980

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Magnolia Avenue Widening	Streets & Storm Drains	\$ 700,000	\$ 600,000
2024-02	Miscellaneous Repair and Replacement of Traffic Signals	Streets & Storm Drains	200,000	-
2024-03	Pavement Management Study	Streets & Storm Drains	10,000	10,000
2024-04	Rubberized Asphalt Concrete (RAC) Project	Streets & Storm Drains	2,700,000	-
2024-05	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	-	-
2024-06	Citywide Traffic Signs	Streets & Storm Drains	15,000	-
	Cost Allocation Plan (Overhead)	Operational	202,001	202,001
		TOTAL	\$ 3,827,001	\$ 812,001



MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2018/19

Agency: CORONA
Prepared by: Luis Navarro
Phone #: (951) 817-5742
Date: 4/17/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
1	<u>2017 Street Pavement Maintenance and Rehabilitation</u> The 2017 Street Pavement Maintenance and Rehabilitation Project includes rehabilitation of approximately 18 lane-miles of major streets in the following areas: Lincoln Avenue between Rincon Street and Parkridge Avenue; Main Street and Hamner Avenue between Grand Boulevard and Hidden Valley Parkway; and River Road between Corydon Street and Main Street. Completion of this project will preserve the existing pavement, extend the useful life of the asphalt, and provide a smoother travel surface for motorists and pedestrians.	Streets & Storm Drains	\$ 4,176,917	\$ -	December 2018	Complete
2	<u>Auto Center Drive/Burlington Northern Santa Fe Railroad Grade Separation</u> Construction of a grade separation (bridge) over the Burlington Northern Santa Fe Railroad tracks at Auto Center Drive to eliminate the current at-grade crossing.	Streets & Storm Drains	4,904,172	-	-	Close out process
3	<u>Bridge Evaluation</u> Maintenance on bridges throughout the City as recommended by the State of California Department of Transportation.	Streets & Storm Drains	300,000	-	On-going	On-going
4	<u>Butterfield Drive Road Relocation</u> Relocate Butterfield Drive to provide access over proposed Army Corps of Engineers Alcoa Dike at Butterfield Park with transition to Smith Avenue on the east side of the Alcoa Dike and transition to the existing roadway alignment on the west side of the Alcoa Dike. Roadway relocation will be designed by Orange County Public Works design consultant and constructed as part of the Corps of Engineers dike construction project. The extent of pavement rehabilitation/repair will include approximately 33,500 square feet of existing pavement. The scope of work to be determined by the consulting engineering firm contracted to prepare the design.	Streets & Storm Drains	850,000	-	January 2021	Design



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

5	<u>Chase Drive Improvements - Phase III</u> Installation of a storm drain swale system and construction of sidewalk and bike path improvements on Chase Drive from Sonrisa Drive to Garretson Avenue.	Streets & Storm Drains	868,599	-	Close	Will not construct
6	<u>Changeable Traffic Message Sign Replacement</u> Replacement of four (4) obsolete traffic message sign trailers.	Streets & Storm Drains	50,000	-	June 2020	On-going
7	<u>Citywide Benchmark Update</u> Update of Citywide benchmarks and adjustments to NAD 83.	Streets & Storm Drains	180,000	-	On-going	On-going
8	<u>Citywide Sidewalk and ADA Improvements - Phase I</u> Replacement of curb, gutter, sidewalk, and drive approaches; installation of missing sidewalk, curb, gutter, access ramps, bike paths, root pruning, engineering, and incidental work; and construction, replacement, or installation of ADA-compliant facilities within the public right-of-way.	Streets & Storm Drains	362,590	-	July 2018	Complete
9	<u>Citywide Traffic Model Update</u> General Plan Circulation Element update.	Streets & Storm Drains	225,000	100,000	On-going	On-going
10	<u>Corona Storm Drain Line 52</u> Construction of a 72-inch storm drain line in Joy Street from the Temescal Channel to East Grand Blvd. to East Third Street. RCFCWCD Project Number 2-8-00350.	Streets & Storm Drains	3,438,173	132,944	June 2019	Under Construction
11	<u>Citywide Sidewalk and ADA Improvements - Phase II</u> Replacement of curb, gutter, sidewalk, and drive approaches; Installation of missing sidewalk, curb, gutter, access ramps, bike paths, root pruning, engineering, and incidental work; and construction, replacement, or installation of ADA-compliant facilities within the public right-of-way.	Streets & Storm Drains	2,560,820	-	March 2020	Design
12	<u>East Grand Boulevard Storm Drain</u> Construction of a 36-inch storm drain line in East Grand Boulevard from Third Street to Seventh Street.	Streets & Storm Drains	339,941	-	October 2021	Design
13	<u>Household Waste Collection Facility Street Improvements</u> Street Improvements to Quarry Street and Rimpau Avenue in support of the Maintenance Services Department.	Streets & Storm Drains	45,500	-	On-going	On-going
14	<u>Magnolia Avenue Widening</u> Widening of Magnolia Avenue between El Camino Avenue and All American Way which includes widening of the bridge that crosses the Temescal Wash.	Streets & Storm Drains	1,944,709	5,000	On-going	On-going



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

15	<u>Magnolia Median Rehabilitation</u> This project will provide for the redesign and rehabilitation of the existing Magnolia Avenue medians. The project consists of approximately 97,000square feet of landscaping from Ontario to Rimpau Avenue. The medians on Magnolia Avenue have experienced die-off over the past several years as the plant material reaches the end of its life. Additionally, the irrigation is old and inefficient, causing runoff that damages the roadways. The project will provide for several design concepts that will include high efficiency irrigation, use of hardscape or DG, and low water use plants.	Streets & Storm Drains	500,000	9,871	October 2019	Design
16	<u>Major Streets Pavement Rehabilitation</u> Pavement rehabilitation for major thoroughfares in accordance with the Pavement Management Program. Rehabilitation may include reconstruction paving, crack sealing, slurry, etc.	Streets & Storm Drains	184,209	10,988	October 2019	Design
17	<u>McKinley Grade Separation</u> Construction of a new bridge over the BNSF Railroad tracks at McKinley to eliminate the current at-grade crossing.	Streets & Storm Drains	88,965,252	999,650	On-going	Design
18	<u>Miscellaneous Repair and Replacement of Traffic Signals</u> Unscheduled repair/replacement of traffic signals and related facilities at various locations Citywide. Includes the repair or replacement of traffic signals, safety lights, street name signs, traffic control signs, signal poles, heads, etc.; rewiring old signals and damaged loops; and maintenance of the advance traffic management system.	Streets & Storm Drains	286,882	17,000	On-going	On-going
19	<u>Ontario Avenue Street Improvements</u> Cold in-place recycling (CIR) of existing pavement along Ontario Avenue between California Avenue and Magnolia Avenue.	Streets & Storm Drains	2,091,698	-	December 2018	Complete
20	<u>Ontario Avenue Widening</u> Widening of Ontario Avenue between Compton Avenue and State Street.	Streets & Storm Drains	3,184,861	8,000	November 2021	Design



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

21	<u>Overlook Street Improvements</u> Pavement rehabilitation for various roads in the Overlook area over several years.	Streets & Storm Drains	721,665	2,000	October 2019	Design complete
22	<u>Overlook Road Maintenance</u> Maintenance and grading of existing roads in the Overlook area to ensure accessibility for emergency Police and Fire vehicles.	Streets & Storm Drains	48,957	-	On-going	On-going
23	<u>Pavement Management Study</u> Ongoing field survey of local streets to be included in the Street Saver Program for the purpose of completing the City's street inventory, and maintaining current information for rehabilitation project planning. Annual Street Saver license and maintenance.	Streets & Storm Drains	89,573	58,000	April 2019	Complete
24	<u>Local Street Pavement Rehabilitation</u> Pavement rehabilitation for local streets in accordance with the current Pavement Management Study. Rehabilitation may include reconstruction paving, crack sealing, slurry, etc.	Streets & Storm Drains	4,116,495	10,000	October 2019	Design
25	<u>Pavement Maintenance and Resurfacing</u> Resurface and repair potholes and miscellaneous pavement failures with City staff and/or contracted services.	Streets & Storm Drains	219,781	30,000	On-going	On-going
26	<u>River Road Median Landscape Improvements</u> Landscape and irrigation improvements on River Road Center median from Corydon to Lincoln. The project will remove approximately 80,690 sq. ft. of turf and old plant material and replacing it with a drought tolerant landscape. It will also address irrigation runoff that is damaging the road.	Streets & Storm Drains	50,000	7,000	October 2019	Design
27	<u>Rubberized Asphalt Concrete (RAC) Project</u> Street and pavement rehabilitation using rubberized asphalt concrete (RAC).	Streets & Storm Drains	835,814	5,000	October 2019	Design
28	<u>Sidewalk/Curb/Gutter Install</u> Street maintenance program for as-needed repairs or replacement of curb, gutter, sidewalk, and drive approaches.	Streets & Storm Drains	566,046	40,000	On-going	On-going



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

29	<u>Sixth Street and Yorba Street Waterline Replacement and Pavement Rehabilitation</u> Pavement rehabilitation following waterline construction in Yorba Street between Pleasant View Avenue and West Sixth Street. The extent of pavement rehabilitation/repair will include approximately 35,000 square feet of existing pavement. The scope of work to be determined by the consulting engineering firm contracted to prepare the design.	Streets & Storm Drains	500,000	-	November 2019	Design
30	<u>Striping Rehabilitation</u> Upgrade and maintenance of Citywide striping using City staff and/or contract services; and rehabilitation and maintenance of the City's traffic system and transportation infrastructure.	Streets & Storm Drains	531,570	40,000	On-going	On-going
31	<u>Traffic Signal at Green River Road / Montana Ranch Road</u> Installation of a new traffic signal on Green River Road at Montana Ranch Road.	Streets & Storm Drains	459,324	10,000	March 2019	Construction Complete
32	<u>Traffic Signal Maintenance Facility</u> Construction of a traffic signal maintenance facility on the southwest corner of W. Grand and Bollero Road for the storage of traffic signal poles, arms, heads, cabinets, and other traffic related parts and equipment.	Streets & Storm Drains	260,000	-	October 2020	Design
33	<u>Traffic Signals Lighting Upgrade</u> Upgrade traffic signal safety lighting and Internally Illuminated Street Name Signs (IISNS) to energy efficient, long-lasting, lighting fixtures to reduce energy usage and maintain costs. Upgrades will be phased over a 3-year period.	Streets & Storm Drains	175,000	58,000	On-going	On-going
	Cost Allocation Plan (Overhead)		179,475	179,475	On-going	On-going
	TOTAL		\$ 124,213,023	\$ 1,722,928		



MEASURE A LOCAL STREETS AND ROADS

CITY OF DESERT HOT SPRINGS

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City of Desert Hot Springs

65-950 Pierson Blvd. • Desert Hot Springs • CA • 92240

(760) 329-6411

www.cityofdhs.org

May 6, 2019

Jenny Chan
Management Analyst
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

RE: City of Desert Hot Spring Measure "A" Five Year Capital Improvement Plan (CIP)
2019/20-2023/24 and Maintenance of Effort

Dear Ms Chan,

Attached is the City of Desert Hot Springs' Measure "A" Five Year Capital Improvement Plan (CIP) 2020-2024, a Project Status Report for our FY 2018/19 and the City's Maintenance of Effort (MOE) Certification.

If you have any questions, please do not hesitate to contact me at (760) 329-6411 Ext. 216.

Sincerely,

A handwritten signature in black ink, appearing to read "D Porras".

Daniel Porras
Public Works Director

Attachments:

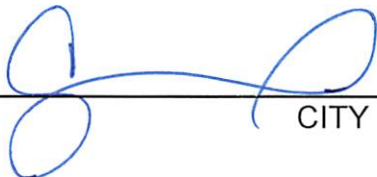
Measure "A" Five Year (CIP) FY 2018-2023
Project Status Report FY 2017/18 CIP
Maintenance of Effort Certification

Cc: Finance Department
Engineering

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

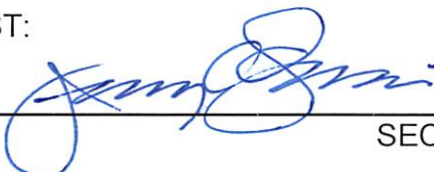
The undersigned agrees and certifies for the city of Desert Hot Springs (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$75,147, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 5/6/19, 2019



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: DESERT HOT SPRINGS
Prepared by: Daniel Porras
Phone #: 760-329-6411 Ext 216
Date: 5/6/2019

FY 2017/18 Audited Measure A Balance: \$ 78,387
FY 2018/19 (Revised) Measure A Revenue: 503,000
FY 2018/19 Project Status Report expenses: (503,011)
Estimated Prior Year Measure A Balance: 78,376
Estimated FY 2019/20 Measure A Allocation: 507,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 585,376

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 200,000	\$ 175,000
2020-02	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	200,000
2020-03	Sidewalk Palm Drive - Between 8th St and 12 th St	Construction	100,000	85,000
2020-04	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	5,000	5,000
2020-05	Indirect Costs	Overhead	38,000	38,000
		TOTAL	\$ 744,000	\$ 503,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: DESERT HOT SPRINGS

Prepared by: Daniel Porras

Phone #: 760-329-6411 Ext 216

Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 82,376

Estimated FY 2020/21 Measure A Allocation: 520,000

Estimated Measure A Available for FY 2020/21 Projects: \$ 602,376

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 800,000	\$ 250,000
2021-02	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP's (Certificate of Participation)	Debt Service	403,000	200,000
2021-03	Indirect Costs	Overhead	39,000	39,000
		TOTAL	\$ 1,242,000	\$ 489,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: DESERT HOT SPRINGS

Prepared by: Daniel Porras

Phone #: 760-329-6411 Ext 216

Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 113,376

Estimated FY 2021/22 Measure A Allocation: 533,000

Estimated Measure A Available for FY 2021/22 Projects: \$ 646,376

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 700,000	\$ 260,000
2022-02	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP's (Certificate of Participation)	Debt Service	403,000	200,000
2022-03	Indirect Costs	Overhead	40,000	40,000
		TOTAL	\$ 1,143,000	\$ 500,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: DESERT HOT SPRINGS

Prepared by: Daniel Porras

Phone #: 760-329-6411 Ext 216

Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 146,376

Estimated FY 2022/23 Measure A Allocation: 546,000

Estimated Measure A Available for FY 2022/23 Projects: \$ 692,376

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 700,000	\$ 260,000
2023-02	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP's (Certificate of Participation)	Debt Service	403,000	200,000
2023-03	Indirect Costs	Overhead	40,000	40,000
		TOTAL	\$ 1,143,000	\$ 500,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: DESERT HOT SPRINGS
Prepared by: Daniel Porras
Phone #: 760-329-6411 Ext 216
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 192,376
Estimated FY 2023/24 Measure A Allocation: 560,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 752,376

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 700,000	\$ 260,000
2024-02	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	403,000	200,000
2024-03	Indirect Costs	Overhead	40,000	40,000
		TOTAL	\$ 1,143,000	\$ 500,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: DESERT HOT SPRINGS
Prepared by: Daniel Porras
Phone #: 760-329-6411 Ext 216
Date: 5/6/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 87,384	\$ 87,384	2/14/2019	Completed
2019-02	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	200,000	on-going	On-going
2019-03	Palm Drive Entry Way Median Upgrades - Palm Dr north of Interstate 10	Construction - Road Rehabilitation	108,000	100,000	6/30/2019	On-going
2019-04	Replacement of Traffic Signal Street Name Signs and Traffic Signal Casings	Traffic Signal Maintenance	75,000	75,000	6/30/2019	On-going
2019-05	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	2,627	2,627	7/9/2018	Completed
2019-06	Indirect Costs	Overhead	38,000	38,000	6/30/2019	On-going
		TOTAL	\$ 712,011	\$ 503,011		



MEASURE A LOCAL STREETS AND ROADS

CITY OF EASTVALE

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City of Eastvale

12363 Limonite Avenue, Suite #910 • Eastvale, CA 91752
(951) 361-0900 • Fax: (951) 361-0888 • www.EastvaleCA.gov

May 23, 2019

Mrs. Shirley Medina
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Re: City of Eastvale's Measure A Expenditure Plan FY 2019/20 – FY 2023/24

Dear Mrs. Medina:

Please find enclosed the Fiscal Year 2019/20 – 2023/24 Measure A Expenditure Plan for the City of Eastvale. Also enclosed is the FY18/19 Project Status Report and the City's MOE Certification Statement for FY19/20 for your review.

Should you have any questions, or need further information on the above, please feel free to contact Ann Herner at aherner@interwestgrp.com or myself at whemsley.eastvale@interwestgrp.com at (951) 703-4473.

Sincerely,

Bill Hemsley
City Engineer

Enclosures

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Eastvale (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$38,949, approved by the Commission at its July 8, 2015 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 5/23, 2019



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FOR THE
CITY OF
EASTVALE

FY 2019/20

Agency: EASTVALE
Prepared by: Bill Hemsley, City Engineer
Phone #: (951) 703-4473
Date: May 23, 2019

FY 2017/18 Audited Measure A Balance:	\$ 4,405,953
FY 2018/19 (Revised) Measure A Revenue:	1,387,000
FY 2018/19 Project Status Report expenses:	<u>(2,711,264)</u>
Estimated Prior Year Measure A Balance:	3,081,689
Estimated FY 2019/20 Measure A Allocation:	<u>1,436,000</u>
Estimated Measure A Available for FY 2019/20 Projects:	\$ 4,517,689

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility	\$ 748,100	\$ 153,910
2020-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	2,015,000	757,500
2020-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	788,000	700,500
2020-04	Administrative Costs	Administrative costs for operating capital projects	542,907	96,715
		TOTAL	\$ 4,094,007	\$ 1,708,625



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PLANNING
STREET
AND ROAD

FY 2020/21

Agency: EASTVALE
Prepared by: Bill Hemsley, City Engineer
Phone #: (951) 703-4473
Date: May 23, 2019

Estimated Prior Year Measure A Balance: \$ 2,809,064
Estimated FY 2020/21 Measure A Allocation: 1,472,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 4,281,064

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility	\$ 557,000	\$ 100,000
2021-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	2,015,000	1,133,800
2021-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	550,000	550,000
2021-04	Administrative Costs	Administrative costs for operating capital projects	542,907	107,028
		TOTAL	\$ 3,664,907	\$ 1,890,828



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PLANNING
STREET
AND
ROADS

FY 2021/22

Agency: EASTVALE
Prepared by: Bill Hemsley, City Engineer
Phone #: (951) 703-4473
Date: May 23, 2019

Estimated Prior Year Measure A Balance: \$ 2,390,236
Estimated FY 2021/22 Measure A Allocation: 1,509,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 3,899,236

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility	\$ 7,245,000	\$ 1,645,000
2022-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	-	-
2022-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	550,000	550,000
2022-04	Administrative Costs	Administrative costs for operating capital projects	542,907	120,720
		TOTAL	\$ 8,337,907	\$ 2,315,720



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

REPORT
DATE: 5/23/2019
BY: RCTC Staff

FY 2022/23

Agency: EASTVALE
Prepared by: Bill Hemsley, City Engineer
Phone #: (951) 703-4473
Date: May 23, 2019

Estimated Prior Year Measure A Balance: \$ 1,583,516
Estimated FY 2022/23 Measure A Allocation: 1,547,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 3,130,516

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility	\$ 25,000	\$ 25,000
2023-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	-	-
2023-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	550,000	550,000
2023-04	Administrative Costs	Administrative costs for operating capital projects	542,907	34,500
		TOTAL	\$ 1,117,907	\$ 609,500



MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PLANNING
STREET
AND ROAD

FY 2023/24

Agency: EASTVALE
Prepared by: Bill Hemsley, City Engineer
Phone #: (951) 703-4473
Date: May 23, 2019

Estimated Prior Year Measure A Balance: \$ 2,521,016
Estimated FY 2023/24 Measure A Allocation: 1,586,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 4,107,016

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility	\$ 25,000	\$ 25,000
2024-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	-	-
2024-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	550,000	550,000
2024-04	Administrative Costs	Administrative costs for operating capital projects	542,907	34,500
		TOTAL	\$ 1,117,907	\$ 609,500



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: EASTVALE
Prepared by: Bill Hemsley, City Engineer
Phone #: (951) 703-4473
Date: May 23, 2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility	\$ 109,100	\$ -	\$ -	This includes an annual program and specific projects. Unexpended costs are carried over to next FY.
2019-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	4,184,250	2,651,792	2,651,792	This includes an annual program and specific projects. Unexpended costs are carried over to next FY.
2019-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	710,000	59,472	59,472	This includes an annual program. Unexpended costs are carried over to next FY.
TOTAL			\$ 5,003,350	\$ 2,711,264	\$ 2,711,264	



MEASURE A LOCAL STREETS AND ROADS

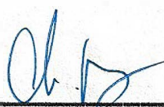
CITY OF HEMET

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**FY 2019/20 MAINTENANCE OF EFFORT
CERTIFICATION STATEMENT**

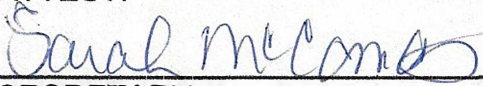
The undersigned agrees and certifies for the city of Hemet (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$18,924, approved by the Commission at its October 12, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: JUNE 11, 2019

Johanna 

CITY MANAGER

ATTEST:



SECRETARY

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**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: HEMET

Prepared by: Chase Keys

Phone #: 951-765-2360

Date: 3/26/2019

FY 2017/18 Audited Measure A Balance: \$ 5,816,526

FY 2018/19 (Revised) Measure A Revenue: 1,862,000

FY 2018/19 Project Status Report expenses: (2,600,000)

Estimated Prior Year Measure A Balance: 5,078,526

Estimated FY 2019/20 Measure A Allocation: 1,856,000

Estimated Measure A Available for FY 2019/20 Projects: \$ 6,934,526

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	2019/20 Citywide Pavement Rehabilitation	Pavement Rehab.	\$ 3,500,000	\$ 3,000,000
2020-02	2019/20 Citywide Slurry Seal	Pavement Maint.	1,200,000	1,200,000
2020-03	2017/18 Pavement Rehabilitation	Pavement Rehab.	1,000,000	1,000,000
2020-04	Kirby Street Improvements	Pavement Rehab.	250,000	250,000
2020-05	2018/19 Slurry Seal	Pavement Maint.	700,000	700,000
		TOTAL	\$ 6,650,000	\$ 6,150,000

**FY 2020/21**

Estimated Prior Year Measure A Balance:	\$ 784,526
Estimated FY 2020/21 Measure A Allocation:	<u>1,902,000</u>
Measure A Available for FY 2020/21 Projects:	\$ 2,686,526

FY 2020-21
Page 2 of 6

**FY 2021/22**

Estimated Prior Year Measure A Balance:	\$	586,526
Estimated FY 2021/22 Measure A Allocation:		<u>1,950,000</u>
Measure A Available for FY 2021/22 Projects:	\$	2,536,526

FY 2021-22
Page 3 of 6

**FY 2022/23**

Estimated Prior Year Measure A Balance:	\$ 536,526
Estimated FY 2022/23 Measure A Allocation:	<u>1,999,000</u>
Measure A Available for FY 2022/23 Projects:	\$ 2,535,526

FY 2022-23
Page 4 of 6

**FY 2023/24**

Estimated Prior Year Measure A Balance:	\$	535,526
Estimated FY 2023/24 Measure A Allocation:		<u>2,049,000</u>
Measure A Available for FY 2023/24 Projects:	\$	2,584,526

FY 2023-24
Page 5 of 6



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: HEMET
 Prepared by: Chase Keys
 Phone #: 951-765-2360
 Date: 3/26/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
1	2017/18 Slurry Seal	Pavement Maint.	\$ 1,100,000	\$ 1,100,000	Jun-19	Added Project Construction
2	2017/18 Pavement Rehabilitation	Pavement Rehab.	1,500,000	500,000	Sep-19	Design/Construction
3	Kirby Street Improvements	Pavement Rehab.	750,000	500,000	Sep-19	Design/Construction
4	2018/19 Slurry Seal	Pavement Maint.	1,200,000	500,000	Sep-19	Added Project Design/Construction
TOTAL			\$ 4,550,000	\$ 2,600,000		



MEASURE A LOCAL STREETS AND ROADS

CITY OF INDIAN WELLS

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May 2, 2019

Riverside County Transportation Commission
Attn: Jenny Chan
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Re: Measure "A": Local Streets and Roads Five-Year Capital Improvement Plan and Status Update

Dear Ms. Chan,

Attached is the City of Indian Wells' Measure "A" Local Streets and Roads Five- Year Capital Improvement Plan for Fiscal Years 2019/20-2023/24.

Sincerely,



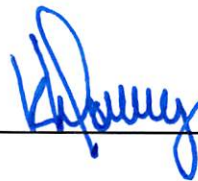
Ken A. Seumalo, P.E.
Public Works Director

cc: Finance Director

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Indian Wells (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$963,640, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 2, 2019



CITY MANAGER



ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: INDIAN WELLS
Prepared by: Ken A. Seumalo, P.E., Public Works Director
Phone #: (760) 776-0237
Date: 5/2/2019

FY 2017/18 Audited Measure A Balance:	\$ 71,467
FY 2018/19 (Revised) Measure A Revenue:	280,000
FY 2018/19 Project Status Report expenses:	(263,000)
Estimated Prior Year Measure A Balance:	88,467
Estimated FY 2019/20 Measure A Allocation:	267,000
Estimated Measure A Available for FY 2019/20 Projects:	\$ 355,467

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u> 2020-01	Citywide Parkways	Street Improvement	\$ 585,000	\$ 355,467
		TOTAL	\$ 585,000	\$ 355,467



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: INDIAN WELLS
Prepared by: Ken A. Seumalo, P.E., Public Works Director
Phone #: (760) 776-0237
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2020/21 Measure A Allocation: 274,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 274,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u> 2021-01	Citywide Parkways	Street Improvement	\$ 585,000	\$ 274,000
		TOTAL	\$ 585,000	\$ 274,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: INDIAN WELLS
Prepared by: Ken A. Seumalo, P.E., Public Works Director
Phone #: (760) 776-0237
Date: 5/2/2019

Estimated Prior Year Measure A Balance:

Estimated FY 2021/22 Measure A Allocation: 281,000

Estimated Measure A Available for FY 2021/22 Projects: \$ 281,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u> 2022-01	Citywide Parkways	Street Improvement	\$ 585,000	\$ 281,000
		TOTAL	\$ 585,000	\$ 281,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: INDIAN WELLS
Prepared by: Ken A. Seumalo, P.E., Public Works Director
Phone #: (760) 776-0237
Date: 5/2/2019

Estimated Prior Year Measure A Balance:

Estimated FY 2022/23 Measure A Allocation: 288,000

Estimated Measure A Available for FY 2022/23 Projects: \$ 288,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u> 2023-01	Citywide Parkways	Street Improvement	\$ 585,000	\$ 288,000
		TOTAL	\$ 585,000	\$ 288,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: INDIAN WELLS
Prepared by: Ken A. Seumalo, P.E., Public Works Director
Phone #: (760) 776-0237
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2023/24 Measure A Allocation: 295,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 295,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u> 2024-01	Citywide Parkways	Street Improvement	\$ 585,000	\$ 295,000
		TOTAL	\$ 585,000	\$ 295,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: INDIAN WELLS
Prepared by: Ken A. Seumalo, P.E., Public Works Director
Phone #: (760) 776-0237
Date: 5/2/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
1	Citywide Parkways	Street Improvement	\$ 585,000	\$ 263,000	6/30/2019	Ongoing
		TOTAL	\$ 585,000	\$ 263,000		



MEASURE A LOCAL STREETS AND ROADS

CITY OF INDIO

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May 7, 2019

Ms. Jenny Chan
Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: Five Year Measure A Capital Improvement Plan (FY19/20 – FY23/24)

Dear Ms. Chan:

Enclosed is the City of Indio's submittal of the Five Year Measure A Capital Improvement Plan for Fiscal Years 19/20 to 23/24 to the Riverside County Transportation Commission for review and approval. The City's Maintenance of Effort certification is also enclosed, as well as a status report for projects utilizing Measure A funds in Fiscal Year 2019-2020.

If you have any questions, please call me at (760) 391-4017.

Sincerely,

Timothy T. Wassil, PE, PMP, CCM
Public Works Director

cc: Juan Raya, PE City Engineer
Hector Orozco, Accountant

FY 2019/20 MAINTENANCE OF EFFORT

CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Indio (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$2,048,564, approved by the Commission at its July 11, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 6, 2019



MARK SCOTT, CITY MANAGER

ATTEST:



MARIA YSIANO, SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: INDIO
Prepared by: Gloria Hernandez
Phone #: 760-391-4013
Date: 4/24/2019

FY 2017/18 Audited Measure A Balance: \$ 639,901
FY 2018/19 (Revised) Measure A Revenue: 2,062,000
FY 2018/19 Project Status Report expenses: (2,105,500)
Estimated Prior Year Measure A Balance: 596,401
Estimated FY 2019/20 Measure A Allocation: 2,054,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 2,650,401

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2019/20				
2020-1	Dr. Carreon and Oasis Traffic Signal Modification/Monroe Street Traffic Signal Interconnect (TS1701)	Traffic Signal Modification	\$ 983,200	\$ 332,849
2020-2	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	985,000	475,000
2020-3	I-10 @ Jefferson Street Interchange Project (ST0110)	Freeway Interchange Improvement	86,300,000	200,000
2020-4	Misc. Traffic Safety Improvements	Signal/Signage	50,000	50,000
2020-5	Avenue 48 Bike Lanes (ST1805)	Signal/Signage	1,414,780	480,427
2020-6	Grant Applications for Transportation Projects (ST2002)	Various	50,000	50,000
2020-7	Pedestrian Countdown Timers (TS1703)	Traffic Signal	337,500	62,500
2020-8	Complete Streets Plan (ST1705)	Master Plan	400,000	17,218
2020-9	Avenue 44 Road Diet (ST1708)	Road Diet	534,002	153,882
2020-10	Herbert Hoover Elem. School Neighborhood Pedestrian	Active Transportation/ADA	3,042,950	37,290
2020-11	Multi-Modal Feasibility Study (PL1801)	Master Plan	462,500	64,933
2020-12	Indio Bike Share (PL1901)	Master Plan	35,000	10,000
2020-13	Avenue 50 and Jackson Street Traffic Signal & Street Improvements (TS1901)	New Traffic Signal/Roadway Improvement	8,500,000	62,500
2020-14	HSIP 9 Traffic Signal Improvements	Traffic Signal Modification	1,502,200	40,000
2020-15	Measure "A" Advance Debt Repayment	Roadway Improvement	168,345	168,345
2020-16	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	425,700	212,000
2020-17	Indio Internal Services	Percentage of Salaries & Benefits	76,104	76,104
		TOTAL	\$ 105,267,281	\$ 2,493,048



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: INDIO
Prepared by: Gloria Hernandez
Phone #: 760-391-4013
Date: 4/24/2019

Estimated Prior Year Measure A Balance: \$ 157,353
Estimated FY 2020/21 Measure A Allocation: 2,105,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 2,262,353

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 985,000	\$ 475,000
2021-02	Misc. Traffic Safety Improvements	Signal/Signage	50,000	50,000
2021-03	Grant Applications for Transportation Projects (ST2002)	Various	50,000	50,000
2021-04	Pavement Management System (ST2101)	Roadway Improvement	5,400,000	200,000
2021-05	Herbert Hoover Elem. School Neighborhood Pedestrian Improvements (SW1801)	Active Transportation/ADA Improvement	3,042,950	400,000
2021-06	Avenue 50 and Jackson Street Traffic Signal & Street Improvements (TS1901)	New Traffic Signal/Roadway Improvement	8,500,000	800,000
2021-07	HSIP 9 Traffic Signal Improvements	Traffic Signal Modification	1,502,200	50,000
2021-08	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	509,930	162,000
2021-09	Indio Internal Services	Percentage of Salaries & Benefits	84,784	46,000
		TOTAL	\$ 20,124,864	\$ 2,233,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: INDIO
Prepared by: Gloria Hernandez
Phone #: 760-391-4013
Date: 4/24/2019

Estimated Prior Year Measure A Balance: \$ 29,353
Estimated FY 2021/22 Measure A Allocation: 2,158,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 2,187,353

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Brige Preventative Maintenance Program (BR1701)	Roadway Improvement	\$ 7,763,835	\$ 45,880
2022-02	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	985,000	475,000
2022-03	Jackson St./Monroe St. @ I-10 Fwy Interchanges (ST0801 & ST0701)	Freeway Interchange Improvement	211,000,000	200,000
2022-04	Misc. Traffic Safety Imps	Signal/Signage	50,000	50,000
2022-05	Grant Applications for Transportation Projects (ST2002)	Various	50,000	50,000
2022-06	Madison Street Improvements (Ave 48 - Hwy 111) (ST503C)	Roadway Improvement	3,500,000	100,000
2022-07	Pavement Management System (ST2101)	Roadway Improvement	5,400,000	600,000
2022-08	Herbert Hoover Elem. School Neighborhood Pedestrian Improvements (SW1801)	Active Transportation/ADA Improvement	3,042,950	10,000
2022-09	Avenue 50 and Jackson Street Traffic Signal & Street Improvements (TS1901)	New Traffic Signal/Roadway Improvement	8,500,000	300,000
2022-10	HSIP 9 Traffic Signal Improvements	Traffic Signal Modification	1,502,200	50,000
2022-11	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	509,930	174,000
2022-12	Indio Internal Services	Percentage of Salaries & Benefits	84,784	49,000
		TOTAL	\$ 242,388,699	\$ 2,103,880



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: INDIO
Prepared by: Gloria Hernandez
Phone #: 760-391-4013
Date: 4/24/2019

Estimated Prior Year Measure A Balance: \$ 83,473
Estimated FY 2022/23 Measure A Allocation: 2,212,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 2,295,473

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2022/23				
2023-01	Brige Preventative Maintenance Program (BR1701)	Roadway Improvement	\$ 7,763,835	\$ 45,880
2023-02	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	985,000	475,000
2023-03	Jackson St./Monroe St. @ I-10 Fwy Interchanges (ST0801 & ST0701)	Freeway Interchange Improvement	211,000,000	500,000
2023-04	Misc. Traffic Safety Improvements	Signal/Signage	50,000	50,000
2023-05	Grant Applications for Transportation Projects (ST2002)	Various	50,000	50,000
2023-06	Pavement Management System (ST2101)	Roadway Improvement	5,400,000	600,000
2023-07	Avenue 50 and Jackson Street Traffic Signal & Street Improvements (TS1901)	New Traffic Signal/Roadway Improvement	8,500,000	100,000
2023-08	HSIP 9 Traffic Signal Improvements	Traffic Signal Modification	1,502,200	50,000
2023-09	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	509,930	228,025
2023-10	Indio Internal Services	Percentage of Salaries & Benefits	84,784	65,000
		TOTAL	\$ 235,845,749	\$ 2,163,905



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: INDIO
Prepared by: Gloria Hernandez
Phone #: 760-391-4013
Date: 4/24/2019

Estimated Prior Year Measure A Balance: \$ 131,568

Estimated FY 2023/24 Measure A Allocation: 2,267,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 2,398,568

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Brige Preventative Maintenance Program (BR1701)	Roadway Improvement	\$ 7,763,835	\$ 400,000
2024-02	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	985,000	475,000
2024-03	Jackson St./Monroe St. @ I-10 Fwy Interchanges (ST0801 & ST0701)	Freeway Interchange Improvement	211,000,000	300,000
2024-04	Misc. Traffic Safety Improvements	Signal/Signage	50,000	50,000
2024-05	Grant Applications for Transportation Projects (ST2002)	Various	50,000	50,000
2024-06	Pavement Management System (ST2101)	Roadway Improvement	5,400,000	700,000
2024-07	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	509,930	265,000
2024-08	Indio Internal Services	Percentage of Salaries & Benefits	84,784	75,000
		TOTAL	\$ 225,843,549	\$ 2,315,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: INDIO
Prepared by: Gloria Hernandez
Phone #: 760-391-4013
Date: 4/24/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Indio Blvd. Bridge NB @ Storm Channel - Seismic Retrofit (BR0801)	Seismic Retrofit	\$ 3,423,000	\$ 4,519	20/21FY	Under design; construction to start Spring 2020
2019-02	Indio Blvd. Bridge SB @ Storm Channel - Scour Protection (BR0802)	Scour Protection	\$ 549,902	\$ 1,275	20/21FY	Under design; construction to start Spring 2020
2019-03	Jackson St. Bridge @ Storm Channel - Seismic Retrofit (BR0109)	Seismic Retrofit	\$ 4,305,417	\$ 31,192	20/21FY	Design complete; construction fall of 2019
2019-04	Indio Blvd. Bridge over UPRR (railroad) (BR0302)	Seismic Retrofit	\$ 4,731,316	\$ 19,312	19/20FY	Construction complete; pending litigation/bond claim
2019-05	Avenue 44 Bridge at the Wash (BR1101)	New Bridge Construction	\$ 19,230,000	\$ 158,429	21/22FY	Right-of-Way Acquisition; Design complete
2019-06	Bridge Preventative Maintenance Program (BR1701)	Bridge Mntnce	\$ 7,763,835	\$ 40	24/25FY	Design
2019-07	Shields Road Connection (south of Hwy 111) (ST1202)	Roadway Connection	\$ 659,000	\$ -	Complete	Complete.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-08	Hwy 111 Improvements (Madison St. - Rubidoux St.) (ST1305)	Roadway Improvement	\$ 14,345,000	\$ 27,244	Complete	Construction complete; project close out phase
2019-09	Hwy 111 Median and Landscaping (ST1709)	Roadway Improvement	\$ 950,000	\$ -	Complete	Construction complete
2019-10	North Indio Pavement Improvements (ST1503)	Roadway Improvement	\$ 2,443,581	\$ 54	20/21FY	Under Construction
2019-11	Grant Applications for Transportation Projects	Various	\$ 50,000	\$ 50,000	on-going	On-going
2019-12	Jackson St./Monroe St. @ I-10 Fwy Interchanges (ST0801 & ST0701)	Freeway Interchange Improvement	\$ 211,000,000	\$ 2,481	24/25FY	Design Complete; in Env. Phase PA/ED
2019-13	Madison Street Improvements (Ave 50 - Ave 52), Ph. 2 (ST503H)	Design & ROW	\$ 14,000,000	\$ 7,766	Complete	Under Construction
2019-14	Madison Street Improvements (Ave 50 - Ave 52), Ph. 3 (ST503K)	Construction	\$ 10,765,689	\$ 81,964	20/21FY	Starting Construction
2019-15	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 985,000	\$ 28,920	on-going	On-going
2019-16	City Wide Pavement Rehabilitation Program (ST1802)	Roadway Improvement	\$ 4,750,000	\$ 400,000	on-going	On-going
2019-17	I-10 @ Jefferson Street Interchange Project (ST0110)	Freeway Interchange Improvement	\$ 86,300,000	\$ -	Complete	Construction complete; pending final invoice from county.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-18	Andrew Jackson Elementary Pedestrian Improvements (SW1504)	Active Transportation/ADA Improvement	\$ 2,620,000	\$ 412,099	Complete	Construction Complete. Project closeout
2019-19	Jackson Street Signal Upgrades & Synchronization (TS1301)	Traffic Signal	\$ 3,482,100	\$ 606	20/21FY	Under Construction
2019-20	Misc. Traffic Safety Improvements	Signal/Signage	\$ 50,000	\$ 50,000	on-going	On-going
2019-21	Dr. Carreon Blvd. and Oasis Street Traffic Signal Modification (TS1701)	Traffic Signal Modification	\$ 983,200	\$ -	21/22FY	Ready to construct
2019-22	Monroe Street Signal Modification and Interconnect from Oleander Avenue to Comet Lane (TS1702)	Traffic Signal	\$ 461,000	\$ -	Combined with TS1701	Ready to construction
2019-23	Avenue 44 Road Diet (ST1708)	Road Diet	\$ 534,002	\$ 2,387	20/21FY	Design complete. To be constructed.
2019-24	Safe Routes to School Master Plan (PL1701)	Master Plan	\$ 240,000	\$ 37,043	Complete	Complete.
2019-25	Indio Blvd. Bridge over UPRR Replacement PSR	Bridge Replacement	\$ 395,000	\$ -	21/22FY	Design
2019-26	Jackson Street Bridge Over UPRR and Indio Blvd. PSR	Bridge Replacement	\$ 590,000	\$ -	21/22FY	Design
2019-27	Calhoun Street Improvements (ST1804)	Roadway Improvement	\$ 1,048,270	\$ -	Complete	Under construction
2019-28	Herbert Hoover Elementary School Neighborhood Pedestrian Improvements (SW1801)	Active Transportation/ADA Improvement	\$ 3,042,950	\$ -	21/22FY	Under design
2019-29	Multi-Modal Feasibility Study (PL1801)	Master Plan	\$ 462,500	\$ -	20/21FY	Under design



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-30	Avenue 50 and Jackson Street Traffic Signal and Street Improvements (TS1901)	New Traffic Signal/Roadway Improvement	\$ 8,500,000	\$ -	22/23FY	To be designed
2019-31	Measure "A" Advance Debt Repayment	Roadway Improvement	\$ 673,000	\$ 673,000	on-going	Payment
2019-32	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	\$ 510,000	\$ 51,000	on-going	Project Management & Maintenance
2019-33	Indio Internal Services	Percentage of Salaries & Benefits	\$ 77,100	\$ 66,169	on-going	Percentage of Salaries & Benefits
		TOTAL	\$ 409,920,862	\$ 2,105,500		

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MEASURE A LOCAL STREETS AND ROADS

CITY OF JURUPA VALLEY

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City of Jurupa Valley

Brian Berkson, Mayor . Anthony Kelly, Mayor Pro Tem .
Micheal Goodland, Council Member . Lorena Barajas, Council Member . Chris Barajas, Council Member

April 25, 2019

Jenny Chan
Riverside County Transportation Commission
4080 Lemon St, 3rd Floor
Riverside, CA 92502

Subject: Jurupa Valley Five -Year Measure “A” CIP (2019/20 – 2023/24)

Dear Ms. Chan,

The City Council of the City of Jurupa Valley, at its regular meeting on April 18, 2019, adopted the City’s Five Year Measure “A” Local Streets and Roads Capital Improvement Program for Fiscal Years 2019/20 - 2023/24. Included with this letter are the following documents:

- Five-year Jurupa Valley CIP for Fiscal Years 2019/20-2023/24
- Measure “A” Local Funds Program Project Status Report for Fiscal Year 2018/19

The City requests that the Riverside County Transportation Commission accept and approve the City’s Measure “A” Five-Year CIP and find the City eligible to continue receiving its fair share of Measure “A” revenues.

If you should have any questions or comments, please feel free to contact me via email at sloriso@jurupavalley.org or via telephone at (951) 332-6464 x233.

Sincerely,



Steve R. Loriso, P.E.
City Engineer /Director of Public Works

Cc: Gary S. Thompson, City Manager
George Wentz, Assistant City Manager
Carolina Fernandez, Assistant Engineer

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**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: JURUPA VALLEY
Prepared by: CHASE KEYS
Phone #: 951-332-6464
Date: 4/1/2019

FY 2017/18 Audited Measure A Balance: \$ 120,195
FY 2018/19 (Revised) Measure A Revenue: 2,123,000
FY 2018/19 Project Status Report expenses: (2,017,975)
Estimated Prior Year Measure A Balance: 225,220
Estimated FY 2019/20 Measure A Allocation: 2,221,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 2,446,220

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Limonite Ave Widening, Etiwanda to Bain - Debt Service	Roadway Widening	\$ 183,500	\$ 183,500
2020-02	Mission Blvd Bridge, Crossing Santa Ana River	Bridge Reconstruction	265,000	265,000
2020-03	Bain St Pavement Rehabilitation, Jurupa to Bellegrave	Pavement Rehab.	40,000	40,000
2020-04	Pedley Rd Improvement Project, Limonite to Jurupa	Intersection Improvements	1,136,500	75,000
2020-05	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	1,057,350	1,057,350
2020-06	2019-2020 Pavement Maintenance (Slurry/Crack Seal), Locations TBD	Pavement Maint.	600,000	300,000
2020-07	Sunnyslope Area SR2S Sidewalk Gap Closure	Sidewalks	2,000	1,000
2020-08	Citywide Guardrail Replacement	Guardrail	50,000	50,000
2020-09	Citywide Retroreflectivity Testing	Study	30,000	30,000
2020-10	5% Overhead/Administration	Inter-fund Transfer	111,050	111,050
		TOTAL	\$ 3,475,400	\$ 2,112,900



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: JURUPA VALLEY
Prepared by: CHASE KEYS
Phone #: 951-332-6464
Date: 4/1/2019

Estimated Prior Year Measure A Balance: \$ 333,320
Estimated FY 2020/21 Measure A Allocation: 2,277,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 2,610,320

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Mission Blvd Bridge, Crossing Santa Ana River	Bridge Reconstruction	\$ 265,000	\$ 265,000
2021-02	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	1,059,400	1,059,400
2021-03	Sunnyslope Area SR2S Sidewalk Gap Closure	Sidewalks	431,000	43,000
2021-05	Mission Blvd Pavement Rehabilitation - Ph. 1, Limits TBD	Pavement Rehab.	1,600,000	300,000
2021-06	Van Buren Blvd Pavement Rehabilitation - Ph. 3, Bellegrave to Etiwanda	Pavement Rehab.	100,000	100,000
2021-07	2020-2021 Pavement Maintenance (Slurry/Crack Seal), Locations TBD	Pavement Maint.	400,000	400,000
2021-08	Citywide Guardrail Replacement	Guardrail	30,000	30,000
2021-09	5% Overhead/Administration	Inter-fund Transfer	113,850	113,850
		TOTAL	\$ 3,999,250	\$ 2,311,250



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: JURUPA VALLEY

Prepared by: CHASE KEYS

Phone #: 951-332-6464

Date: 4/1/2019

Estimated Prior Year Measure A Balance: \$ 299,070

Estimated FY 2021/22 Measure A Allocation: 2,334,000

Estimated Measure A Available for FY 2021/22 Projects: \$ 2,633,070

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Mission Blvd Bridge, Crossing Santa Ana River	Bridge Reconstruction	\$ 265,000	\$ 265,000
2022-02	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	1,057,800	1,057,800
2022-03	Sunnyslope Area SR2S Sidewalk Gap Closure	Sidewalks	2,740,000	274,000
2022-05	Mission Blvd Pavement Rehabilitation - Ph. 2, Limits TBD	Pavement Rehab.	1,750,000	350,000
2022-06	2021-2022 Pavement Maintenance (Slurry/Crack Seal), Locations TBD	Pavement Maint.	400,000	400,000
2022-07	5% Overhead/Administration	Inter-fund Transfer	116,700	116,700
		TOTAL	\$ 6,329,500	\$ 2,463,500



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: JURUPA VALLEY
Prepared by: CHASE KEYS
Phone #: 951-332-6464
Date: 4/1/2019

Estimated Prior Year Measure A Balance: \$ 169,570
Estimated FY 2022/23 Measure A Allocation: 2,392,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 2,561,570

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	\$ 1,060,000	\$ 1,060,000
2023-02	Mission Blvd Pavement Rehabilitation - Ph. 3, Limits TBD	Pavement Rehab.	1,900,000	500,000
2023-03	2021-2022 Pavement Maintenance (Slurry/Crack Seal), Locations TBD	Pavement Maint.	400,000	400,000
2023-04	5% Overhead/Administration	Inter-fund Transfer	119,600	119,600
		TOTAL	\$ 3,479,600	\$ 2,079,600



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: JURUPA VALLEY
Prepared by: CHASE KEYS
Phone #: 951-332-6464
Date: 4/1/2019

Estimated Prior Year Measure A Balance: \$ 481,970
Estimated FY 2023/24 Measure A Allocation: 2,452,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 2,933,970

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	\$ 1,055,800	\$ 1,055,800
2024-02	2021-2022 Pavement Maintenance (Slurry/Crack Seal), Locations TBD	Pavement Maint.	400,000.00	400,000.00
2024-03	Van Buren Blvd Pavement Rehabilitation - Ph. 3, Bellegrave to Etiwanda	Pavement Rehab.	1,000,000.00	1,000,000.00
2024-04	5% Overhead/Administration	Inter-fund Transfer	122,600.00	122,600.00
		TOTAL	\$ 2,578,400	\$ 2,578,400



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: JURUPA VALLEY
Prepared by: CHASE KEYS
Phone #: 951-332-6464
Date: 4/1/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019.1	Limonite Ave Widening, Etiwanda to Bain - Debt Service	Roadway Widening	\$ 183,500	\$ 183,500	NA	Complete
2019.2	Mission Blvd Bridge, Crossing over Santa Ana River	Bridge Reconstruction	54,000	54,000	6/30/2023	PA/ED
2019.3	Jurupa Valley High School SR2S, Martin, 48th and Troth	SR2S	1,007,000	280,039	4/30/2019	Complete
2019.4	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	1,059,700	1,059,700	NA	Complete
2019.5	2018-2019 Pavement Maintenance (Slurry/Crack Seal)	Pavement Maint.	414,000	300,000	11/31/18	Complete
2019.6	Pedley Rd Improvement Project	Intersection Widening	201,321	73,940	6/30/2019	PS&E Added Project
2019.7	Market St Bridge Analysis	Bridge Safety Analysis	62,700	62,700	NA	Underway Added Project
2019.8	Overhead/Administration	Inter-fund Transfer Per Measure A	4,096	4,096	NA	NA
TOTAL			\$ 2,986,317	\$ 2,017,975		



MEASURE A LOCAL STREETS AND ROADS

CITY OF LA QUINTA

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May 3, 2019

Jenny Chan
Management Analyst
Programming and Planning
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

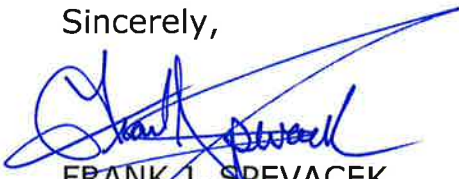
Subject: City of La Quinta Fiscal Year 2019/2020 – 2023/2024 Measure A Five-Year Capital Improvement Plan and Maintenance of Effort Certification

Dear Ms. Chan,

The City of La Quinta respectfully submits its Measure A Capital Improvement Plan, Project Status Report and Maintenance of Effort Certification for the Commission's review and approval. The City of La Quinta is a full participant in the Coachella Valley Multi-Species Habitat Conservation Plan (MSHCP) and the Transportation Uniform Mitigation Fee (TUMF) Programs.

Please do not hesitate to contact Bryan McKinney, P.E., City Engineer, at (760) 777-7045 or Nick Nickerson, Project Manager, at (760) 323-5344 if you have questions or require additional information.

Sincerely,



FRANK J. SPEVACEK
City Manager

Enclosures:

1. *Five-Year CIP for FY 2019/20 – 2023/24 and Project Status Report for FY 2018/19*
2. *FY 2019/20 Maintenance of Effort Certification Statement*

**FY 2019/20 MAINTENANCE OF EFFORT
CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of La Quinta (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$937,007, approved by the Commission at its June 12, 2013 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five-Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 6 May, 2019



Frank J. Spevacek, City Manager

ATTEST:



Monika Radeva, City Clerk



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: LA QUINTA
Prepared by: Bryan McKinney, City Engineer
Phone #: (760) 777-7045
Date: 5/2/2019

FY 2017/18 Audited Measure A Balance: \$ 1,245,548
FY 2018/19 (Revised) Measure A Revenue: 803,000
FY 2018/19 Project Status Report expenses: (620,219)
Estimated Prior Year Measure A Balance: 1,428,329
Estimated FY 2019/20 Measure A Allocation: 1,590,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 3,018,329

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>19/20</u>				
2020-01	Citywide Traffic Signal Maintenance Program	Annual Recurring Program	\$ 368,158	\$ 368,158
2020-02	Dune Palms Road Improvements (Black Hawk Way to Approx. 330 LF N. of the CVSWC)	Street Widening Carryover	2,650,000	105,778
2020-03	La Quinta Village Complete Streets - A Road Diet Project	ATP Carryover	13,587,986	1,341,890
2020-04	HSIP Intersection Improvements	HSIP Traffic Safety Carryover	1,260,400	104,003
2020-05	Washington Street at Fred Waring Drive Triple Left Turn Lanes	Congestion Relief Carryover	2,180,134	232,595
2020-06	Jefferson St. at Ave. 53 Roundabout	Complete Streets Carryover	2,101,617	499,074
		TOTAL	\$ 22,148,295	\$ 2,651,498



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: LA QUINTA
Prepared by: Bryan McKinney, City Engineer
Phone #: (760) 777-7045
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ 366,831
Estimated FY 2020/21 Measure A Allocation: 1,630,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 1,996,831

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Citywide Traffic Signal Maintenance Program	Annual Recurring Program	\$ 235,000	\$ 235,000
2021-02	La Quinta Village Complete Streets - A Road Diet Project	ATP Carryover	13,587,986	440,560
2021-03	Monroe Street Pavement Rehabilitation (Ave 52 to Ave 53, and near Ave 61)	Pavement Rehabilitation	941,000	941,000
		TOTAL	\$ 14,763,986	\$ 1,616,560



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: LA QUINTA
Prepared by: Bryan McKinney, City Engineer
Phone #: (760) 777-7045
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ 380,271
Estimated FY 2021/22 Measure A Allocation: 1,671,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 2,051,271

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Citywide Traffic Signal Maintenance Program	Annual Recurring Program	\$ 235,000	\$ 235,000
2022-02	Fred Waring Dr. Pavement Rehabilitation (Washington St. to Palm Royale Dr.)	Pavement Rehabilitation	681,940	681,940
2022-03	Washington St. at Miles Ave Dual Left Turn Lanes	Congestion Relief	765,000	382,500
2022-04	Ave 47 Pavement Rehabilitation (Washington St. to Adams St.)	Pavement Rehabilitation	385,000	385,000
		TOTAL	\$ 2,066,940	\$ 1,684,440



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: LA QUINTA
Prepared by: Bryan McKinney, City Engineer
Phone #: (760) 777-7045
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ 366,831
Estimated FY 2022/23 Measure A Allocation: 1,713,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 2,079,831

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Citywide Traffic Signal Maintenance Program	Annual Recurring Program	\$ 235,000	\$ 235,000
2023-02	Ave 50 Pavement Rehabilitation (Washington to Eisenhower)	Pavement Rehabilitation	1,000,000	1,000,000
2023-03	Dune Palms Road at Corporate Center Drive (New Traffic Signal)	Traffic Signal Improvement	430,000	430,000
		TOTAL	\$ 1,665,000	\$ 1,665,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: LA QUINTA
Prepared by: Bryan McKinney, City Engineer
Phone #: (760) 777-7045
Date: 5/2/2019

Estimated Prior Year Measure A Balance: \$ 414,831
Estimated FY 2023/24 Measure A Allocation: 1,756,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 2,170,831

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Citywide Traffic Signal Maintenance Program	Annual Recurring Program	\$ 235,000	\$ 235,000
2024-02	Avenue 58 Pavement Rehabilitation (Jefferson to Madison)	Pavement Rehabilitation	1,400,000	1,400,000
2024-03	Seasons Way Pavement Rehabilitation (Calle Tampico to Springtime Way)	Pavement Rehabilitation	85,940	85,940
		TOTAL	\$ 1,720,940	\$ 1,720,940



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: LA QUINTA
Prepared by: Bryan McKinney, City Engineer
Phone #: (760) 777-7045
Date: 5/2/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Citywide Street and Traffic Signal Maintenance Program	Annual Recurring Program	\$ 281,282.60	\$ 81,162.02	6/30/2019	On-Going Annual Recurring Program
2019-02	Dune Palms Road Street Improvements (Black Hawk Way to Approx. 330 LF N. of the CVSWC)	Street Widening - Carryover	595,750.00	489,971.92	12/30/2019	Construction Phase Underway
2019-03	La Quinta Village Complete Streets - A Road Diet Project	ATP Project Carryover	289,900.00	-	10/30/2020	Project advertised for Construction. Award anticipated June 2019.
2019-04	HSIP Intersection Improvements	HSIP Traffic Safety - Carryover	126,100.00	22,097.23	8/31/2019	Construction Phase Underway
2019-05	Washington St. at Fred Waring Dr. Triple Left Turn Lanes	Congestion Relief - Carryover	551,985.00	11,487.50	11/30/2020	Multi-Agency Agreements Approved. PS&E Underway
2019-06	Systemic Safety Analysis Report	Traffic Safety Analysis	15,500.00	15,500.00	6/30/2019	Analysis 95% Complete
2019-07	Jefferson St. at Ave. 53 Roundabout and Road Diet	Complete Streets Carryover	726,708.00	-	6/30/2020	PS&E 85% Complete
TOTAL			\$ 2,587,225.60	\$ 620,218.67		



MEASURE A LOCAL STREETS AND ROADS

CITY OF LAKE ELSINORE

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May 1, 2019

Ms. Lorelle Moe-Luna
Programming & Planning Manager
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor Riverside, CA 92502-2208

Subject: City of Lake Elsinore Measure A Five-Year Capital Improvement Plan
(FYs 2019/2020 -2023/2024)

Dear Ms. Moe-Luna:

The City of Lake Elsinore has updated the Five Year Plan and the following documents are enclosed for your review:

- City of Lake Elsinore Maintenance of Effort (MOE) signed Certification Statement for FY 2019-2020
- Measure A Five-Year CIP plans for FYs 2019/2020 -2023/2024
- Project Status Report for FY 2018-2019

Should you have any questions, please do not hesitate to contact me at (951) 674-3124 Ext. 362.

Sincerely,

Jason Simpson
Assistant City Manager

951.674.3124

130 S. MAIN STREET

LAKE ELSINORE, CA 92530

WWW.LAKE-ELSINORE.ORG

***FY 2019/20 MAINTENANCE OF EFFORT
CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the city of Lake Elsinore (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$960,771, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/29/19, 2019



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: LAKE ELSINORE
Prepared by: BRENDAN RAFFERTY
Phone #: (951) 674-3124 x298
Date: 3/29/2019

FY 2017/18 Audited Measure A Balance:	\$ 1,746,002
FY 2018/19 (Revised) Measure A Revenue:	1,426,000
FY 2018/19 Project Status Report expenses:	<u>(1,609,674)</u>
Estimated Prior Year Measure A Balance:	1,562,328
Estimated FY 2019/20 Measure A Allocation:	<u>1,441,000</u>
Estimated Measure A Available for FY 2019/20 Projects:	\$ 3,003,328

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Annual Citywide Sidewalk Improvement Program	INSTALLATION	\$ 435,696	\$ 217,848
2020-02	Annual Citywide Slurry Seal Program	MAINTENANCE	464,878	464,878
2020-03	Annual Curb, Gutter & Sidewalk Repair	MAINTENANCE	300,000	300,000
2020-04	Annual Roadway Drainage Repair & Maintenance	MAINTENANCE	420,000	170,000
2020-05	Annual Traffic Striping Maintenance	MAINTENANCE	275,000	275,000
2020-06	I-15/SR 74 Interchange	CONSTRUCTION	2,451,327	251,567
2020-07	Main Street Interchange	CONSTRUCTION	150,000	150,000
2020-08	Missing Link Bike Lane Striping	CONSTRUCTION	253,518	126,759
2020-09	Downtown Active Transportation	CONSTRUCTION	1,893,866	168,276
2020-10	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM)	DEBT SERVICE	495,538	495,538
		TOTAL	\$ 7,139,823	\$ 2,619,866



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: LAKE ELSINORE
Prepared by: BRENDAN RAFFERTY
Phone #: (951) 674-3124 x298
Date: 3/29/2019

Estimated Prior Year Measure A Balance: \$ 383,462
Estimated FY 2020/21 Measure A Allocation: 1,477,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 1,860,462

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Annual Curb, Gutter & Sidewalk Repair	MAINTENANCE	\$ 300,000	\$ 300,000
2021-02	Annual Roadway Drainage Repair & Maintenance	MAINTENANCE	190,000	190,000
2021-03	Annual Citywide Sidewalk Improvement Program	INSTALLATION	200,000	200,000
2021-04	Annual Citywide Slurry Seal Program	MAINTENANCE	390,000	390,000
2021-05	Annual Traffic Striping Maintenance	MAINTENANCE	275,000	275,000
2021-06	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	DEBT SERVICE	495,938	495,938
		TOTAL	\$ 1,850,938	\$ 1,850,938



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: LAKE ELSINORE
Prepared by: BRENDAN RAFFERTY
Phone #: (951) 674-3124 x298
Date: 3/29/2019

Estimated Prior Year Measure A Balance: \$ 9,524
Estimated FY 2021/22 Measure A Allocation: 1,514,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 1,523,524

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Annual Curb, Gutter & Sidewalk Repair	MAINTENANCE	\$ 300,000	\$ 250,000
2022-02	Annual Roadway Drainage Repair & Maintenance	MAINTENANCE	200,000	165,000
2022-03	Annual Citywide Sidewalk Improvement Program	INSTALLATION	200,000	150,000
2022-04	Annual Citywide Slurry Seal Program	MAINTENANCE	485,000	400,000
2022-05	Annual Traffic Striping Maintenance	MAINTENANCE	275,000	205,000
2022-06	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	DEBT SERVICE	495,938	495,938
		TOTAL	\$ 1,955,938	\$ 1,665,938



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: LAKE ELSINORE
Prepared by: BRENDAN RAFFERTY
Phone #: (951) 674-3124 x298
Date: 3/29/2019

Estimated Prior Year Measure A Balance: \$ (142,414)
Estimated FY 2022/23 Measure A Allocation: 1,552,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 1,409,586

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Annual Curb, Gutter & Sidewalk Repair	MAINTENANCE	\$ 250,000	\$ 175,000
2023-02	Annual Roadway Drainage Repair & Maintenance	MAINTENANCE	215,000	175,000
2023-03	Annual Citywide Sidewalk Improvement Program	INSTALLATION	200,000	150,000
2023-04	Annual Citywide Slurry Seal Program	MAINTENANCE	490,000	405,000
2023-05	Annual Traffic Striping Maintenance	MAINTENANCE	275,000	150,000
2023-06	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	DEBT SERVICE	495,838	495,838
		TOTAL	\$ 1,925,838	\$ 1,550,838



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: LAKE ELSINORE
Prepared by: BRENDAN RAFFERTY
Phone #: (951) 674-3124 x298
Date: 3/29/2019

Estimated Prior Year Measure A Balance: \$ (141,252)
Estimated FY 2023/24 Measure A Allocation: 1,591,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,449,748

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Annual Curb, Gutter & Sidewalk Repair	MAINTENANCE	\$ 200,000	\$ 200,000
2024-02	Annual Roadway Drainage Repair & Maintenance	MAINTENANCE	230,000	200,000
2024-03	Annual Citywide Sidewalk Improvement Program	INSTALLATION	200,000	180,000
2024-04	Annual Citywide Slurry Seal Program	MAINTENANCE	500,000	350,000
2024-05	Annual Traffic Striping Maintenance	MAINTENANCE	275,000	169,760
2024-06	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	DEBT SERVICE	494,988	494,988
		TOTAL	\$ 1,899,988	\$ 1,594,748



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: LAKE ELSINORE
 Prepared by: BRENDAN RAFFERTY
 Phone #: (951) 674-3124 x298
 Date: 3/29/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	ANNUAL CITYWIDE CURB, GUTTER & SIDEWALK MAINTENANCE PROGRAM	MAINTENANCE	\$ 155,000.00	\$ 145,000.00	6/30/2019	Project is annual and ongoing.
2019-02	ANNUAL CITYWIDE ROADWAY DRAINAGE REPAIR & MAINTENANCE PROGRAM	MAINTENANCE	150,000	-	6/30/2019	Project is annual and ongoing.
2019-03	ANNUAL CITYWIDE SIDEWALK IMPROVEMENTS PROGRAM	INSTALLATION	989,471	494,736	6/30/2019	Project is annual and ongoing.
2019-04	ANNUAL CITYWIDE SLURRY SEAL PROGRAM	MAINTENANCE	464,878	-	6/30/2019	Project is annual and ongoing.
2019-05	ANNUAL CITYWIDE TRAFFIC STRIPING MAINTENANCE PROGRAM	MAINTENANCE	275,000	150,000	6/30/2019	Project is annual and ongoing.
2019-06	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	DEBT SERVICE	499,938	499,938		Ongoing.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2019-07	I-15/SR-74 INTERCHANGE	CONSTRUCTION	2,934,251	60,000	6/30/2020	On Schedule.
2019-08	MAIN STREET INTERCHANGE	CONSTRUCTION	275,410	160,000	6/30/2020	On Schedule.
2019-09	MISSING LINK BIKE LANE STRIPING (Machado St b/w Grand to Lakeshore; Mission Trail b/w Diamond to Campbell; Downtown segments of Lakeshore Dr, Graham Ave, and Main St)	CONSTRUCTION	268,600	100,000	8/31/2019	On schedule.
		TOTAL	\$ 6,012,548	\$ 1,609,674		

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MEASURE A LOCAL STREETS AND ROADS

CITY OF MENIFEE

**FY 2019/20**

FY 2017/18 Audited Measure A Balance:	\$	1,009,454
FY 2018/19 (Revised) Measure A Revenue:		1,823,000
FY 2018/19 Project Status Report expenses:		<u>(2,510,285)</u>
Estimated Prior Year Measure A Balance:		322,169
Estimated FY 2019/20 Measure A Allocation:		<u>1,847,000</u>
Measure A Available for FY 2019/20 Projects:	\$	2,169,169

FY 2019-20
Page 1 of 6

**FY 2020/21**

Estimated Measure A Available for FY 2020/21 Projects: \$ 1,898,081

FY 2020-21
Page 2 of 6

**FY 2021/22**

Agency: MENIFEE
Prepared by: Wendy Preece
Phone #: 951-672-6777
Date: 5/6/2019

Estimated FY 2021/22 Measure A Allocation: 1,940,000

Estimated Measure A Available for FY 2021/22 Projects: \$ 2,038,243

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,305,588
2022-02	Scott Road Widening	Construction	8,300,000	594,000
		TOTAL	\$ 28,300,000	\$ 1,899,588

**FY 2022/23**

Estimated Measure A Available for FY 2022/23 Projects: \$ 2,127,655

FY 2022-23
Page 4 of 6



MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2023/24

Agency: MENIFEE
Prepared by: Wendy Preece
Phone #: 951-672-6777
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 124,155

Estimated FY 2023/24 Measure A Allocation: 2,039,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 2,163,155

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,305,588
2024-02	Valley Boulevard Missing Link	Design	6,000,000	798,637
		TOTAL	\$ 26,000,000	\$ 2,104,225



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: MENIFEE
 Prepared by: Wendy Preese
 Phone #: 951-672-6777
 Date: 5/6/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated / Actual Completion	Status
1	Bond Payment TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,301,088	30 years	Active
2	Pavement Management Program	Maintenance	475,000	82,197	Yearly	Active
3	Bradley Bridge	Design	730,000	-	2018	Completed
4	Rustlers Ranch Phase 1	Resurfacing	965,000	85,000	2018	Completed
5	Murrieta Road Resurfacing	Resurfacing	1,615,000	265,000	2020	Active
6	Murrieta & Scott Intersection	Improvement	581,000	122,000	2020	Active
7	Slurry Seal	Maintenance	635,000	290,000	2018	Completed
8	Mira Lago & Lakepointe Slurry seal	Maintenance	565,000	365,000	2019	Completed
TOTAL			\$ 25,566,000	\$ 2,510,285		

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May 6, 2019

Jenny Chan
Riverside County Transportation Commission
4080 Lemon Street, 3rd floor
Riverside, CA 92502-2208

Dear Ms. Chan:

Enclosed is the City of Menifee's 5-year CIP for Measure "A" funds and MOE Certification form for FY2019/20 signed by our City Manager, Armando Villa.

If you have any questions concerning the enclosed information, feel free to contact Bob Morin of CivilPros who assisted the City with completion of this document. Bob can be reached at Bob.morin@civilpros.com or 951-538-2267.

Sincerely,



Jonathan Smith PE
Director of Public Works
City Engineer

C: Carlos Geronimo, PE Senior Engineer
Yolanda Macalalad, PE, Assistant City Engineer
Wendy Preece, Deputy Finance Director

May 6, 2019

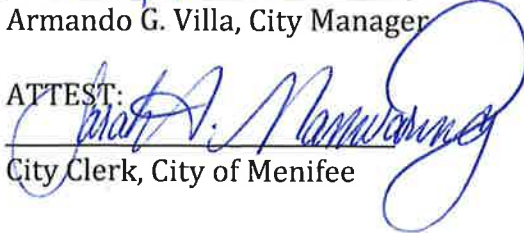
Jenny Chan
Riverside County Transportation Commission
4080 Lemon Street, 3rd floor
Riverside, CA 92502-2208

***FY 2019/20 MAINTENANCE OF EFFORT
CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the city of Menifee (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$214,225, approved by the Commission at its September 11, 2013 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five-Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 5/9, 2019


Armando G. Villa, City Manager

ATTEST:

City Clerk, City of Menifee



MEASURE A LOCAL STREETS AND ROADS

CITY OF MORENO VALLEY

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TEL: 951.413.3100
WWW.MOVAL.ORG



14177 FREDERICK STREET
P.O. BOX 88005
MORENO VALLEY, CA 92552-0805

April 11, 2019

Ms. Jenny Chan
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

Subject: City of Moreno Valley's Five-Year Measure A Local Streets and Roads Capital Improvement Plan for Fiscal Years 2019/20 – 2023/24, Project Status Report for FY 2018/19 and Maintenance of Effort Certification Statement for FY 2019/20

Dear Ms. Chan:

The City of Moreno Valley is pleased to submit its Fiscal Year (FY) 2019/20 – 2023/24 Measure A Local Streets and Roads Capital Improvement Plan (CIP), Project Status Report for FY 2018/19 and Maintenance of Effort (MOE) Certification Statement for FY 2019/20, approved by the City Council on April 2, 2019. An amended five-year Measure A CIP will be submitted to RCTC if changes are made to the listed Measure A projects.

Please contact me if there are any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Launa Jimenez', is written over a faint, circular official stamp.

Launa Jimenez
Senior Management Analyst
(951) 413-3128
launaj@moval.org

Enclosures: Measure A Local Funds Program FY 2019/20 - 2023/24
Measure A Local Funds Program FY 2018/19 Project Status Report
MOE Certification Statement FY 19/20

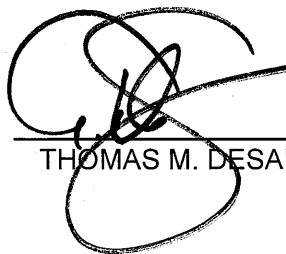
c: File
Michael L. Wolfe, Public Works Director/City Engineer
Marshall Eyerman, Chief Financial Officer/City Treasurer

PUBLIC WORKS DEPARTMENT

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

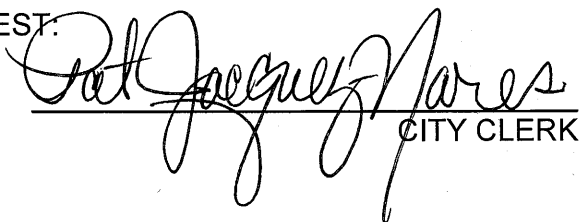
The undersigned agrees and certifies for the City of Moreno Valley (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$1,459,153, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 9, 2019



THOMAS M. DESANTIS, CITY MANAGER

ATTEST:



CITY CLERK



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: MORENO VALLEY
Prepared by: Launa Jimenez
Phone #: (951) 413-3128
Date: 3/13/2019

FY 2017/18 Audited Measure A Balance: \$ 3,974,362
FY 2018/19 (Revised) Measure A Revenue: 4,240,000
FY 2018/19 Project Status Report expenses: 5,332,233
Estimated Prior Year Measure A Balance: 2,882,129
Estimated FY 2019/20 Measure A Allocation: 4,248,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 7,130,129

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.			
2020-01		Project Administration	\$ 207,487	\$ 207,487
2020-02	Public Works - Citywide Sign/Striping	Maintenance	1,067,155	1,067,155
2020-03	Public Works - Citywide Tree Trimming	Maintenance	568,827	568,827
2020-04	Fixed Charges/ Indirect Cost	Overhead Cost	243,399	243,399
2020-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,055,000	1,055,000
2020-06	Transfers to TRIP Debt Service	Debt Service	1,490,000	1,490,000
2020-07	Annual ADA Compliant Curb Ramp Upgrades - Citywide	Street Improvements	789,878	189,878
2020-08	Annual Pavement Maintenance - Crack Seal	Street Improvements	60,000	60,000
2020-09	Citywide Pavement Management Program	Street Improvements	133,681	133,681
2020-10	Citywide Pavement Rehabilitation Program FY18/19	Street Improvements	3,483,810	201,074
2020-11	Cycle 1 ATP Citywide SRTS Pedestrian Facility Improvements	Street Improvements	119,729	6,152
2020-12	Heacock St South Extension - Widen Heacock St from 2 lanes to 6 lanes from San Michelle to Harley Knox Blvd, including the bridge	Street Improvements	925,364	24,953
2020-13	Property Acquisition for Street Purposes	Street Improvements	10,553	10,553
2020-14	Residential Traffic Management Program (Speed Humps)	Street Improvements	161,090	11,090
2020-15	SR-60/ World Logistics Center Parkway Interchange	Street Improvements	1,360,773	5,114
2020-16	Heacock St Channel Improvements	Drainage	288,755	1,661
2020-17	Moreno MDP Line F-18 and F-19	Drainage	168,806	168,806
2020-18	Moreno MDP Line K-1 Stage 3 K-4	Drainage	124,406	124,406
2020-19	Sunnymead - Flaming Arrow Drive Storm Drain	Drainage	621,646	374,490
2020-20	Sunnymead MDP Line B-16A	Drainage	9,000	9,000
2020-21	Dynamic Traveler Alert Message Boards (Perris Blvd south of Cactus Ave, Alessandro Blvd east of Fredrick St, Cactus Ave east of Frederick St) - Deploy 3 dynamic message signs/ changeable message signs on new sign structures, including new electrical service connections	Traffic Enhancements	393,138	11,938
2020-22	Pedestrian Hybrid Beacon on Cactus Ave at Woodland Park	Traffic Signals	203,993	203,993
2020-23	Systemic Safety Analysis Report Program	Traffic Signals	10,000	1,000
2020-24	Traffic Signal Equipment/ Upgrades	Traffic Signals	19,517	19,517
	TOTAL		\$ 13,516,007	\$ 6,189,174



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PUBLIC WORKS
 CAPITAL PROJECTS
 PROGRAM BUDGET

FY 2020/21

Agency: MORENO VALLEY
 Prepared by: Launa Jimenez
 Phone #: (951) 413-3128
 Date: 3/13/2019

Estimated Prior Year Measure A Balance: \$ 940,955
Estimated FY 2020/21 Measure A Allocation: 4,354,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 5,294,955

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.		\$ 214,545	\$ 214,545
2021-01		Project Administration		
2021-02	Public Works - Citywide Sign/Striping	Maintenance	1,116,050	1,116,050
2021-03	Public Works - Citywide Tree Trimming	Maintenance	593,784	593,784
2021-04	Fixed Charges/ Indirect Cost	Overhead Cost	243,399	243,399
2021-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,055,000	1,055,000
2021-06	Transfers to TRIP Debt Service	Debt Service	1,492,000	1,492,000
		TOTAL	\$ 4,714,778	\$ 4,714,778



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Public Works
Department
Budget Office

FY 2021/22

Agency: MORENO VALLEY
Prepared by: Launa Jimenez
Phone #: (951) 413-3128
Date: 3/13/2019

Estimated Prior Year Measure A Balance: \$ 580,177
Estimated FY 2021/22 Measure A Allocation: 4,463,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 5,043,177

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.		\$ 214,545	\$ 214,545
2022-01		Project Administration		
2022-02	Public Works - Citywide Sign/Striping	Maintenance	1,116,050	1,116,050
2022-03	Public Works - Citywide Tree Trimming	Maintenance	593,784	593,784
2022-04	Fixed Charges/ Indirect Cost	Overhead Cost	243,399	243,399
2022-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,055,000	1,055,000
2022-06	Transfers to TRIP Debt Service	Debt Service	1,492,000	1,492,000
		TOTAL	\$ 4,714,778	\$ 4,714,778



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Public Works
Department
Budget Office

FY 2022/23

Agency: MORENO VALLEY
Prepared by: Launa Jimenez
Phone #: (951) 413-3128
Date: 3/13/2019

Estimated Prior Year Measure A Balance: \$ 328,399
Estimated FY 2022/23 Measure A Allocation: 4,575,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 4,903,399

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.		\$ 214,545	\$ 214,545
2023-01		Project Administration		
2023-02	Public Works - Citywide Sign/Striping	Maintenance	1,116,050	1,116,050
2023-03	Public Works - Citywide Tree Trimming	Maintenance	593,784	593,784
2023-04	Fixed Charges/ Indirect Cost	Overhead Cost	243,399	243,399
2023-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,055,000	1,055,000
2023-06	Transfers to TRIP Debt Service	Debt Service	1,492,000	1,492,000
		TOTAL	\$ 4,714,778	\$ 4,714,778



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Public Works
Department
Budget Office

FY 2023/24

Agency: MORENO VALLEY
Prepared by: Launa Jimenez
Phone #: (951) 413-3128
Date: 3/13/2019

Estimated Prior Year Measure A Balance: \$ 188,621
Estimated FY 2023/24 Measure A Allocation: 4,689,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 4,877,621

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.		\$ 214,545	\$ 214,545
2024-01		Project Administration		
2024-02	Public Works - Citywide Sign/Striping	Maintenance	1,116,050	1,116,050
2024-03	Public Works - Citywide Tree Trimming	Maintenance	593,784	593,784
2024-04	Fixed Charges/ Indirect Cost	Overhead Cost	243,399	243,399
2024-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,055,000	1,055,000
2024-06	Transfers to TRIP Debt Service	Debt Service	1,492,000	1,492,000
		TOTAL	\$ 4,714,778	\$ 4,714,778



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: MORENO VALLEY
Prepared by: Launa Jimenez
Phone #: (951) 413-3128
Date: 3/13/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated / Actual Completion	Status
1	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 216,742	\$ 216,742	N/A	Annual Budget
2	Public Works - Citywide Sign/Striping	Maintenance	1,092,889	1,092,889	N/A	Annual Budget
3	Public Works - Citywide Tree Trimming	Maintenance	450,218	450,218	N/A	Annual Budget
4	Fixed Charges/ Indirect Cost	Overhead Cost	243,399	243,399	N/A	Annual Budget
5	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,055,000	1,055,000	N/A	Annual Budget
6	Transfers to TRIP Debt Service	Debt Service	1,491,000	1,491,000	N/A	Annual Budget
7	Alessandro Blvd/ Elsworth St Intersection Imprv - new traffic signal and signal technology, new drainage system, elimination of cross gutters, upgraded ADA ramps	Street Improvements	2,444	2,444	Mar-18	Project Completed
8	Annual ADA Compliant Curb Ramp Upgrades - Citywide	Street Improvements	40,000	40,000	N/A	On-going Annual Project; future funding will come from Gas Tax
9	Annual Pavement Maintenance - Crack Seal	Street Improvements	-	-	N/A	On-going Annual Project
10	Install 10 bicycle racks on Sunnymead Blvd between Frederick St and Perris Blvd Construction of bicycle lanes at 9 locations: -Alessandro Blvd (western city limit to Indian St) -Cactus Ave (Heacock St to Lasselle St) -Heacock St (Alessandro Blvd to JFK Dr, and Ironwood Ave to Sunnymead Ranch Pkwy) -Ironwood Ave (Barclay Dr to Pigeon Pass Blvd) -Sunnymead Blvd (Frederick St to Perris Blvd) -Kitching St (Iris Ave to Krameria Ave) -Krameria Ave (Kitching St to MV Community College) -Towngate Blvd (Frederick St to Memorial Way) -Eucalyptus Ave (Memorial Way to Day St) Installation of bicycle shared lane markings at 2 locations: -Bay Ave (Frederick St to Graham St) -Indian St (Cottonwood Ave to Sunnymead Blvd)	Street Improvements (Bike Lanes)	28,789	28,789	Jan-19	Project Completed
11	Citywide Annual Pavement Resurfacing	Street Improvements	3,025	3,025	Feb-19	Discontinued; Measure A budget transferred to Citywide Pavement Mgmt Program
12	Citywide Pavement Management Program	Street Improvements	10,000	10,000	N/A	On-going Annual Project
13	Citywide Pavement Rehabilitation Program FY18/19	Street Improvements	10,000	-	Sep-19	Working on Construction Bid Documents
14	Cycle 1 ATP Citywide SRTS Pedestrian Facility Improvements	Street Improvements	1,170,288	50	Dec-19	Construction
15	Gentian Ave and Eucalyptus Ave Class II Bike Lanes - Construction of bicycle lanes at 2 locations	Street Improvements	43,690	18,000	Apr-19	Construction
16	Heacock St/ Perris Vally Storm Drain Lateral A to Cactus Ave	Street Improvements	6,370	6,370	Jan-18	Warranty walk
17	Heacock St South Extension - Widen Heacock St from 2 lanes to 6 lanes from San Michelle to Harley Knox Blvd, including the bridge	Street Improvements	11,000	5,000	Dec-20	Preliminary Engineering
18	Moreno Townsite Area Storm Drain & Street Improvements/ Alessandro Blvd to Drainage Facility	Street Improvements	788	788	Feb-19	Discontinued; Measure A budget transferred to Moreno MDP Line F-18 and F-19
19	Property Acquisition for Street Purposes	Street Improvements	915	915	N/A	On-going Annual Project
20	Reche Vista Dr Realignment/ Perris Blvd/ Heacock St to NCL	Street Improvements	872	872	Mar-18	Completed
21	Residential Traffic Management Program (Speed Humps)	Street Improvements	-	-	N/A	On-going Annual Project
22	SR-60/ World Logistics Center Parkway Interchange	Street Improvements	983,668	460,218	Mar-20	PA/ED
23	Heacock St Channel Improvements	Drainage	15,871	11,000	May-19	Construction



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

24	Hubbard St Storm Drain Line H-1A Stage 3	Drainage	-	-	Jun-18	Warranty walk
25	Moreno MDP Line F-18 and F-19	Drainage	10,000	10,000	Dec-21	Preliminary Engineering
26	Moreno MDP Line K-1 Stage 3 K-4	Drainage	142,514	142,514	Dec-21	Design
27	Sunnymead - Flaming Arrow Drive Storm Drain	Drainage	75,000	-	Jun-20	Design
28	Sunnymead MDP Line B-16A	Drainage	3,000	3,000	Unknown	Preliminary Design and Environmental Clearance
29	Dynamic Traveler Alert Message Boards (Perris Blvd south of Cactus Ave, Alessandro Blvd east of Fredrick St, Cactus Ave east of Frederick St) - Deploy 3 dynamic message signs/ changeable message signs on new sign structures, including new electrical service connections	Traffic Enhancements	15,000	1,000	Dec-19	Bidding for Construction
30	Pedestrian Hybrid Beacon on Cactus Ave at Woodland Park	Traffic Signals	-	-	Apr-20	Awaiting full funding; On Hold
31	Systemic Safety Analysis Report Program	Traffic Signals	140,000	14,000	Aug-19	Work underway (study)
32	Traffic Signal Equipment/ Upgrades	Traffic Signals	25,000	25,000	N/A	On-going Annual Project
		TOTAL	\$ 7,287,482	\$ 5,332,233		

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MEASURE A LOCAL STREETS AND ROADS

CITY OF MURRIETA

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CITY OF MURRIETA

RECEIVED
MAY 13 2019

RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

May 6, 2019

Lorelle Moe-Luna, Planning and Programming Manager
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Subject: Measure A Local Streets and Road Revenue Projections, Maintenance of
Effort Certification, and Five-Year Capital Improvement Plans (FY
2019/20-2023/24)

Lorelle:

Enclosed are the Maintenance of Effort (MOE) Certification Statement, proposed Measure A Five-Year Capital Improvement Plan (CIP), and Project Status Report for the City of Murrieta for your consideration and approval. Since the City Council has not adopted a formal Capital Improvement Plan budget for FY 2019-23, the enclosed Five-Year CIP is based on staff recommendation and may be subject to change upon further consideration by the City Council. We will contact you if there are any changes requested by the City Council.

The Measure A balance carried over to FY 2018/19 is largely due to several large projects that are expected to start construction later this year and into 2020.

If you have any questions or would like to discuss this matter further, please contact me at (951) 461-6036 or bmoehling@murrietaca.gov at your convenience.

Sincerely,

Bob Moehling, P.E.
Director of Public Works / City Engineer

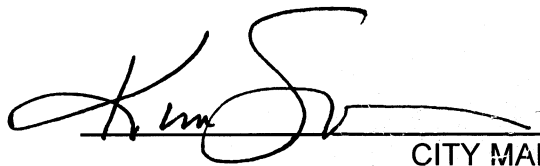
Attachments

cc: Kim Summers, City Manager
Ivan Holler, Assistant City Manager
Jeff Murphy, Director of Development Services
Stacey Stevenson, Director of Administrative Services
Jeff Hitch, Principal Civil Engineer

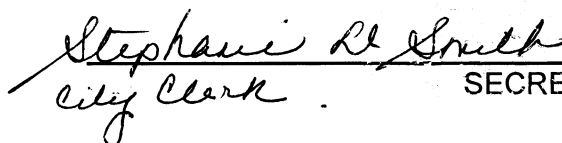
FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Murrieta (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$595,702, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 6, 2019


CITY MANAGER

ATTEST:


city clerk . SECRETARY

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A LOCAL FUNDS PROGRAM
FY 2019 - 2020**

Agency: Murrieta
Page: 1 of 5
Prepared by: Jeff Hitch, Principal Civil Engineer
Phone #: 951-461-6076
Date: 5/6/2019

FY 2017-18 Audited Measure A Balance: \$ 8,515,899
FY 2018-19 (Revised) Measure A Revenue: 2,561,000
FY 2018-19 Project Status report expenses: (1,095,083)
Estimated Prior Year Measure A Balance: 9,981,816
Estimated FY 2019-2020 Measure A Allocation: 2,577,000
Estimated Measure A Available for FY 2019-2020 Projects: \$ 12,558,816

Item No.	Project Name / Limits	Project Type	Total Cost	Measure A Funds
<u>2019-2020</u>				
2020-1	8043 Pavement Resurfacing	Maintenance	\$ 2,000,000	\$ -
2020-2	8079 Murrieta Hot Springs Widening- Margarita to Winchester Rd	Widen from 4 to 6 lanes	3,000,000	1,500,000
2020-3	8137 Resurfacing - Slurry Seal	Maintenance	3,700,000	3,700,000
2020-4	8257 Citywide Signal Mods	Signal Modifications	150,000	75,000
2020-5	8283 Traffic Striping Modifications	Traffic Striping	30,000	30,000
2020-6	8293 Sidewalk Replacement- Citywide based on inspection	Sidewalk Improvements	300,000	300,000
2020-7	8330 Traffic Signal Optimization	Traffic Signal	140,000	70,000
2020-8	8335 Jackson Ave Bridge (at Warm Springs Creek)	Bridge Installation	30,000	30,000
2020-9	8389 Whitewood: Hunter to Clinton Keith	Pavement widening	-	-
2020-10	8430 Neighborhood Traffic Management Pro	Traffic Management	85,000	15,000
2020-11	8448 Meadowlark Lane Improvement- Baxter to Keller Roads	Pavement Extension	10,000	-
2020-12	8456 Whitewood Extension- MHS Road to Jackson Ave	Pavement Extension	100,000	-
2020-13	10012 Jackson Ave Median	Construction	68,000	68,000
2020-14	13031 Warm Springs Parkway	Construction	1,150,000	450,000
2020-15	COP 2007 for 15/215 MHS Interchange	Debt Service	723,639	723,639
TOTALS			\$ 11,486,639	\$ 6,961,639

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A LOCAL FUNDS PROGRAM
FY 2020 - 2021

Agency: Murrieta
Page: 2 of 5
Prepared by: Jeff Hitch, Principal Civil Engineer
Phone #: 951-461-6076
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 5,597,177
Estimated FY 2020-2021 Measure A Allocation: 2,641,000
Estimated Measure A Available for FY 2020-2021 Projects: \$ 8,238,177

Item No.	Project Name / Limits	Project Type	Total Cost	Measure A Funds
<u>2020-2021</u>				
2021-1	8043 Pavement Resurfacing - Asphalt	Maintenance	\$ 2,000,000	\$ -
2021-2	8079 Murrieta Hot Springs Widening	Widen from 4 to 6 lanes	4,000,000	2,700,000
2021-3	8137 Pavement Resurfacing - Slurry	Maintenance	1,150,000	1,150,000
2021-4	8257 Signal Mods- Citywide	Signal Modifications	150,000	75,000
2021-5	8293 Sidewalk Replacement - Citywide	Sidewalk Improvements	100,000	100,000
2021-6	8330 Traffic Signal Optimizations	Traffic Signal	140,000	70,000
2021-7	8430 Neighborhood Traffic Manage	Traffic Management	85,000	15,000
2021-8	COP 2007 for 15/215 at MHS Int.	Debt Service	728,239	728,239
TOTALS			\$ 8,353,239	\$ 4,838,239

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A LOCAL FUNDS PROGRAM
FY 2021 - 2022

Agency: Murrieta
Page: 3 of 5
Prepared by: Jeff Hitch, Principal Civil Engineer
Phone #: 951-461-6076
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 3,399,938
Estimated FY 2021-2022 Measure A Allocation: 2,707,000
Estimated Measure A Available for FY 2021-2022 Projects: \$ 6,106,938

Item No.	Project Name / Limits	Project Type	Total Cost	Measure A Funds
<u>2021-22</u>				
2022-1	8043 Pavement Resurfacing - Asphalt	Maintenance	\$ 2,000,000	\$ -
2022-2	8137 Pavement Resurfacing - Slurry	Maintenance	1,150,000	1,150,000
2022-3	8257 Signal Mods- Citywide	Signal Modifications	150,000	75,000
2022-4	8293 Sidewalk Replacement - Citywide	Sidewalk Improvements	50,000	50,000
2022-5	8330 Traffic Signal Optimizations	Traffic Signal	140,000	70,000
2022-6	8430 Neighborhood Traffic Manage	Traffic Management	85,000	15,000
2022-7	COP 2007 for 15/215 at MHS Int.	Debt Service	726,489	726,489
		TOTALS	\$ 4,301,489	\$ 2,086,489

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A LOCAL FUNDS PROGRAM
FY 2022 - 2023

Agency: Murrieta
Page: 4 of 5
Prepared by: Jeff Hitch, Principal Civil Engineer
Phone #: 951-461-6076
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 4,020,449
Estimated FY 2022-2023 Measure A Allocation: 2,775,000
Estimated Measure A Available for FY 2022-2023 Projects: \$ 6,795,449

Item No.	Project Name / Limits	Project Type	Total Cost	Measure A Funds
<u>2022-2023</u>				
2023-1	8043 Pavement Resurfacing - Asphalt	Maintenance	\$ 2,000,000	\$ -
2023-2	8137 Pavement Resurfacing - Slurry	Maintenance	1,150,000	1,150,000
2023-3	8257 Signal Mods- Citywide	Signal Modifications	150,000	75,000
2023-4	8293 Sidewalk Replacement - Citywide	Sidewalk Improvements	50,000	50,000
2023-5	8330 Traffic Signal Optimizations	Traffic Signal	140,000	70,000
2023-6	8430 Neighborhood Traffic Manage	Traffic Management	85,000	15,000
2023-7	COP 2007 for 15/215 at MHS Int.	Debt Service	722,969	722,969
TOTALS			\$ 4,297,969	\$ 2,082,969

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A LOCAL FUNDS PROGRAM
FY 2023 - 2024**

Agency: Murrieta
Page: 5 of 5
Prepared by: Jeff Hitch, Principal Civil Engineer
Phone #: 951-461-6076
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 4,712,480
Estimated FY 2023-2024 Measure A Allocation: 2,844,000
Estimated Measure A Available for FY 2023-2024 Projects: \$ 7,556,480

Item No.	Project Name / Limits	Project Type	Total Cost	Measure A Funds
<u>2023-24</u>				
2024-1	8043 Pavement Resurfacing - Asphalt	Maintenance	\$ 2,000,000	\$ -
2024-2	8137 Pavement Resurfacing - Slurry	Maintenance	1,150,000	1,150,000
2024-3	8257 Signal Mods- Citywide	Signal Modifications	150,000	75,000
2024-4	8293 Sidewalk Replacement - Citywide	Sidewalk Improvements	50,000	50,000
2024-5	8330 Traffic Signal Optimizations	Traffic Signal	140,000	70,000
2024-6	8430 Neighborhood Traffic Manage	Traffic Management	85,000	15,000
2024-7	COP 2007 for 15/215 at MHS Int.	Debt Service	722,969	722,969
		TOTALS	\$ 4,297,969	\$ 2,082,969

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A LOCAL FUNDS PROGRAM
PROJECT STATUS REPORT FY 2018-2019**

Agency: Murrieta
Page: 1 of 1
Prepared by: Jeff Hitch, Principal Civil Engineer
Phone #: 951-461-6076
Date: 5/6/2019

**Completed Projects have been removed from the list

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (6/30/2019)	Estimated/ Actual Completion	Status
1	8043 Pavement Resurfacing	Maintenance	\$ 509,718	\$ 43,556	Jun-19	Ongoing annual project
2	8079 Murrieta Hot Springs Widening- Margarita to Winchester Rd	Widen from 4 to 6 lanes	230,000	220,000	Dec-20	Design, Acquire ROW, start Con 2020
3	8137 Resurfacing - Slurry Seal	Maintenance	-	-	Jun-19	Ongoing annual project
4	8257 Citywide Signal Mods	Signal Modifications	102,283	420	Jun-19	Ongoing annual project
5	8283 Traffic Striping Modifications	Traffic Striping	16	16	Jun-19	Ongoing annual project
6	8293 Sidewalk Replacement- Citywide based on inspection	Sidewalk Improvements	15,000	15,000	Jun-19	Ongoing annual project
8	8330 Traffic Signal Optimization	Traffic Signal	52,750	137	Jun-19	Ongoing annual project
9	8335 Jackson Ave Bridge (at Warm Springs Creek)	Bridge Installation	25,000	10,000	Jul-14	Construction complete/ongoing mitigation
10	8389 Whitewood: Hunter to Clinton Keith	Pavement widening	-	-	Jun-19	Design, ROW Acq
11	8430 Neighborhood Traffic Management Pro	Traffic Management	100,000	20,000	Jun-19	Ongoing annual project
12	8448 Meadowlark Lane Improvement- Baxter to Keller Roads	Pavement Extension	13,330	3,654	Sep-17	Construction Completed
13	8456 Whitewood Extension- MHS Road to Jackson Ave	Pavement Extension	4,000	4,000	Dec-19	TUMF Network Addition request, Design
14	10012 Jackson Ave Median	Construction	-	-	May-19	Start const. in Mar 2020
15	13031 Warm Springs Parkway	Construction	50,000	50,000	Jun-20	Design, start Con 2020
16	COP 2007 for 15/215 MHS Interchange	Debt Service	728,300	728,300	Jun-27	Construction complete / Annual Debt Service
TOTALS			\$ 1,830,397	\$ 1,095,083		



MEASURE A LOCAL STREETS AND ROADS

CITY OF NORCO

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CITY OF NORCO

CITY HALL • 2870 CLARK AVENUE • NORCO CA 92860 • (951) 735-3900 • www.norco.ca.us •



May 6, 2019

Theresa Trevino, Chief Financial Officer
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

RE: 2019 – 2024 Measure A Local Streets and Roads Five-Year Capital Improvement Program Plan

Dear Ms. Trevino:

The City of Norco is pleased to submit for your consideration and approval our Five-Year Measure "A" Capital Improvement Program Plan projections, commencing with Fiscal Year 2019-20.

We have included for your records a copy of the City of Norco approved Five-Year Measure A Capital Improvement Program Fund, and the Annual Certification of the City's "Maintenance of Effort" document signed by City Manager, Andy Okoro.

If you have any additional questions, regarding the City of Norco 2019 submittal, please contact me at 951-270-5678. We appreciate your cooperation and assistance with the City of Norco's planned expenditures for maintenance and capital improvements to our local streets and roads.

Respectfully,

Chad Blais
Director of Public Works
City of Norco

Attachments: City of Norco Five-Year CIP
Measure "A" 5-Year CIP
Maintenance of Effort Letter

CITY COUNCIL

ROBIN GRUNDMEYER
Mayor

BERWIN HANNA
Mayor Pro Tem

KEVIN BASH
Council Member

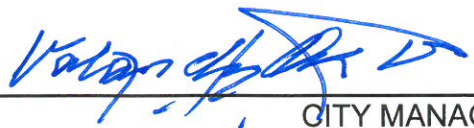
TED HOFFMAN
Council Member

GREG NEWTON
Council Member

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

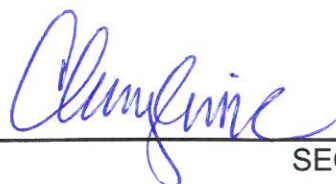
The undersigned agrees and certifies for the city of Norco (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$22,536, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 7, 2019



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: NORCO
Prepared by: CHAD BLAIS
Phone #: 951-270-5678
Date: 5/6/2019

FY 2017/18 Audited Measure A Balance:	\$ 1,686,195
FY 2018/19 (Revised) Measure A Revenue:	715,000
FY 2018/19 Project Status Report expenses:	(1,866,902)
Estimated Prior Year Measure A Balance:	534,293
Estimated FY 2019/20 Measure A Allocation:	713,000
Estimated Measure A Available for FY 2019/20 Projects:	\$ 1,247,293

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Crestview Ave - Sixth St to North Dr	Complete Reconstruct	\$ 750,000	\$ 750,000
2020-02	Sierra Ave - Sixth St to end of cul-de-sac	Complete Reconstruct	\$ 450,000	\$ 450,000
		TOTAL	\$ 1,200,000	\$ 1,200,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: NORCO
Prepared by: CHAD BLAIS
Phone #: 951-270-5678
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 47,293
Estimated FY 2020/21 Measure A Allocation: 731,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 778,293

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u> 2021-01	Norconian Dr - Fifth St to Norco Dr	Reconstruction	\$ 775,000	\$ 775,000
		TOTAL	\$ 775,000	\$ 775,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: NORCO
Prepared by: CHAD BLAIS
Phone #: 951-270-5678
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 3,293
Estimated FY 2021/22 Measure A Allocation: 749,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 752,293

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Trotter Trail - Second St to Cul-de-sac	Reconstruct	\$ 285,000	\$ 285,000
2022-02	Belmont Cr - Kips Corner Rd west to cul-de-sac	Grind and Overlay	75,000	75,000
2022-03	Sunset Ct - Shadow Canyon Cir to Cul-de-sac	Grind and Overlay	130,000	130,000
2022-04	Quiet Hill Ct - Alhambra St to End	Reconstruct	160,000	160,000
2022-05	Fortuna Rd - Sierra Ave to End	Grind and Overlay	85,000	85,000
		TOTAL	\$ 735,000	\$ 735,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: NORCO
Prepared by: CHAD BLAIS
Phone #: 951-270-5678
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 17,293
Estimated FY 2022/23 Measure A Allocation: 768,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 785,293

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Silver Cloud Cir - Norco Dr to Cul-de-sac	Grind and Overlay	\$ 125,000	\$ 125,000
2023-02	Silver Cloud Cir - Broken Lance Dr to Norco Dr	Grind and Overlay	160,000	160,000
2023-03	Broken Twig Dr - Broken Lance Dr to Norco Dr	Grind and Overlay	240,000	240,000
2023-04	Vine St - Corydon to East Cul-de-sac	Grind and Overlay	200,000	200,000
		TOTAL	\$ 725,000	\$ 725,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: NORCO
Prepared by: CHAD BLAIS
Phone #: 951-270-5678
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 60,293
Estimated FY 2023/24 Measure A Allocation: 787,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 847,293

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	River Ridge Cir - Alhambra St to Rim Crest Dr	Reconstruct	\$ 600,000	\$ 600,000
		TOTAL	\$ 600,000	\$ 600,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: NORCO
 Prepared by: CHAD BLAIS
 Phone #: 951-270-5678
 Date: 5/6/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Bluff St - River Rd to Vine St	Rehab and Overlay	\$ 250,000	\$ 234,496	Dec-18	Completed
2019-02	Hamner - Third St to Fourth St	Rehab and Overlay	750,000	650,000	Feb-19	Completed
2019-03	Pedley - Seventh to Sixth	Rehab and Overlay	210,000	210,000	Jun-19	In Construction
2019-04	Pedley - Seventh to Eighth	Rehab and Overlay	250,000	-	Sep-19	Project moved to alternate funding source
2019-05	Corona Ave - First St to Second St	Rehab and Overlay	300,000	292,906		Completed
2019-13	Crestview Ave - Sixth to North	Complete Reconstruct	600,000	20,000	Nov-19	In Construction
2019-14	Hamner - Hidden Valley to City Boundary	Rehab and Overlay	159,500	159,500	Nov-18	Completed
2019-15	Citywide Slurry Seal Locations	Slurry Seal	300,000	300,000	Apr-19	Completed
TOTAL			\$ 2,819,500	\$ 1,866,902		

Note: Projects 2019-06 thru 2019-012 were completed, billed and audited in FY 2017-18.



MEASURE A LOCAL STREETS AND ROADS

CITY OF PALM DESERT

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CITY OF PALM DESERT

73-510 FRED WARING DRIVE
PALM DESERT, CALIFORNIA 92260-2578
TEL: 760 346-0611
info@cityofpalmdesert.org

May 3, 2019



Jenny Chan
Management Analyst, Planning and Programming
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, California 92502-2208

Subject: Measure A Capital Improvement Program

Dear Jenny,

Enclosed for Commission consideration is the City of Palm Desert's proposed 2019/2020 – 2023/2024 Five-Year Measure A Capital Improvement Program, as well as Project Status Report for Fiscal Year 2018/19, and the signed Maintenance of Effort Certification Statement.

Please note that the Portola I-10 Interchange Project has a carryover of \$15,110,660 in Fiscal Year 19/20; however, the project is currently in the design phase. The City expects the construction phase to begin before the end of 2020. This will significantly reduce the City's high carryover amount.

The Five-Year Program will be reviewed in the near future by our City Council. If the City Council makes any changes to the program, a revised version will be submitted to you for approval. If no changes are made, please treat this as the official submittal.

If you have any questions, please contact me or Bertha A. Gonzalez, Accounting Specialist, at (760) 346-0611, extension 473, or at bgonzalez@cityofpalmdesert.org.

Sincerely,

Tom Garcia, P.E.
Director of Public Works

Enclosure

cc: Lauri Aylaian, City Manager
Janet M. Moore, Director of Finance
J. Luis Espinoza, Assistant Director of Finance

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

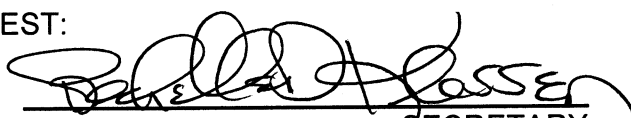
The undersigned agrees and certifies for the city of Palm Desert (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$2,398,146, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 24. Apr., 2019



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: PALM DESERT
Prepared by: Tom Garcia, P.E., Director of Public Works
Phone #: 760-346-0611
Date: May 3, 2019

FY 2017/18 Audited Measure A Balance: \$ 21,970,019
FY 2018/19 (Revised) Measure A Revenue: 2,948,000
FY 2018/19 Project Status Report expenses: (672,658)
Estimated Prior Year Measure A Balance: 24,245,361
Estimated FY 2019/20 Measure A Allocation: 2,842,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 27,087,361

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Portola Interchange at I-10 Estimated carryover FY 18/19 \$15,110,660	Interchange Project	\$ 79,800,000	\$ 5,000,000
2020-02	Cook Street Widening - Phase II, Fred Waring to Frank Sinatra Estimated carryover FY 18/19 \$3,655,500	Street Widening Project	9,665,500	3,655,500
2020-03	Citywide Pavement Management Program Estimated carryover FY 18/19 \$3,000,000 FY 19/20 request \$2,500,000	Maintenance Project	7,478,855	5,500,000
2020-04	Citywide Traffic Signal Hardware Upgrades Estimated carryover FY18/19 \$612,064 FY 19/20 request \$400,000	Street Improvement Project	1,087,064	1,012,064
2020-05	Citywide Street Striping and Lane Improvements Estimated carryover FY 18/19 \$432,293 FY 19/20 request \$325,000	Maintenance Project	757,293	757,293



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2020-06	Jefferson Street Interchange Project @ I-10 Estimated carryover FY 18/19 \$117,795	Interchange Project	312,500	117,795
2020-07	Triple Left Turns at Washington and Fred Waring Estimated carryover FY18/19 \$500,00	Street Improvement Project	500,000	500,000
2020-08	Citywide ADA Curb Ramp Modifications Estimated carryover FY18/19 \$100,043 FY 19/20 request \$50,000	Maintenance Project	235,043	150,043
2020-09	Citywide Bridge Inspection & Repair Program Estimated carryover FY18/19 \$200,000 FY 19/20 request \$100,000	Maintenance Project	300,000	300,000
2020-10	Gerald Ford East of Cook Improvements Estimated carryover FY18/19 \$265,000	Maintenance Project	265,000	265,000
2020-11	Washington Street Traffic Upgrade Project, Palm Royale to 42nd Estimated carryover FY 18/19 \$150,000	Street Improvement Project	150,000	150,000
2020-12	Traffic Signal Modification - Hwy 111 at Parkview / Painters Path Estimated carryover FY18/19 \$45,384	Maintenance Project	50,000	45,384
2020-13	San Pablo Improvements, Hwy 111 to Magnesia Falls Estimated carryover FY 18/19 \$2,655,967	Street Improvement Project	15,000,000	2,655,967
2020-14	Traffic Management Center FY 19/20 request \$210,000	Street Improvement Project	960,000	210,000
2020-15	El Paseo Master Plan Roadway Improvements FY 19/20 request \$1,200,000	Street Improvement Project	1,450,000	1,200,000
TOTAL			\$ 118,011,255	\$ 21,519,046



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: PALM DESERT
Prepared by: Tom Garcia, P.E., Director of Public Works
Phone #: 760-346-0611
Date: May 3, 2019

Estimated Prior Year Measure A Balance: \$ 5,568,315

Estimated FY 2020/21 Measure A Allocation: 2,913,000

Estimated Measure A Available for FY 2020/21 Projects: \$ 8,481,315

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Citywide Pavement Management Program	Maintenance Project	\$ 3,500,000	\$ 2,500,000
2021-02	Citywide Street Striping and Lane Improvements	Maintenance Project	325,000	325,000
2021-03	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	400,000	400,000
2021-04	Citywide ADA Curb Ramp Modifications	Street Improvement Project	75,000	50,000
2021-05	Citywide Bridge Inspection & Repair Program	Maintenance Project	100,000	100,000
2021-06	Cook Street Widening - Phase II	Widening Project	9,665,500	2,400,000
		TOTAL	\$ 14,065,500	\$ 5,775,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: PALM DESERT
Prepared by: Tom Garcia, P.E., Director of Public Works
Phone #: 760-346-0611
Date: May 3, 2019

Estimated Prior Year Measure A Balance: \$ 2,706,315
Estimated FY 2021/22 Measure A Allocation: 2,986,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 5,692,315

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Citywide Pavement Management Program	Maintenance Project	\$ 3,500,000	\$ 2,500,000
2022-02	Citywide Street Striping and Lane Improvements	Maintenance Project	325,000	325,000
2022-03	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	300,000	300,000
2022-04	Citywide ADA Curb Ramp Modifications	Street Improvement Project	75,000	50,000
2022-05	Citywide Bridge Inspection & Repair Program	Maintenance Project	100,000	100,000
2022-06	Cook Street Widening - Phase II	Widening Project	9,665,500	2,000,000
		TOTAL	\$ 13,965,500	\$ 5,275,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: PALM DESERT
Prepared by: Tom Garcia, P.E., Director of Public Works
Phone #: 760-346-0611
Date: May 3, 2019

Estimated Prior Year Measure A Balance: \$ 417,315
Estimated FY 2022/23 Measure A Allocation: 3,061,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 3,478,315

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Citywide Pavement Management Program	Maintenance Project	\$ 3,500,000	\$ 2,500,000
2023-02	Citywide Street Striping and Lane Improvements	Maintenance Project	325,000	325,000
2023-03	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	300,000	300,000
2023-04	Citywide ADA Curb Ramp Modifications	Street Improvement Project	75,000	50,000
2023-05	Citywide Bridge Inspection & Repair Program	Maintenance Project	100,000	100,000
		TOTAL	\$ 4,300,000	\$ 3,275,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: PALM DESERT
Prepared by: Tom Garcia, P.E., Director of Public Works
Phone #: 760-346-0611
Date: May 3, 2019

Estimated Prior Year Measure A Balance: \$ 203,315
Estimated FY 2023/24 Measure A Allocation: 3,138,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 3,341,315

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Citywide Pavement Management Program	Maintenance Project	\$ 3,500,000	\$ 2,500,000
2024-02	Citywide Street Striping and Lane Improvements	Maintenance Project	325,000	325,000
2024-03	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	300,000	300,000
2024-04	Citywide ADA Curb Ramp Modifications	Street Improvement Project	75,000	50,000
2024-05	Citywide Bridge Inspection & Repair Program	Maintenance Project	100,000	100,000
		TOTAL	\$ 4,300,000	\$ 3,275,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: PALM DESERT
 Prepared by: Tom Garcia, P.E., Director of Public Works
 Phone #: 760-346-0611
 Date: May 6, 2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Portola Interchange at Interstate 10	Interchange Project	\$ 71,993,000	\$ 333,712	Sept 2022	design phase
2019-02	Cook Street Widening - Phase II, Fred Waring to Frank Sinatra	Street Widening Project	9,665,500		2022	scoping phase II
2019-03	Citywide Pavement Management Program	Maintenance Project	4,000,000		2019	working on specs
2019-04	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	695,170	320,737	2019	scoping
2019-05	Citywide Street Striping and Lane Improvements	Maintenance Project	432,293		Oct 2019	out to bid
2019-06	Jefferson Street Interchange Project @ I-10	Interchange Project	312,500	8,209	TBD Indio	
2019-07	Triple Left Turns at Washington and Fred Waring	Street Improvement Project	500,000		2021	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2019-08	Citywide ADA Curb Ramp Modifications	Maintenance Project	160,043		TBD	scoping
2019-09	Citywide Bridge Inspection Program	Maintenance Project	200,000		TBD	reviewing Caltrans Report
2019-10	Gerald Ford East of Cook Improvements	Maintenance Project	265,000		Dec 2019	finalizing agreement
2019-11	Washington Street Traffic Upgrade Project, Palm Royale to 42nd	Street Improvement Project	150,000		2020	finalizing agreement
2019-12	Citywide Interconnect System Improvement Project	Street Improvement Project	293,000	10,000	Jan 2020	included with traffic signal hardware
2019-13	Citywide Controller Cabinet Assembly Upgrades Program	Maintenance Project	336,000		Dec 2019	included with traffic signal hardware
2019-14	Traffic Signal Modification - Hwy 111 at Parkview / Painters Path	Maintenance Project	50,000		Jan 2020	To bid in May
2019-15	San Pablo Improvements, Hwy 111 to Magnesia Falls	Street Improvement Project	15,000,000		May 2020	construction awarded
		TOTAL	\$ 104,052,506	\$ 672,658		



MEASURE A LOCAL STREETS AND ROADS

CITY OF PALM SPRINGS

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City of Palm Springs

Engineering Services Department

3200 East Tahquitz Canyon Way • Palm Springs, California 92262
Tel: (760) 322-8380 • Fax: (760) 323-8207 • Web: www.palmspringsca.gov

April 30, 2019

Ms. Jenny Chan
Management Analyst, Planning and Programming
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-22083

**RE: Measure "A" Local Street & Road Program
City of Palm Springs Annual Five-Year Measure "A" CIP
(Fiscal Year 2019/20 - 2023/24)**

Dear Ms. Chan:

Enclosed, at RCTC's request, is the City of Palm Springs' Maintenance of Effort (MOE) Certification Statement, Project Status Report for CIP Projects in FY 2018/19, and proposed Local Measure "A" Five-Year CIP Plan for fiscal year 2019/2020 through 2023/2024. The City participates in the MSHCP and TUMF programs as required to participate in the Measure "A" Program.

The following projects were completed or did not use Measure A funds and have been removed from the 5-year CIP.

- 1) 50333 San Rafael Widening Virginia to Indian Canyon Dr
- 2) 50348 – Palm Canyon Pedestrian Enhancements
- 3) 50349 – Indian Canyon Pedestrian Enhancements
- 4) 50312 Pavement Condition Survey
- 5) 50402 – Vista Chino at Miraleste Traffic Signal
- 6) 50347 – N. Palm Canyon Dr. at Via Escuela Traffic Signal

If you have any questions, please call me at (760) 322-8380 or Joel Montalvo at (760) 323-8253 ext. 8339.

Sincerely,

A handwritten signature in blue ink, appearing to read "Marcus L. Fuller".

Marcus L. Fuller, MPA, PE, PLS
Assistant City Manager/City Engineer

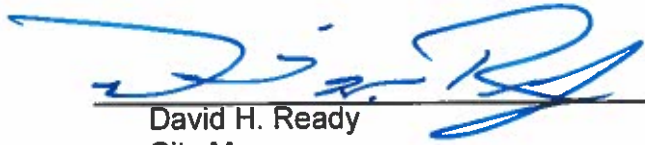
cc: *file*

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Palm Springs (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$1,498,732, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 29, 2019

MF



David H. Ready
City Manager

ATTEST:



for Anthony Mejia, MMC
City Clerk



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: PALM SPRINGS
Prepared by Joel Montalvo
Phone #: 760-322-8339
Date: 2/27/2019

FY 2017/18 Audited Measure A Balance:	\$ 5,876,514
FY 2018/19 (Revised) Measure A Revenue:	2,232,000
FY 2018/19 Project Status Report expenses:	(2,928,900)
Estimated Prior Year Measure A Balance:	5,179,614
Estimated FY 2019/20 Measure A Allocation:	2,240,000
Estimated Measure A Available for FY 2019/20 Projects:	\$ 7,419,614

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Annual Slurry Seal - City Wide	Road Maintenance	\$ 1,000,000	\$ 500,000
2020-02	Bridge Repairs - City Wide	Bridge Maintenance	100,000	50,000
2020-03	Indian Canyon Dr. UPRR Bridge	Road Widening & Bridge Replacement	23,806,000	200,000
2020-04	S. Palm Canyon Dr. Bridge - Palm Canyon Wash	New Bridge	4,875,000	10,000
2020-05	Traffic Safety Projects - City Wide	Traffic Improvements	250,000	250,000
2020-06	Annual Asphalt Overlay	Road Maintenance	4,000,000	500,000
2020-07	Mid-Valley Parkway Reimbursement-CVAG	Street Improvements	10,000	10,000
2020-08	Curb & Gutter Repair	Road Maintenance	50,000	50,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2020-09	Bogert Trail Bridge Rehabilitation (Year 4/5 of Monitoring)	Bridge Widening/Rehabilitation	5,000,000	15,000
2020-10	Ramon Road Widening	Bridge/Roadway Widening	32,500,000	100,000
2020-11	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	50,000
2020-12	E. Palm Canyon Dr. Bridge @ Palm Canyon Wash	Bridge Rehabilitation	9,100,000	10,000
2020-13	S. Palm Canyon Dr. Bridge @ Tahquitz Creek	Bridge Replacement	9,170,000	150,000
2020-14	Tahquitz Creek Levee Certification	Road Maintenance	2,000,000	10,000
2020-15	Local Measure A Bond Payment (Year 4 of 7)	Road Maintenance	6,800,000	1,102,000
2020-16	Gene Autry Trail Second Left Turn Lane @ Vista Chino	Traffic Improvements	500,000	100,000
2020-17	Jefferson Street / I-10 Interchange	Expanded Freeway Interchange	50,000,000	50,000
		TOTAL	\$ 244,161,000	\$ 3,157,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Palmer
County
Highway
Department

FY 2020/21

Agency: PALM SPRINGS
Prepared by: Joel Montalvo
Phone #: 760-322-8339
Date: 2/27/2019

Estimated Prior Year Measure A Balance: \$ 4,262,614
Estimated FY 2020/21 Measure A Allocation: 2,296,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 6,558,614

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Annual Slurry Seal	Road Maintenance	\$ 1,000,000	\$ 500,000
2021-02	Indian Canyon Dr. UPRR Bridge Widening	Road Widening & Bridge Replacement	23,806,000	490,000
2021-03	S. Palm Canyon Dr. Bridge - Palm Canyon Wash	New Bridge	4,875,000	100,000
2021-04	Annual Asphalt Overlay	Road Maintenance	4,000,000	500,000
2021-05	Mid-Valley Parkway Reimbursement-CVAG	Street Improvements	10,000	10,000
2021-06	Curb & Gutter Repair	Road Maintenance	50,000	50,000
2021-07	Bogert Trail Bridge Rehabilitation (Year 4/5 of Monitoring)	Bridge Widening/Rehabilitation	5,000,000	15,000
2021-08	Ramon Road Widening	Bridge/Roadway Widening	32,000,000	100,000
2021-09	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	100,000
2021-10	E. Palm Canyon Dr. Bridge @ Palm Canyon Wash	Bridge Rehabilitation	9,503,000	50,000
2021-11	S. Palm Canyon Dr. Bridge @ Tahquitz Creek	Bridge Replacement	9,170,000	50,000
2021-12	Local Measure A Bond Payment (Year 5 of 7)	Road Maintenance	6,800,000	1,102,000
		TOTAL	\$ 191,214,000	\$ 3,067,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: PALM SPRINGS
Prepared by: Joel Montalvo
Phone #: 760-322-8339
Date: 2/27/2019

Estimated Prior Year Measure A Balance: \$ 3,491,614
Estimated FY 2021/22 Measure A Allocation: 2,353,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 5,844,614

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Mid-Valley Parkway Reimbursement-CVAG	Street Improvements	\$ 1,000,000	\$ 10,000
2022-02	Bogert Trail Bridge Rehabilitation (Year 5/5 of Monitoring)	Bridge Widening/Rehabilitation	5,000,000	15,000
2022-03	Annual Asphalt Overlay	Road Maintenance	4,000,000	500,000
2022-04	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	100,000
2022-05	Local Measure A Bond Payment (Year 6 of 7)	Road Maintenance	6,800,000	1,102,000
		TOTAL	\$ 111,800,000	\$ 1,727,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: PALM SPRINGS

Prepared by: Joel Montalvo

Phone #: 760-322-8339

Date: 2/27/2019

Estimated Prior Year Measure A Balance: \$ 4,117,614

Estimated FY 2022/23 Measure A Allocation: 2,412,000

Estimated Measure A Available for FY 2022/23 Projects: \$ 6,529,614

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Annual Slurry Seal	Road Maintenance	\$ 800,000	\$ 50,000
2023-02	Annual Asphalt Overlay	Road Maintenance	4,000,000	50,000
2023-03	Mid-Valley Parkway Reimbursement-CVAG	Street Improvements	10,000	10,000
2023-04	Curb & Gutter Repair	Road Maintenance	50,000	50,000
2023-05	Local Measure A Bond Payment (Year 7 of 7)	Road Maintenance	6,800,000	1,102,000
		TOTAL	\$ 11,660,000	\$ 1,262,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: PALM SPRINGS
Prepared by: Joel Montalvo
Phone #: 760-322-8339
Date: 2/27/2019

Estimated Prior Year Measure A Balance: \$ 5,267,614
Estimated FY 2023/24 Measure A Allocation: 2,472,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 7,739,614

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Annual Slurry Seal	Road Maintenance	\$ 800,000	\$ 50,000
2024-02	Annual Asphalt Overlay	Road Maintenance	4,000,000	50,000
2024-03	Mid-Valley Parkway Reimbursement-CVAG	Street Improvements	10,000	10,000
2024-04	Curb & Gutter Repair	Road Maintenance	50,000	50,000
		TOTAL	\$ 4,860,000	\$ 160,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: PALM SPRINGS
Prepared by: Joel Montalvo
Phone #: 760-322-8339
Date: 2/27/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Annual Slurry Seal -City Wide	Road Maintenance	\$ 1,600,000	\$ 700,000	Sept. 2018	Annual Project
2019-02	Bridge Repairs - City Wide	Bridge Maintenance	100,000	1,000	On-Going	On-Going
2019-03	Indian Canyon Dr. UPRR Bridge Widening	Road Widening & Bridge Replacement	23,806,000	20,000	December 2023	Design, R/W & Util Phase
2019-04	S. Palm Canyon Dr. Bridge - Palm Canyon Wash	New Bridge	4,875,000	1,000	December 2022	Design, R/W Phase
2019-05	Traffic Safety Projects - City Wide	Traffic Improvements	325,000	15,000	On-Going	On-Going
2019-06	Annual Asphalt Overlay -City Wide	Road Maintenance	4,000,000	853,000	Sept. 2018	On-Going
2019-07	Mid-Valley Parkway Reimbursement-CVAG	Street Improvements	10,500	10,500	On-Going	On-Going
2019-08	Curb & Gutter Repair - City Wide	Road Maintenance	57,000	50,000	On-Going	On-Going
2019-09	Ramon Road Widening	Bridge/Roadway Widening	32,500,000	10,000	December 2022	Design, R/W Phase
2019-10	Bogert Trail Bridge Rehabilitation (Year 4/5 of Monitoring)	Bridge Widening/Rehabilitation	5,000,000	7,000	3/1/2016	Year 4 of 5
2019-11	Traffic Mgmt Center - Citywide Interconnect	Traffic Signal Improvements	2,100,000	17,500	April 2018	Completed



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2019-12	Agua Caliente Museum Roadway/Hermosa Dr.	Roadway Improvements	1,300,000	3,200	December 2017	Post Construction
2019-13	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	20,000	December 2022	Design, R/W Phase
2019-14	Pavement Condition Survey	Road Maintenance	100,000	77,500	Jan-19	Completed
2019-15	E. Palm Canyon Dr. Bridge @ Palm Canyon Wash	Bridge Rehabilitation	9,100,000	2,000	Dec-21	Environmental Phase
2019-16	S. Palm Canyon Dr. Bridge @ Tahquitz Creek	Bridge Replacement	9,170,000	3,100	Dec-21	Environmental Phase
2019-17	Jefferson Street / I-10 Interchange (Palm Springs payment)	Expanded Freeway Interchange	50,000,000	16,100	December 2018	Construction
2019-18	Local Measure A Bond Payment	Road Maintenance	6,800,000	1,102,000	Year 4 of 7	Year 4 of 7
2019-19	Gene Autry Trail Second Left Turn Lane @ Vista Chino	Traffic Improvements	450,000	15,000	Oct-19	Construction
2019-20	Vista Chino at Via Miraleste Traffic Signal	New Traffic Signal	550,000	-	December 2019	Design / Construction
2019-21	N. Palm Canyon Dr. at Via Escuela Traffic Signal	New Traffic Signal	630,000	-	December 2019	Design / Construction
2019-22	N. Palm Canyon Dr. Pedestrian Crosswalks	Pedestrian Improvements	400,000	5,000	Dec-19	Construction
		TOTAL	\$ 247,873,500	\$ 2,928,900		



MEASURE A LOCAL STREETS AND ROADS

CITY OF PERRIS

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CITY OF PERRIS

HABIB MOTLAGH, CITY ENGINEER

April 18, 2019

Jenny Chan
Management Analyst, Planning and Programming
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502

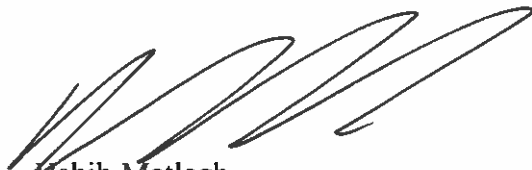
Re: Measure "A" Local Streets and Roads CIP FY 2019/20 – 2023/24 Annual Reports

The City of Perris is providing the following documentation per your request of February 12, 2018:

1. City of Perris Five Year Capital Improvement Plan (CIP) FY 2019/20 – 2023/24;
2. Project Status Report for FY 2018/19 CIP Projects; and
3. Maintenance of Effort (MOE) Signed Certification.

Please feel free to contact me if you have any questions or require additional information.

Sincerely,



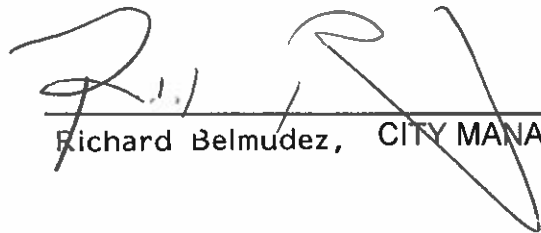
Habib Motlagh
City Engineer

CC: Richard Belmudez, City Manager
Ron Carr, Interim Finance Director

FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Perris (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$1,218,470, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/24, 2019


Richard Belmudez, CITY MANAGER

ATTEST:


Nancy Salazar, SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: PERRIS
Prepared by: Habib Motlagh
Phone #: 951-943-6504
Date: 4/18/2019

FY 2017/18 Audited Measure A Balance: \$ 4,365,851
FY 2018/19 (Revised) Measure A Revenue: 1,718,000
FY 2018/19 Project Status Report expenses: (1,740,000)
Estimated Prior Year Measure A Balance: 4,343,851
Estimated FY 2019/20 Measure A Allocation: 2,003,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 6,346,851

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Annual Citywide Slurry Seal & Overlay	Pavement Maint Program	\$ 1,500,000	\$ 1,000,000
2020-02	Annual Citywide Pothole Repairs	Pavement Maint Program	250,000	5,000
2020-03	Goetz Rd Intersections (Ellis Ave to Perris Valley Channel)	Widening & Pavement Rehab	8,392,131	500,000
2020-04	Nuevo Bridge Widening and Road Improvements (Murrieta Rd to Dunlap Ave)	Widening & Pavement Rehab	10,535,993	239,809
2020-05	Unpaved Streets & Alleys	New Pavement	200,000	125,000
2020-06	Ramona Exwy Pavement Rehab (Webster Ave to Rider St)	Widening & Pavement Rehab	2,000,000	1,000,000
2020-07	Citywide Pedestrian Improvements	Pedestrian Improvements	600,000	300,000
		TOTAL	\$ 23,478,124	\$ 3,169,809

**Fund Balance is higher than normal due to delays in FY18/19 with the Goetz Rd Improvements, Nuevo Rd Bridge, and Ramona Exwy Pavement Rehab projects. Construction for these projects are planned to move forward in FY19/20 and the Measure A fund balance will be reduced to normal levels.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: PERRIS
Prepared by: Habib Motlagh
Phone #: 951-943-6504
Date: 4/18/2019

Estimated Prior Year Measure A Balance: \$ 3,177,042

Estimated FY 2020/21 Measure A Allocation: 2,053,000

Estimated Measure A Available for FY 2020/21 Projects: \$ 5,230,042

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Annual Citywide Slurry Seal & Overlay	Pavement Maint Program	\$ 1,500,000	\$ 1,500,000
2021-02	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	100,000
2021-03	Downtown Pavement Rehab	Pavement Maint Program	1,500,000	500,000
2021-04	Ramona Exwy Pavement Rehab (Webster Ave to Rider St)	Widening & Pavement Rehab	2,000,000	1,000,000
2021-05	Citywide Sidewalk Improvements	Pedestrian Improvements	400,000	150,000
		TOTAL	\$ 5,500,000	\$ 3,250,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: PERRIS
Prepared by: Habib Motlagh
Phone #: 951-943-6504
Date: 4/18/2019

Estimated Prior Year Measure A Balance: \$ 1,980,042

Estimated FY 2021/22 Measure A Allocation: 2,104,000

Estimated Measure A Available for FY 2021/22 Projects: \$ 4,084,042

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Annual Citywide Slurry Seal & Overlay	Pavement Maint Program	\$ 1,500,000	\$ 1,500,000
2022-02	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	100,000
2022-03	A Street Widening (4th Street to Nuevo Rd)	Widening & Pavement Rehab	2,000,000	1,000,000
2022-04	Redlands Avenue Widening (Placentia Ave to Rider St)	Widening & Pavement Rehab	2,500,000	500,000
		TOTAL	\$ 6,100,000	\$ 3,100,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: PERRIS
Prepared by: Habib Motlagh
Phone #: 951-943-6504
Date: 4/18/2019

Estimated Prior Year Measure A Balance: \$ 984,042
Estimated FY 2022/23 Measure A Allocation: 2,157,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 3,141,042

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Annual Citywide Slurry Seal & Overlay	Pavement Maint Program	\$ 2,000,000	\$ 2,000,000
2023-02	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	100,000
2023-03	Perris Blvd Widening & Rehab (4th St to 11th St)	Widening & Pavement Rehab	1,500,000	500,000
		TOTAL	\$ 3,600,000	\$ 2,600,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: PERRIS
Prepared by: Habib Motlagh
Phone #: 951-943-6504
Date: 4/18/2019

Estimated Prior Year Measure A Balance: \$ 541,042
Estimated FY 2023/24 Measure A Allocation: 2,211,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 2,752,042

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Annual Citywide Slurry Seal & Overlay	Pavement Maint Program	\$ 2,000,000	\$ 2,000,000
2024-02	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	100,000
		TOTAL	\$ 2,100,000	\$ 2,100,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: PERRIS
Prepared by: Habib Motlagh
Phone #: 951-943-6504
Date: 4/18/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Annual Citywide Slurry Seal & Overlay	Pavement Maint Program	\$ 1,375,000	\$ 1,375,000	On-Going	On-Going Program
2019-02	Goetz Rd Intersections (Ellis Ave to Perris Valley Channel)	Widening & Pavement Rehab	8,392,131	-	2020	Design & R/W Underway
*2019-03	Rider Street & Storm Drain Crossing	Storm Drain & Pedestrian Improvements	726,000	-	2020	Pending SCE Pole Relocation
2019-04	Annual Citywide Pothole Repairs	Pavement Maint Program	225,000	225,000	On-Going	On-Going Program
2019-05	Unpaved Street & Alleys	New Pavement	200,000	65,000	On-Going	On-Going Program
2019-06	Ramona Exwy Pavement Rehab (Webster Ave to Rider St)	Pavement Maint Program	2,000,000	-	2020	Preliminary Engineering
2019-07	Annual I-215 Maintenance (Landscape)	Landscape Maint	50,000	-	2018	Complete
2019-08	Nuevo Bridge Widening and Road Improvements (Murrieta Rd to Dunlap Ave)	Widening & Pavement Rehab	10,535,993	-	2020	Design & R/W Underway
*2019-09	Sidewalk/Bike Path Install	Pedestrian Improvements	35,000	35,000	2019	Complete
*2019-10	Sidewalk & Pedestrian Ramps	Pedestrian Improvements	263,713	40,000	2019	Complete
*2019-11	Citywide Pedestrian Improvements	Pedestrian Improvements	691,126	-	2019	Plans Underway
		TOTAL	\$ 24,493,963	\$ 1,740,000		

*Per FY 2018/19 Amendment No.1 request (Dated 4/18/2019), the City's FY 18/19 CIP includes Measure A funding for the projects indicated above. These projects were not on last year's 5-year plan review.



MEASURE A LOCAL STREETS AND ROADS

CITY OF RANCHO MIRAGE

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May 6, 2019

Theresia Trevino, Chief Financial Officer
Riverside County Transportation Commission
Riverside County Regional Complex, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Re: FY 2020-2024 Measure "A" Local Street and Roads Capital Improvement Plan

Dear Ms. Trevino:

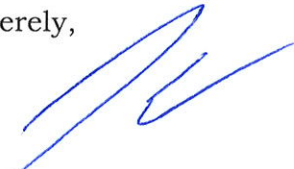
Attached are the Local Streets and Roads Program for Measure "A" Funds for FY 2020-2024, project status report for prior year Plan (FY 2018/2019) and the FY 2019/2020 Maintenance of Effort Certification Statement.

The City's maintenance of effort for FY 2019/2020 is \$1,395,378, which exceeds our established maintenance of effort requirement of \$674,811. The City's five-year Capital Improvement Program totals \$60,885,000 and identifies Measure "A" local funds for the five-year plan totaling \$7,072,000. The Measure A Fund Balance is projected to be \$617,429 as a result of the 5-year Program. The City currently carries a balance of approximately \$2,617,000 in the Measure "A" Local Fund account. Therefore, with current and projected future allocations, adequate funds appear to be available for the plan.

Attached is the City's status report for our prior year Plan FYE June 30, 2019.

Please feel free to call me at (760) 770-3224 should you have any questions.

Sincerely,



Jesse Eckenroth
Director of Public Works

Enclosures: Measure "A" FY 2020-2024 Capital Improvement Plan
Project Status Report FY 2018/2019
FY 2019/2020 MOE Certification Statement

ADMINISTRATION
Tel. 1.760.324.4511
Fax. 1.760.324.8830

DEVELOPMENT SERVICES
Tel. 1.760.328.2266
Fax. 1.760.324.9851

FINANCE
Tel. 1.760.770.3207
Fax. 1.760.324.0528

HOUSING
Tel. 1.760.770.3210
Fax. 1.760.324.1617

PUBLIC LIBRARY
Tel. 1.760.341.7323
Fax. 1.760.341.5213

PUBLIC WORKS
Tel. 1.760.770.3224
Fax. 1.760.770.3261



FY 2019/20 MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Rancho Mirage (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$674,811, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 6, 2019


CITY MANAGER

ATTEST:


SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: RANCHO MIRAGE

Prepared by: William Enos

Phone #: 760-770-3224

Date: 5/6/2019

FY 2017/18 Audited Measure A Balance: \$ 2,153,611

FY 2018/19 (Revised) Measure A Revenue: 973,000

FY 2018/19 Project Status Report expenses: (509,182)

Estimated Prior Year Measure A Balance: 2,617,429

Estimated FY 2019/20 Measure A Allocation: 965,000

Estimated Measure A Available for FY 2019/20 Projects: \$ 3,582,429

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Citywide slurry seal, crack seal, AC overlays, Pavement Rehab. and striping on various public streets identified by MicroPaver	Preventive Maintenance	\$ 1,561,000	\$ 1,561,000
2020-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace Low Water Crossing	52,800,000	408,000
2020-03	Traffic Signal Coordination Grant Design and Construction	Traffic Signal Coordination	2,696,000	660,000
		TOTAL	\$ 57,057,000	\$ 2,629,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: RANCHO MIRAGE
Prepared by: William Enos
Phone #: 760-770-3224
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 953,429
Estimated FY 2020/21 Measure A Allocation: 989,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 1,942,429

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Citywide slurry seal, crack seal, AC overlays, Pavement Rehab. and striping on various public streets identified by MicroPaver	Preventive Maintenance	\$ 828,000	\$ 828,000
2021-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace Low Water Crossing	52,800,000	115,000
		TOTAL	\$ 53,628,000	\$ 943,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: RANCHO MIRAGE
Prepared by: William Enos
Phone #: 760-770-3224
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 999,429
Estimated FY 2021/22 Measure A Allocation: 1,014,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 2,013,429

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Citywide slurry seal, crack seal, AC overlays, Pavement Rehab. and striping on various public streets identified by MicroPaver	Preventive Maintenance	\$ 1,000,000	\$ 750,000
2022-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace Low Water Crossing	52,800,000	750,000
		TOTAL	\$ 53,800,000	\$ 1,500,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: RANCHO MIRAGE
Prepared by: William Enos
Phone #: 760-770-3224
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 513,429
Estimated FY 2022/23 Measure A Allocation: 1,039,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 1,552,429

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Citywide slurry seal, crack seal, AC overlays, Pavement Rehab. and striping on various public streets identified by MicroPaver	Preventive Maintenance	\$ 1,000,000	\$ 500,000
2023-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace Low Water Crossing	52,800,000	500,000
		TOTAL	\$ 53,800,000	\$ 1,000,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: RANCHO MIRAGE
Prepared by: William Enos
Phone #: 760-770-3224
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 552,429
Estimated FY 2023/24 Measure A Allocation: 1,065,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,617,429

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Citywide slurry seal, crack seal, AC overlays, Pavement Rehab. and striping on various public streets identified by MicroPaver	Preventive Maintenance	\$ 1,000,000	\$ 1,000,000
		TOTAL	\$ 1,000,000	\$ 1,000,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: RANCHO MIRAGE
Prepared by: William Enos
Phone #: 760-770-3224
Date: 5/6/2019

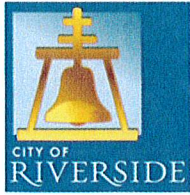
Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Citywide slurry seal, crack seal, AC overlays, Pavement Rehab. and striping on various public streets identified by MicroPaver	Preventive Maintenance	\$ 1,400,000	\$ 147,699	Sep. 2019	Ongoing- Crack Seal complete, Slurry to follow.
2019-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace Low Water Crossing	3,097,000	125,792	June 2021	Ongoing- PS&E in final design.
2019-03	Traffic Signal Coordination Grant Design and Construction	Traffic Signal Coordination	2,696,000	235,691	Dec 2019	Ongoing- PS&E complete, waiting for Caltrans review.
		TOTAL	\$ 7,193,000	\$ 509,182		



MEASURE A LOCAL STREETS AND ROADS

CITY OF RIVERSIDE

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City of Arts & Innovation

April 18, 2019

Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Attn.: Ms. Jenny Chan, Management Analyst, Planning and Programming

Subject: Measure A Maintenance of Effort, CIP and Project Status Report

Enclosed are the City of Riverside's FY 2019/20 Maintenance of Effort Certification Statement, Measure A Local Funds Capital Improvement Program for FY 2019/20 through FY 2023/24 and a status report for FY 2018/19.

If you have any questions, please contact Patrick Keeney at (951) 826-2406 or pkeeney@riversideca.gov.

Sincerely,

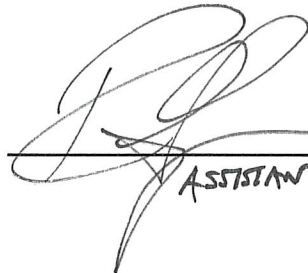
Gilbert Hernandez
Deputy Public Works Director/City Engineer

Attachments

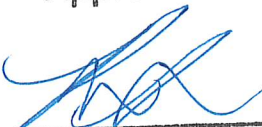
FY 2019/20
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Riverside (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$12,449,203, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: March 19, 2019


Rafael Guzman
Assistant City Manager

ASSISTANT CITY MANAGER

Approved as to Form:

By: _____
Ruthann M. Salera
Deputy City Attorney

ATTEST:


Colleen J. Nicol SECRETARY
City Clerk



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: RIVERSIDE
Prepared by: Patrick M. Keeney
Phone #: (951) 826-2406
Date: 4/18/2019

FY 2017/18 Audited Measure A Balance: \$ 18,318,771
FY 2018/19 (Revised) Measure A Revenue: 8,073,000
FY 2018/19 Project Status Report expenses: (4,718,000)
Estimated Prior Year Measure A Balance: 21,673,771
Estimated FY 2019/20 Measure A Allocation: 7,886,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 29,559,771

Item No.	Project Name / Limits	Project Type	Total Project Cost (\$000's)	Measure A Funds (\$000's)
<u>2019/20</u>				
2020-01	Arlington Ave - Fairhaven to West City Limit	Traffic Safety Improvements	\$ 897	\$ 378 *
2020-02	Canyon Crest Widening -Via Vista/Country Club	Street Widening	6,105	1,650 *
2020-03	Central/Canyon Crest/Watkins Bike Lanes	Bike Lanes/Pedestrian Crossing	1,257	215 *
2020-04	High Friction Surface & HAWK Signals	Street & Pedestrian Signal Improvements	1,293	195 *
2020-05	Indiana Widening @ Pierce	Street Widening and Improvements	1,115	420 *
2020-06	Jurupa Extension - Rutland to Crest	New Street Construction	300	300 *
2020-07	Jurupa Extension - Van Buren to Rutland	New Street Construction	6,174	1 *
2020-08	Magnolia Ave - Buchanan St to Banbury Dr	Street Widening and Improvements	6,331	2,665 *
2020-09	Major Street Rehabilitation	Street Resurfacing	5,489	3,089 *
				2,400



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Project Cost (\$000's)	Measure A Funds (\$000's)
<u>2019/20</u>				
2020-10	Market Street Bridge Replacement	Bridge Replacement	2,482	38 *
2020-11	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	1,375	247 *
2020-12	Mission Blvd Bridge Replacement	Bridge Replacement	1,233	319 *
				500
2020-13	Monroe Rehab - Lincoln to Arlington	Street Rehabilitation & Resurfacing	2,457	1,577 *
2020-14	Paving Projects COP - Debt Service**	Street Paving	3,000	3,000
**For a complete list of street projects financed from the City of Riverside apportionment of Local Measure A funds (Certificates of Participation), please see the attached Exhibit A.				
2020-15	Quiet Zone/BNSF - Mission Inn/3rd/Spruce	Quiet Zone for BNSF Railroad	4,020	37 *
				757
2020-16	Quiet Zone/BNSF/UPRR - Cridge & Panorama	Quiet Zone for BNSF & UP Railroads	6,937	2,064 *
2020-17	Quiet Zone/UPRR - Brockton & Palm	Quiet Zone for UP Railroad	2,288	1,536 *
2020-18	RR Grade Separation - Iowa Avenue	Grade Separation - Iowa @ BNSF	32,227	1,403 *
2020-19	RR Grade Separation - Riverside Avenue	Grade Separation - Riverside @ UPRR	31,184	347 *
2020-20	RR Grade Separation - Streeter Avenue	Grade Separation - Streeter @ UPRR	33,971	378 *
2020-21	Tyler Widening - Wells to Hole	Street Widening and Improvements	11,633	35 *



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Project Cost (\$000's)	Measure A Funds (\$000's)
<u>2019/20</u>				
2020-22	Van Buren Widening - Washington to Wood	Street Widening	453	47 *
2020-23	Arterial Interconnections	Signal Coordinations	41	1 *
				40
2020-24	Magnolia - Buchanan to First	Signal Coordination	2,804	289 *
2020-25	Traffic Signal Revisions	Signal Modifications	164	64 *
				100
2020-26	New Traffic Signals	New Traffic Signals	455	205 *
				250
2020-27	University - Chicago to Campus	Signal Coordination	50	50 *
2020-28	Transportation Planning	Engineering Planning	99	49 *
				50
2020-29	Pavement Management Program	Ongoing Annual Expenditure	250	125 *
				125
2020-30	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	83	13 *
				70
2020-31	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	31	11 *
				20
2020-32	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	23	13 *
				10
2020-33	Traffic Management Center	Signal Coordination	80	30 *
				50



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Project Cost (\$000's)	Measure A Funds (\$000's)	
<u>2019/20</u>					
2020-34	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	30	5	*
				25	
2020-35	Traffic Planning/Investigations	Traffic Engineering	444	144	*
				300	
2020-36	San Andreas/Glenwood Improvements	Drainage Improvement	675	98	*
2020-37	Active Transportation Master Plan	Traffic Engineering	200	200	*
2020-38	Interconnected Traffic Signal Controller Replacement	Signal Modifications	1,120	560	*
2020-39	Railroad Grade Separation - Magnolia	Grade Separation - Magnolia @ UPRR	50,917	1,136	*
		TOTAL	\$ 219,687	\$ 27,631	

"*" Denotes estimated funds carried over from FY 2018/19.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: RIVERSIDE
Prepared by: Patrick M. Keeney
Phone #: (951) 826-2406
Date: 4/18/2019

Estimated Prior Year Measure A Balance: \$ 1,928,771
Estimated FY 2020/21 Measure A Allocation: 8,083,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 10,011,771

Item No.	Project Name / Limits	Project Type	Total Project Cost (\$000's)	Measure A Funds (\$000's)
<u>2020/21</u>				
2021-01	Quiet Zone/BNSF - Mission Inn/3rd/Spruce	Quiet Zone for BNSF Railroad	\$ 4,020	\$ 773
2021-02	Transportation Planning	Engineering Planning	50	50
2021-03	Pavement Management Program	Ongoing Annual Expenditure	125	125
2021-04	Traffic Planning/Investigations	Traffic Engineering	300	300
2021-05	Paving Projects COP - Debt Service	Street Paving	3,000	3,000
2021-06	Major Street Rehabilitation	Street Resurfacing	2,400	2,400
2021-07	Mission Blvd Bridge Replacement	Bridge Replacement	1,233	250
2021-08	Market Street Bridge Replacement	Bridge Replacement	2,482	250
2021-09	Traffic Signal Revisions	Signal Modifications	100	100
2021-10	Arterial Interconnections	Signal Coordinations	40	40



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Project Cost (\$000's)	Measure A Funds (\$000's)
2021-11	Traffic Management Center	Signal Coordination	50	50
2021-12	New Traffic Signals	New Traffic Signals	250	250
2021-13	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70	70
2021-14	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10	10
2021-15	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20	20
2021-16	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25	25
		TOTAL	\$ 14,175	\$ 7,713



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: RIVERSIDE
Prepared by: Patrick M. Keeney
Phone #: (951) 826-2406
Date: 4/18/2019

Estimated Prior Year Measure A Balance: \$ 2,298,771
Estimated FY 2021/22 Measure A Allocation: 8,285,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 10,583,771

Item No.	Project Name / Limits	Project Type	Total Project Cost (\$000's)	Measure A Funds (\$000's)
<u>2021/22</u>				
2022-01	Quiet Zone/BNSF - Mission Inn/3rd/Spruce	Quiet Zone for BNSF Railroad	\$ 4,020	\$ 788
2022-02	Transportation Planning	Engineering Planning	50	50
2022-03	Pavement Management Program	Ongoing Annual Expenditure	125	125
2022-04	Traffic Planning/Investigations	Traffic Engineering	300	300
2022-05	Paving Projects COP - Debt Service	Street Paving	3,000	3,000
2022-06	Major Street Rehabilitation	Street Resurfacing	2,400	2,400
2022-07	Market Street Bridge Replacement	Bridge Replacement	2,482	150
2022-08	Traffic Signal Revisions	Signal Modifications	100	100
2022-09	Arterial Interconnections	Signal Coordinations	40	40
2022-10	Traffic Management Center	Signal Coordination	50	50
2022-11	New Traffic Signals	New Traffic Signals	250	250



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Project Cost (\$000's)	Measure A Funds (\$000's)
2022-12	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70	70
2022-13	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10	10
2022-14	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20	20
2022-15	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25	25
		TOTAL	\$ 12,942	\$ 7,378



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: RIVERSIDE
Prepared by: Patrick M. Keeney
Phone #: (951) 826-2406
Date: 4/18/2019

Estimated Prior Year Measure A Balance: \$ 3,205,771

Estimated FY 2022/23 Measure A Allocation: 8,492,000

Estimated Measure A Available for FY 2022/23 Projects: \$ 11,697,771

Item No.	Project Name / Limits	Project Type	Total Project Cost (\$000's)	Measure A Funds (\$000's)
<u>2022/23</u>				
2023-01	Quiet Zone/BNSF - Mission Inn/3rd/Spruce	Quiet Zone for BNSF Railroad	\$ 4,020	\$ 804
2023-02	Transportation Planning	Engineering Planning	50	50
2023-03	Pavement Management Program	Ongoing Annual Expenditure	125	125
2023-04	Traffic Planning/Investigations	Traffic Engineering	300	300
2023-05	Paving Projects COP - Debt Service	Street Paving	3,000	3,000
2023-06	Major Street Rehabilitation	Street Resurfacing	2,400	2,400
2023-07	Traffic Signal Revisions	Signal Modifications	100	100
2023-08	Arterial Interconnections	Signal Coordinations	40	40
2023-09	Traffic Management Center	Signal Coordination	50	50
2023-10	New Traffic Signals	New Traffic Signals	250	250



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Project Cost (\$000's)	Measure A Funds (\$000's)
2023-11	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70	70
2023-12	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10	10
2023-13	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20	20
2023-14	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25	25
		TOTAL	\$ 10,460	\$ 7,244



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: RIVERSIDE
Prepared by: Patrick M. Keeney
Phone #: (951) 826-2406
Date: 4/18/2019

Estimated Prior Year Measure A Balance: \$ 4,453,771

Estimated FY 2023/24 Measure A Allocation: 8,704,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 13,157,771

Item No.	Project Name / Limits	Project Type	Total Project Cost (\$000's)	Measure A Funds (\$000's)
<u>2023/24</u>				
2024-01	Quiet Zone/BNSF - Mission Inn/3rd/Spruce	Quiet Zone for BNSF Railroad	\$ 4,020	\$ 870
2024-02	Transportation Planning	Engineering Planning	50	50
2024-03	Pavement Management Program	Ongoing Annual Expenditure	125	125
2024-04	Traffic Planning/Investigations	Traffic Engineering	300	300
2024-05	Paving Projects COP - Debt Service	Street Paving	3,000	3,000
2024-06	Major Street Rehabilitation	Street Resurfacing	2,400	2,400
2024-07	Traffic Signal Revisions	Signal Modifications	100	100
2024-08	Arterial Interconnections	Signal Coordinations	40	40
2024-09	Traffic Management Center	Signal Coordination	50	50
2024-10	New Traffic Signals	New Traffic Signals	250	250



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Project Cost (\$000's)	Measure A Funds (\$000's)
2024-11	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70	70
2024-12	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10	10
2024-13	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20	20
2024-14	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25	25
		TOTAL	\$ 10,460	\$ 7,310



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: RIVERSIDE
Prepared by: Patrick Keeney
Phone #: (951) 826-2406
Date: April 6, 2019

Item No.	Project Name / Limits	Project Type	Total Cost (\$000's)	Anticipated Measure A Funds Expended (Est thru 6/30/2019) (\$000's)	Estimated/ Actual Completion	Status
2019-01	Arlington Ave - Fairhaven to West City Limit	Traffic Safety Improvements	\$ 897	\$ 18	Oct-18	Construction complete. Project close out in process.
2019-02	Bike Conflict Zone Improvements	Bicycle & Pedestrian Crossing	95	21	3/24/2017	Project complete.
2019-03	Campbell & Babb Ave Sidewalks	Sidewalk Construction	499	-	6/13/2017	Project complete.
2019-04	Canyon Crest Widening -Via Vista/Country Club	Street Widening	6,105	-	Unknown	Project on hold.
2019-05	Central Ave at UPRR Crossing	Railroad Crossing Improvements	227	-	8/4/2017	Project complete.
2019-06	Central/Canyon Crest/Watkins Bike Lanes	Bike Lanes/Pedestrian Crossing Improvements	1,257	-	6/30/2020	Design in progress.
2019-07	High Friction Surface & HAWK Signals	Street & Pedestrian Signal Improvements	1,293	-	6/30/2020	Design in progress.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: RIVERSIDE
Prepared by: Patrick Keeney
Phone #: (951) 826-2406
Date: April 6, 2019

Item No.	Project Name / Limits	Project Type	Total Cost (\$000's)	Anticipated Measure A Funds Expended (Est thru 6/30/2019) (\$000's)	Estimated/ Actual Completion	Status
2019-08	Indiana Widening @ Pierce	Street Widening and Improvements	1,115	-	Aug-12	Pending billing from school district.
2019-09	Iowa Ave Railroad Crossing Improvements	Railroad Crossing Improvements	339	-	8/4/2017	Project complete.
2019-10	Jurupa Extension - Rutland to Crest	New Street Construction	300	-	Unknown	Pending environmental clearance and developer construction schedule.
2019-11	Jurupa Extension - Van Buren to Rutland	New Street Construction	6,174	-	2/28/2021	Construction complete. Required environmental mitigation still underway.
2019-12	Magnolia Ave - Buchanan St to Banbury Dr	Street Widening and Improvements	6,331	195	Summer 2020	Design in progress.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: RIVERSIDE
Prepared by: Patrick Keeney
Phone #: (951) 826-2406
Date: April 6, 2019

Item No.	Project Name / Limits	Project Type	Total Cost (\$000's)	Anticipated Measure A Funds Expended (Est thru 6/30/2019) (\$000's)	Estimated/ Actual Completion	Status
2019-13	Major Street Rehabilitation	Street Resurfacing	4,480	1,391	6/30/2039	Ongoing annual expenditure.
2019-14	Market Street Bridge Replacement	Bridge Replacement	2,482	9	6/30/2024	City share for County administered project.
2019-15	Miscellaneous Railroad Project Management	Grade Separations/Quiet	1,375	71	6/30/2039	Ongoing project management.
2019-16	Mission Blvd Bridge Replacement	Bridge Replacement	1,233	7	6/30/2022	City share for County administered project.
2019-17	Monroe Rehab - Lincoln to Arlington	Street Rehabilitation & Resurfacing	2,457	681	Spring 2021	Project being constructed in phases.
2019-18	Paving Projects COP - Debt Service**	Street Paving	2,999	2,999	6/30/2034	Annual debt service.
**For a complete list of street projects financed from the City of Riverside apportionment of Local Measure A funds (Certificates of Participation), please see the attached Exhibit A.						
2019-19	Quiet Zone/BNSF - Buchanan to Jane	Quiet Zone for BNSF Railroad	12,749	6	11/17/2016	Project complete.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: RIVERSIDE
Prepared by: Patrick Keeney
Phone #: (951) 826-2406
Date: April 6, 2019

Item No.	Project Name / Limits	Project Type	Total Cost (\$000's)	Anticipated Measure A Funds Expended (Est thru 6/30/2019) (\$000's)	Estimated/ Actual Completion	Status
2019-20	Quiet Zone/BNSF - Mission Inn/3rd/Spruce	Quiet Zone for BNSF Railroad	4,020	3	6/30/2022	Design in progress.
2019-21	Quiet Zone/BNSF/UPRR - Cridge & Panorama	Quiet Zone for BNSF & UP Railroads	6,937	2	12/31/2020	Design in progress.
2019-22	Quiet Zone - Perris Valley Line	Quiet Zone for Perris Valley Line	5	-	3/2/2017	Project complete.
2019-23	Quiet Zone/UPRR - Brockton & Palm	Quiet Zone for UP Railroad	2,288	15	6/30/2020	Design in progress.
2019-24	RR Grade Separation - Iowa Avenue	Grade Separation - Iowa @ BNSF	32,227	(958)	11/9/2015	Construction complete. Project close out in process.
2019-25	RR Grade Separation - Riverside Avenue	Grade Separation - Riverside @ UPRR	31,184	28	3/2/2017	Construction complete. Project close out in process.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: RIVERSIDE
Prepared by: Patrick Keeney
Phone #: (951) 826-2406
Date: April 6, 2019

Item No.	Project Name / Limits	Project Type	Total Cost (\$000's)	Anticipated Measure A Funds Expended (Est thru 6/30/2019) (\$000's)	Estimated/ Actual Completion	Status
2019-26	RR Grade Separation - Streeter Avenue	Grade Separation - Streeter @ UPRR	33,971	1	1/25/2017	Construction complete. Project close out in process.
2019-27	Tyler Widening - Wells to Hole	Street Widening and Improvements	11,633	2	6/9/2017	Construction complete. Project close out in process.
2019-28	Van Buren Widening - Washington to Wood	Street Widening	453	283	Unknown	City share for County administered project. On hold pending County identifying additional funding for right-of-way.
2019-29	Arterial Interconnections	Signal Coordinations	40	39	6/30/2039	Ongoing annual expenditure.
2019-30	Magnolia - Buchanan to First	Signal Coordination	2,804	28	Summer 2019	Construction in progress.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: RIVERSIDE
Prepared by: Patrick Keeney
Phone #: (951) 826-2406
Date: April 6, 2019

Item No.	Project Name / Limits	Project Type	Total Cost (\$000's)	Anticipated Measure A Funds Expended (Est thru 6/30/2019) (\$000's)	Estimated/ Actual Completion	Status
2019-31	Traffic Signal Revisions	Signal Modifications	114	50	6/30/2039	Ongoing annual expenditure.
2019-32	New Traffic Signals	New Traffic Signals	460	255	6/30/2039	Ongoing annual expenditure.
2019-33	University - Chicago to Campus	Signal Coordination	50	-	Unknown	On hold pending additional funding.
2019-34	Protect/Permit Left Turns	Signal Modifications	140	-	6/30/2018	Project complete.
2019-35	Transportation Planning	Engineering Planning	50	1	6/30/2039	Ongoing annual expenditure.
2019-36	Pavement Management Program	Ongoing Annual Expenditure	125	-	6/30/2039	Ongoing annual expenditure.
2019-37	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	85	72	6/30/2039	Ongoing annual expenditure.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: RIVERSIDE
Prepared by: Patrick Keeney
Phone #: (951) 826-2406
Date: April 6, 2019

Item No.	Project Name / Limits	Project Type	Total Cost (\$000's)	Anticipated Measure A Funds Expended (Est thru 6/30/2019) (\$000's)	Estimated/ Actual Completion	Status
2019-38	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20	9	6/30/2039	Ongoing annual expenditure.
2019-39	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	21	8	6/30/2039	Ongoing annual expenditure.
2019-40	Traffic Management Center	Signal Coordination	76	47	6/30/2039	Ongoing annual expenditure.
2019-41	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	40	35	6/30/2039	Ongoing annual expenditure.
2019-42	Traffic Planning/Investigations	Traffic Engineering	300	156	6/30/2039	Ongoing annual expenditure.
2019-43	Minor Streets Rehab	Street Resurfacing	1,881	-	4/14/2017	Project complete.
2019-44	San Andreas/Glenwood Improvements	Drainage Improvement	675	27	Summer 2019	Construction in progress.
2019-45	Active Transportation Master	Traffic Engineering	200	-	Dec-19	Design in progress.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: RIVERSIDE
Prepared by: Patrick Keeney
Phone #: (951) 826-2406
Date: April 6, 2019

Item No.	Project Name / Limits	Project Type	Total Cost (\$000's)	Anticipated Measure A Funds Expended (Est thru 6/30/2019) (\$000's)	Estimated/ Actual Completion	Status
2019-46	Interconnected Traffic Signal Controller Replacement	Signal Modifications	1,120	-	Dec-19	Design in progress.
2019-47	Railroad Grade Separation - Magnolia	Grade Separation - Magnolia @ UPRR	50,917	(783)	11/27/2013	Construction complete. Project close out in process.
		TOTAL	\$ 234,243	\$ 4,718		



MEASURE A LOCAL STREETS AND ROADS

CITY OF SAN JACINTO

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May 6, 2019

Theresia Trevino
Chief Financial Officer
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Attn: Jenny Chan, Management Analyst, Planning and Programming
RE: 2020-24 Measure "A" Improvement Plan and 2018-19 Status Report

Enclosed please find the City of San Jacinto's proposed 5-year capital improvement plan. Also enclosed is a status report of the currently adopted 5-year plan and the MOE certification.

Thank you for your time and attention to this matter. Please call me at 951-487-7330 (ext 389) or Habib Motlagh at 951-654-3592 if you have any questions or require additional information.

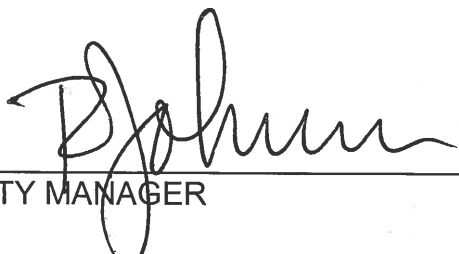
Sincerely,

Michelle Holmes
Finance Director

**FY 2019/20 MAINTENANCE OF EFFORT
CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the City of San Jacinto (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$156,391, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 29, 2019



CITY MANAGER
ATTEST:



CITY CLERK



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: SAN JACINTO
Prepared by: Habib Motlagh
Phone #: 951-943-6504
Date: 5/1/2019

FY 2017/18 Audited Measure A Balance: \$ 3,907,573
FY 2018/19 (Revised) Measure A Revenue: 926,000
FY 2018/19 Project Status Report expenses: (1,740,618)
Estimated Prior Year Measure A Balance: 3,092,955
Estimated FY 2019/20 Measure A Allocation: 927,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 4,019,955

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Sanderson Ave. Safety Imp (HSIP-8). City's CIP 17-004.	Safety Imp. & Slurry Seal	\$ 1,265,000	\$ 365,000
2020-02	Slurry Seal (citywide) - City's CIP 18-002	Road Rehab - Slurry Seal Program	500,000	250,000
2020-03	ATP II - Bike Lanes (Inc. pavement widening). City's CIP 18-005	Bicycle facilities - infrastructure project	1,170,000	624,250
2020-04	Mountain Ave. Rehab - 7th to Esplanade. City's CIP 12-008	Pavement Rehab	660,000	305,000
2020-05	Cottonwood Ave. Sidewalks & minor widening. City's CIP 17-002	Road Widening & SW	720,000	320,000
2020-06	Traffic Control Devices/Studies. City's CIP 02-019	Traffic Safety	64,000	35,000
2020-07	Esplanade Ave. Widening - Sanderson to Warren, Traffic Signals & SW Install	Road Widening per General Plan & TUMF Network	5,405,000	705,000
2020-08	Hewitt St. Pavement Rehab, Minor Widening & SD. City's CIP 07-011	Road Widening and Rehab	1,040,000	490,000
2020-09	Citywide traffic signal upgrades - Ph 1	Traffic Safety/Traffic Flow Improvements	260,000	70,808
2020-10	Administrative Overhead	Administrative Overhead	74,160	74,160
		TOTAL	\$ 11,158,160	\$ 3,239,218



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: SAN JACINTO
Prepared by: Habib Motlagh
Phone #: 951-943-6504
Date: May 1, 2019

Estimated Prior Year Measure A Balance: \$ 780,737
Estimated FY 2020/21 Measure A Allocation: 950,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 1,730,737

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Ramona Exp Rehab- Sanderson to West City Limits. City's CIP 18-003	Pavement Rehab	\$ 2,400,000	\$ 1,000,000
2020-02	Esplanade Ave. Widening - Sanderson to Warren, Traffic Signals & SW Install. City's CIP 06-145	Road Widening per General Plan & TUMF Network	5,164,000	75,000
2021-03	Esplanade Ave. Rehab - State to San Jacinto. City's CIP 14-004	Pavement Rehab	569,400	269,400
2021-04	Traffic Signal Upgrades Ph 2. CIP 10-001B.	Traffic Flow/Safety	150,000	75,000
2021-05	Palm Ave at Cottonwood Ave. - Traffic Signal Install. CIP 10-002	Traffic Flow/Safety	430,284	25,000
2021-06	State St. Rehab - Ramona Exp to So. City limits. CIP 20-002	Pavement Rehab	1,300,000	65,000
2021-07	Traffic Control Devices/Studies. City's CIP 02-019	Traffic Safety	65,000	35,000
2021-08	Administrative Overhead	Administrative Overhead	76,000	76,000
		TOTAL	\$ 10,154,684	\$ 1,620,400



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: SAN JACINTO
Prepared by: Habib Motlagh
Phone #: 951-943-6504
Date: May 1, 2019

Estimated Prior Year Measure A Balance: \$ 110,337
Estimated FY 2021/22 Measure A Allocation: 974,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 1,084,337

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Citywide Pavement Rehab/Slurry Seal Program	Pavement Management Prog	\$ 500,000	\$ 250,000
2022-02	Traffic Studies/Surveys/Improv.	Traffic Safety Imp.	35,000	20,000
2022-03	Administrative Overhead	Adm. Overhead	77,920	77,920
		TOTAL	\$ 612,920	\$ 347,920



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: SAN JACINTO
Prepared by: Habib Motlagh
Phone #: 951-943-6504
Date: May 1, 2019

Estimated Prior Year Measure A Balance: \$ 736,417
Estimated FY 2022/23 Measure A Allocation: 998,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 1,734,417

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Warren Road Pavement Rehab & Minor Drainage Imp. - Ramona Exp. To Esplanade. CIP 20-004	Pavement Rehab	\$ 3,250,000	\$ 1,500,000
2023-02	Esplanade Ave. Wid. - Sanderson to Palm Ave. CIP 21-003	Road Widening per Gen. Plan and TUMF Network	3,750,000	75,000
2023-03	Traffic Studies/Surveys/Improv.	Traffic Safety Imp.	75,000	45,000
2023-04	Administrative Overhead	Administrative Overhead	79,840	79,840
		TOTAL	\$ 7,154,840	\$ 1,699,840



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: SAN JACINTO
Prepared by: Habib Motlagh
Phone #: 951-943-6504
Date: May 1, 2019

Estimated Prior Year Measure A Balance: \$ 34,577
Estimated FY 2023/24 Measure A Allocation: 1,023,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,057,577

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Citywide Pavement Rehab & Slurry Seal Program	Pavement Management	\$ 1,000,000	\$ 750,000
2024-02	Esplanade Ave. Wid. - Sanderson to Palm Ave. CIP 21-003	Road Widening per Gen. Plan and TUMF Network	3,750,000	140,000
2024-03	Warren Road Pavement Rehab & Minor Drainage Imp. - Ramona Exp. To Esplanade. CIP 20-004	Pavement Rehab	2,500,000	75,000
2024-04	Administrative Overhead	Administrative Overhead	81,840	81,840
		TOTAL	\$ 7,331,840	\$ 1,046,840



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: SAN JACINTO
Prepared by: Habib Motlagh
Phone #: 951-943-6504
Date: May 1, 2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Citywide Pavement Rehab AKA Downtown Imp	Pavement Rehab	2,000,000	\$ 1,332,028	Fall 2018	Complete
2019-02	Sanderson Ave. Safety Imp (HSIP-8)	Safety Improvements	1,200,000	67,944	Jan. 2020	Env., Design & RW complete. Cons in FY 19/20
2019-03	Slurry Seal (citywide)	Road Rehab - Slurry Seal Program	1,000,000	10,000	30-Jun-20	Scope of Work defined.
2019-04	ATP II - Bike Lanes (Inc. pavement widening)	Bicycle facilities - infrastructure project	685,000		30-Jun-20	Bid advertisement underway
2019-05	Mountain Ave. Rehab - 7th to Esplanade	Pavement Rehab	305,000	-	30-Jun-20	Reprogrammed to FY 2019/20
2019-06	Ramona Exp Rehab- Sanderson to West City Limits	Pavement Rehab	448,000	-	FY 2020/21	Requires Coord. W/Co of Riverside.
2019-07	Traffic Control Devices/Studies	Traffic Safety	46,202	15,536	On-going	Moved to FY 20-21
2019-08	Esplanade Ave. Rehab - State to Palm	Pavement Rehab	245,000	244,790	Summer 2018	On-going Program
2019-09	Cottonwood Ave. Sidewalks	Road widening & SW	520,000		Sept. 2020	Complete
2019-10	De Anza Dr. St. Improvements	Sidewalk & Minor Wid. Administrative	52,319	-	Sept. 2018	Reprogrammed to FY 2019/20
2019-11	Administrative Overhead	Overhead	70,320	70,320	on-going	Completed
		TOTAL	\$ 6,571,841	\$ 1,740,618		On-going cost



MEASURE A LOCAL STREETS AND ROADS

CITY OF TEMECULA

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**FY 2019/20 MAINTENANCE OF EFFORT
CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Temecula (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$1,431,799, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 16, 2019

Betsy Rowley for
CITY MANAGER – Aaron Adams

ATTEST:
[Signature]
SECRETARY – Randi Johl

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**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: TEMECULA
Prepared by: Julie Tarrant
Phone #: (951) 694-6463
Date: 5/6/2019

FY 2017/18 Audited Measure A Balance:	\$	4,243,589
FY 2018/19 (Revised) Measure A Revenue:		3,354,000
FY 2018/19 Project Status Report expenses:		(2,588,710)
Estimated Prior Year Measure A Balance:		5,008,879
Estimated FY 2019/20 Measure A Allocation:		3,211,000
Estimated Measure A Available for FY 2019/20 Projects:	\$	8,219,879

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 11,987,445	\$ 5,701,509
		Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs, Street & ROW maintenance of drainage facilities		
2020-02	Citywide Street Maintenance Program		2,008,540	2,008,540
		TOTAL	\$ 13,995,985	\$ 7,710,049

**FY 2020/21**

Agency: TEMECULA
Prepared by: Julie Tarrant
Phone #: (951) 694-6463
Date: 6-May-19

Estimated Prior Year Measure A Balance:	\$ 631,461
Estimated FY 2020/21 Measure A Allocation:	<u>3,291,000</u>
Measure A Available for FY 2020/21 Projects:	\$ 3,922,461

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2020/21</u>				
2021-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs,	\$ 3,201,243	\$ 1,283,089
2021-02	Citywide Street Maintenance Program	Street & ROW maintenance of drainage facilities	2,008,540	2,008,540
		TOTAL	\$ 5,209,783	\$ 3,291,629



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: TEMECULA
Prepared by: Julie Tarrant
Phone #: (951) 694-6463
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ 630,832
Estimated FY 2021/22 Measure A Allocation: 3,373,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 4,003,832

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 3,281,652	\$ 1,325,135
		Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs, Street & ROW		
2022-02	Citywide Street Maintenance Program	maintenance of drainage facilities	2,008,540	2,008,540
		TOTAL	\$ 5,290,192	\$ 3,333,675

**FY 2022/23**

Estimated Prior Year Measure A Balance:	\$ 630,832
Estimated FY 2022/23 Measure A Allocation:	<u>3,457,000</u>
Measure A Available for FY 2022/23 Projects:	\$ 4,087,832

FY 2022-23
Page 4 of 6

**FY 2023/24**

Estimated Prior Year Measure A Balance:	\$ 509,830
Estimated FY 2023/24 Measure A Allocation:	<u>3,543,000</u>
Measure A Available for FY 2023/24 Projects:	\$ 4,052,830

FY 2023-24
Page 5 of 6



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: TEMECULA
 Prepared by: Julie Tarrant
 Phone #: 951-694-6463
 Date: 5/6/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
2019-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 1,363,544	\$ 1,000,000	Annual pavement rehabilitation program	On-going annual projects
2019-02	Citywide Street Maintenance Program	Right of way maintenance and repairs ton include: striping/stenciling, PCC & AC Repairs, Street & ROW maintenance drainage facilities	1,940,894	1,588,710	Annual right of way maintenance	On-going right of way maintenance
		TOTAL	\$ 3,304,438	\$ 2,588,710		



MEASURE A LOCAL STREETS AND ROADS

CITY OF WILDOMAR

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Marsha Swanson, Mayor, Dist. 5
Dustin Nigg, Mayor Pro Tem, Dist. 2
Ben J. Benoit, Council Member, Dist. 1
Bridgette Moore, Council Member, Dist. 4
Joseph Morabito, Council Member, Dist. 3



23873 Clinton Keith Rd, Ste 201
Wildomar, CA 92595
951/677-7751 Phone
951/698-1463 Fax
www.CityofWildomar.org

May 2, 2019

Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Attn: Jenny Chan

Subject: Measure A 5-Year CIP for FY 2019/20 – 2023/24

Dear Ms. Chan

Enclosed is the following:

1. Five Year CIP for FY 2019/20 – 2023/24
2. Project Status Report for FY 2018/19
3. The City is not submitting a MOE Certificate because our base is zero dollars

The City of Wildomar proposes an amendment to the FY 2018/19 Measure A CIP to better reflect the construction and project design activities required for this fiscal year. Please see the FY 2018/19 Project Status Report for details. The added projects as shown with an (*).

Thank you for your consideration.

Sincerely;

City of Wildomar


Dan York, PE, PLS
Assistant City Manager
Director of Public Works/City Engineer

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**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: WILDOMAR
Prepared by: Dan York
Phone #: 951-677-7751 X216
Date: 5/1/2019

FY 2017/18 Audited Measure A Balance: \$ (15,086)
FY 2018/19 (Revised) Measure A Revenue: 675,000
FY 2018/19 Project Status Report expenses: (544,576)
Estimated Prior Year Measure A Balance: 115,338
Estimated FY 2019/20 Measure A Allocation: 680,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 795,338

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2019/20</u>				
2020-01	Public Works Cost Allocation	Interfund Transfer	\$ 54,400	\$ 54,400
2020-02	CIP Proj. Admin. & Engineering	Admin./Engineering	2,323,285	573,900
2020-03	CIP Pavement Program	Construction	700,000	100,000
		TOTAL	\$ 3,077,685	\$ 728,300

**FY 2020/21**

Estimated Prior Year Measure A Balance:	\$	67,038
Estimated FY 2020/21 Measure A Allocation:		<u>697,000</u>
Measure A Available for FY 2020/21 Projects:	\$	764,038

FY 2020-21
Page 2 of 6

**FY 2021/22**

Estimated Prior Year Measure A Balance:	\$	34,378
Estimated FY 2021/22 Measure A Allocation:		<u>714,000</u>
Measure A Available for FY 2021/22 Projects:	\$	748,378

FY 2021-22
Page 3 of 6

**FY 2022/23**

Estimated Prior Year Measure A Balance:	\$	17,358
Estimated FY 2022/23 Measure A Allocation:		<u>732,000</u>
Measure A Available for FY 2022/23 Projects:	\$	749,358

FY 2022-23
Page 4 of 6

**FY 2023/24**

Estimated Prior Year Measure A Balance:	\$	16,898
Estimated FY 2023/24 Measure A Allocation:		<u>750,000</u>
Measure A Available for FY 2023/24 Projects:	\$	766,898

FY 2023-24
Page 5 of 6



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: WILDOMAR
 Prepared by: Dan York
 Phone #: 951-677-7751 X216
 Date: 5/1/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status
<u>2018/19</u>						
2019-01	Public Works Cost Allocation	Interfund Transfer	\$ 54,000	\$ 54,000	ongoing	annual program
2019-02	Accessibility Imp.	Maintenance	19,231	19,231	ongoing	annual program
2019-03	Road Safety Imp.	Maintenance	32,990	32,990	ongoing	annual program
2019-04	Pavement Program	Maintenance	68,593	68,593	ongoing	annual program
2019-05	Citywide Gen. Maint.	Maintenance	186,651	186,651	ongoing	annual program
2019-06*	Grand Ave & CK Bike Path 1	Construction	312,003	18,579	complete	
2019-07*	Grand Ave & CK Bike Path 2	Construction	259,762	12,821	complete	
2019-08*	Pedestrian Countdown Heads	Design	545,000	29,665	10/1/2019	In Design
2019-09*	Guardrail Improvements	Design	435,000	47,918	8/1/2019	In Design
2019-10*	Sedco Sidewalk Imp.	Construction	412,243	74,128	5/30/2019	In Construction
		TOTAL	\$ 2,325,473	\$ 544,576		



MEASURE A LOCAL STREETS AND ROADS

COUNTY OF RIVERSIDE

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Patricia Romo, P.E.
Director of Transportation

COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
Deputy for Transportation/Planning and Development

Transportation Department

Ms. Jenny Chan
Management Analyst
Riverside County Transportation Commission
4080 S. Lemon St., Third floor
Riverside, CA 92501

May 2, 2019

RE: Measure A Local Streets and Roads Program

Dear Ms. Chan:

Attached is the County's five-year program of projects for the County's portion of Measure A funds for Fiscal Year 2020/2024. The County's Transportation Department receives no general funds and no certification of MOE is included. Also attached is a copy of our Fiscal Year 2018/2019 plan with comments addressing project status. We have scheduled expenditures based on revenue projections. Three reports are attached representing the Western, Coachella Valley and the Palo Verde Valley unincorporated regions of the county.

These projects are incorporated in the County's proposed Fiscal Year 2019/2020 Transportation Improvement Plan (TIP) which is planned for Board approval. We will inform your agency of any changes that occur to the Measure A program due to future revisions of the County's TIP.

If you have any questions concerning this program, please feel free to contact me at (951) 955-6740.

Sincerely,

Patricia Romo
Director of Transportation

RKN:
attachments

cc: Robert Brooks
Yolanda Gordon
Roy Null (transmittal only)

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**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: RIVERSIDE COUNTY-CV
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

FY 2017/18 Audited Measure A Balance: \$ 1,194,076
FY 2018/19 (Revised) Measure A Revenue: 1,866,000
FY 2018/19 Project Status Report expenses: (2,020,044)
Estimated Prior Year Measure A Balance: 1,040,032
Estimated FY 2019/20 Measure A Allocation: 1,886,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 2,926,032

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2019/20</u>					
2020-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY18/19 (Districtwide)	Slurry seal	\$ 2,274,000	\$ 380,000	4
2020-02	66TH AVE: Grant St -- Hayes St	Reconstruct RMS paved road	473,000	330,000	4
2020-03	CALHOUN ST: 54th Ave to 52nd Ave	Reconstruct AC paved road	544,000	399,000	4
2020-04	SLURRY SEAL OF 4TH DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	2,745,000	1,106,000	4
2020-05	AURORA RD: Langlois Rd to W'ly Langlois Rd .62mi	Resurface AC paved road	612,000	440,000	4
2020-06	BUBBLING WELLS RD: Dillon Rd to Camino Campanero	Resurface AC paved road	1,545,000	271,032	4
		TOTAL	\$ 8,193,000	\$ 2,926,032	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

RIVERSIDE COUNTY
CALIFORNIA

FY 2020/21

Agency: RIVERSIDE COUNTY-CV
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2020/21 Measure A Allocation: \$ 1,933,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 1,933,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2020/21</u>					
2021-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	\$ 3,199,000	\$ 1,125,000	4
2021-02	COACHELLA VALLEY AREA: various roads --	Resurfacing program in Coachella Valley	808,000	808,000	4
		TOTAL	\$ 4,007,000	\$ 1,933,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

RIVERSIDE COUNTY
TRANSPORTATION
COMMISSION

FY 2021/22

Agency: RIVERSIDE COUNTY-CV
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2021/22 Measure A Allocation: \$ 1,981,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 1,981,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2021/22</u>					
2022-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	\$ 1,650,000	\$ 1,162,000	4
2022-02	COACHELLA VALLEY AREA: various roads --	Resurfacing program in Coachella Valley	819,000	819,000	4
		TOTAL	\$ 2,469,000	\$ 1,981,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

RIVERSIDE COUNTY
WATER REVENUE

FY 2022/23

Agency: RIVERSIDE COUNTY-CV
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2022/23 Measure A Allocation: \$ 2,031,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 2,031,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2022/23</u>					
2023-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	\$ 1,675,000	\$ 1,200,000	4
2023-02	COACHELLA VALLEY AREA: various roads --	Resurfacing program in Coachella Valley	831,000	831,000	4
		TOTAL	\$ 2,506,000	\$ 2,031,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

RIVERSIDE COUNTY
WATER REVENUE

FY 2023/24

Agency: RIVERSIDE COUNTY-CV
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2023/24 Measure A Allocation: \$ 2,082,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 2,082,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2023/24</u>					
2024-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	\$ 1,700,000	\$ 1,225,000	4
2024-02	COACHELLA VALLEY AREA: various roads --	Resurfacing program in Coachella Valley	857,000	857,000	4
		TOTAL	\$ 2,557,000	\$ 2,082,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2018/19

Agency: RIVERSIDE COUNTY-CV
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status	Supv. Dist.
<u>2018/19</u>							
2019-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY18/19 (Districtwide)	Slurry seal	2,274,000	1,520,000	10/31/2019	Under construction	4
2019-02	66TH AVE: Grant St -- Hayes St	Reconstruct RMS paved road	473,000	19,000	9/30/2019	Under construction	4
2019-03	CALHOUN ST: 54th Ave to 52nd Ave	Reconstruct AC paved road	544,000	1,000	9/30/2019	Under construction	4
2019-04	POLK ST: 76th Ave to 70th Ave	Resurface RMS paved road	650,000	480,044	2/28/2019	Complete	4
		TOTAL	\$ 3,941,000	\$ 2,020,044			



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

RIVERSIDE COUNTY
PUBLIC WORKS
DIVISION

FY 2019/20

Agency: RIVERSIDE COUNTY-PVV
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

FY 2017/18 Audited Measure A Balance: \$ 328
FY 2018/19 (Revised) Measure A Revenue: 199,000
FY 2018/19 Project Status Report expenses: (199,328)
Estimated Prior Year Measure A Balance: -
Estimated FY 2019/20 Measure A Allocation: 208,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 208,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2019/20</u> 2020-01	CHIP SEAL OF 4TH DISTRICT ROADS FY19/20 (Districtwide)	Chip seal	\$ 2,235,000	\$ 208,000	4
		TOTAL	\$ 2,235,000	\$ 208,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

RIVERSIDE COUNTY
PUBLIC WORKS
DIVISION

FY 2020/21

Agency: RIVERSIDE COUNTY-PVV
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2020/21 Measure A Allocation: \$ 213,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 213,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2020/21</u> 2021-01	CHIP SEAL OF 4TH DISTRICT ROADS FY20/21 (Districtwide)	Chip seal	\$ 3,199,000	\$ 213,000	4
		TOTAL	\$ 3,199,000	\$ 213,000	



MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

RIVERSIDE COUNTY
PUBLIC WORKS
DIVISION

FY 2021/22

Agency: RIVERSIDE COUNTY-PVV
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2021/22 Measure A Allocation: \$ 218,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 218,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2021/22</u> 2022-01	CHIP SEAL OF 4TH DISTRICT ROADS FY21/22 (Districtwide)	Chip seal	\$ 2,000,000	\$ 218,000	4
		TOTAL	\$ 2,000,000	\$ 218,000	



MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

RIVERSIDE COUNTY
PUBLIC WORKS
DIVISION

FY 2022/23

Agency: RIVERSIDE COUNTY-PVV
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2022/23 Measure A Allocation: \$ 223,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 223,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2022/23</u> 2023-01	CHIP SEAL OF 4TH DISTRICT ROADS FY22/23 (Districtwide)	Chip seal	\$ 2,000,000	\$ 223,000	4
		TOTAL	\$ 2,000,000	\$ 223,000	



MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

RIVERSIDE COUNTY
PUBLIC WORKS
DIVISION

FY 2023/24

Agency: RIVERSIDE COUNTY-PVV
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2023/24 Measure A Allocation: \$ 229,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 229,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2023/24</u> 2024-01	CHIP SEAL OF 4TH DISTRICT ROADS FY23/24 (Districtwide)	Chip seal	\$ 2,000,000	\$ 229,000	4
		TOTAL	\$ 2,000,000	\$ 229,000	



MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2018/19

Agency: RIVERSIDE COUNTY-PVV
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status	Supv. Dist.
<u>2018/19</u> 2019-01	CHIP SEAL OF 4TH DISTRICT ROADS FY18/19 (Districtwide)	Chip seal	\$ 1,794,000	\$ 199,328	6/15/2019	Under construction	4
		TOTAL	\$ 1,794,000	\$ 199,328			



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2019/20

Agency: RIVERSIDE COUNTY-WESTERN
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

FY 2017/18 Audited Measure A Balance: \$ 124,856
FY 2018/19 (Revised) Measure A Revenue: 5,819,000
FY 2018/19 Project Status Report expenses: (4,753,000)
Estimated Prior Year Measure A Balance: 1,190,856
Estimated FY 2019/20 Measure A Allocation: 5,920,000
Estimated Measure A Available for FY 2019/20 Projects: \$ 7,110,856

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2019/20</u>					
2020-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY18/19 (Districtwide)	Slurry seal	\$ 3,048,000	\$ 374,000	1
2020-02	SLURRY SEAL OF 1ST DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	869,000	869,000	1
2020-03	SLURRY SEAL OF 2ND DISTRICT ROADS FY18/19 (Districtwide)	Slurry seal	1,352,000	164,000	2
2020-04	SLURRY SEAL OF 2ND DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	815,000	815,000	2
2020-05	SLURRY SEAL OF 3RD DISTRICT ROADS FY18/19 (Districtwide)	Slurry seal	1,872,000	230,000	3
2020-06	SLURRY SEAL OF 3RD DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	2,158,000	2,158,000	3
2020-07	SLURRY SEAL OF 5TH DISTRICT ROADS FY18/19 (Districtwide)	Slurry seal	429,000	74,000	5
2020-08	SLURRY SEAL OF 5TH DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	913,000	913,000	5
2020-09	I-10 BYPASS: Hargrave St -- Apache Trl	Construct road	107,044,000	100,000	5
2020-10	Cajalco Rd: Brown St to Day St	Construct turning lanes and shoulder widening	6,298,000	50,000	1
2020-11	Serfas Club Dr: S'ly Pine Crest .07mi to Monterey Peninsula Dr	Construct sidewalk	703,000	67,000	2
2020-12	Mitchell Rd: Bautista Rd to Kirby Rd	Resurface AC paved road	2,264,000	100,000	3
2020-13	Integrated Mitigation Project: W'ly of Briggs Rd to S'ly Camino DeLos Cab	Const channel improvements as env mitigation for 3 projects	2,379,000	800,000	3
2020-14	Gilman Springs Rd, Phase 4A: SE'ly Alessandro 1.7mi to SE'ly Bridge St 1mi	Widen shoulders and add painted median	16,484,000	396,856	5
		TOTAL	\$ 146,628,000	\$ 7,110,856	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2020/21

Agency: RIVERSIDE COUNTY-WESTERN
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2020/21 Measure A Allocation: \$ 6,068,000
Estimated Measure A Available for FY 2020/21 Projects: \$ 6,068,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2020/21</u>					
2021-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	\$ 2,081,000	\$ 2,081,000	1
2021-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	352,000	352,000	2
2021-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	2,603,000	2,603,000	3
2021-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	1,032,000	1,032,000	5
		TOTAL	\$ 6,068,000	\$ 6,068,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

RIVERSIDE COUNTY
WESTERN

FY 2021/22

Agency: RIVERSIDE COUNTY-WESTERN
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2021/22 Measure A Allocation: \$ 6,220,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 6,220,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2021/22</u>					
2022-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	\$ 2,133,000	\$ 2,133,000	1
2022-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	361,000	361,000	2
2022-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	2,668,000	2,668,000	3
2022-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	1,058,000	1,058,000	5
		TOTAL	\$ 6,220,000	\$ 6,220,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

RIVERSIDE COUNTY
WESTERN

FY 2022/23

Agency: RIVERSIDE COUNTY-WESTERN
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2022/23 Measure A Allocation: \$ 6,376,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 6,376,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2022/23</u>					
2023-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	\$ 2,187,000	\$ 2,187,000	1
2023-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	370,000	370,000	2
2023-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	2,735,000	2,735,000	3
2023-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	1,084,000	1,084,000	5
		TOTAL	\$ 6,376,000	\$ 6,376,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

RIVERSIDE COUNTY
WESTERN

FY 2023/24

Agency: RIVERSIDE COUNTY-WESTERN
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2023/24 Measure A Allocation: \$ 6,535,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 6,535,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2023/24</u>					
2024-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	\$ 2,242,000	\$ 2,242,000	1
2024-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	379,000	379,000	2
2024-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	2,803,000	2,803,000	3
2024-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	1,111,000	1,111,000	5
		TOTAL	\$ 6,535,000	\$ 6,535,000	



MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2018/19

Agency: RIVERSIDE COUNTY-WESTERN
Prepared by: Andrew Martin
Phone #: 951-955-6841
Date: 5/6/2019

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2019)	Estimated/ Actual Completion	Status	Supv. Dist.
<u>2018/19</u>							
2019-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY18/19 (Districtwide)	Slurry seal	\$ 3,048,000	\$ 2,121,000	9/30/2019	Under construction	1
2019-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY18/19 (Districtwide)	Slurry seal	1,352,000	929,000	9/30/2019	Under construction	2
2019-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY18/19 (Districtwide)	Slurry seal	1,872,000	1,306,000	9/30/2019	Under construction	3
2019-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY18/19 (Districtwide)	Slurry seal	429,000	297,000	10/31/2019	Under construction	5
2019-05	I-10 BYPASS: Hargrave St -- Apache Trl	Construct road	107,044,000	100,000	10/31/2024	Ongoing	5
		TOTAL	\$ 113,745,000	\$ 4,753,000			

AGENDA ITEM 11

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 24, 2019
TO:	Budget and Implementation Committee
FROM:	Monica Morales, Management Analyst
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Riverside County Transit Services Funding Allocations for Fiscal Year 2019/20

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Conduct a public hearing at the July Commission meeting on the proposed Federal Transit Administration (FTA) Section 5307 Program of Projects (POP);
- 2) Approve Fiscal Year 2019/20 Transit Operator Funding Allocations for the cities of Banning, Beaumont, Corona and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission's Rail Program;
- 3) Direct staff to add the federally funded and regionally significant projects into the Federal Transportation Improvement Program (FTIP);
- 4) Adopt Resolution No. 19-014, *"Resolution of the Riverside County Transportation Commission to Allocate Local Transit Assistance Funds and State Transit Assistance Funds;"*
- 5) Approve the FY 2019/20 FTA Sections 5307 and 5311 POP for Riverside County (County); and
- 6) Forward to the Commission for final action.

BACKGROUND INFORMATION:

At its June 12 meeting, the Commission approved the FY 2019/20 – 2021/22 Short Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; the Commission's Commuter Rail Program; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); and SunLine Transit Agency (SunLine). The core components of each agency's SRTP includes the operating and capital plans and project justifications that are utilized as the basis for receiving transit funding. The SRTPs also document each operator's system and route performance data, which provide the basis for the Commission's oversight activities to ensure compliance with the Transportation Development Act (TDA), federal regulations, state law, and Commission-adopted policies and guidelines.

Short Range Transit Plan Financial Overview

Approximately \$250.1 million in total funding is required to support the FY 2019/20 operating and capital requests for the provision of transit services in Riverside County. To implement the SRTPs for FY 2019/20, the programming plan is to utilize available funding of approximately \$179.5 million for operating and \$70.6 million for capital purposes. Table 1 below provides an overview of the total operating and capital costs by apportionment area.

Table 1: FY 2019/20 Operating and Capital						
Expense Type	Western Riverside		Coachella Valley		Palo Verde Valley	Total
	Bus	Rail	Bus	Rail		
Operating	\$ 104,954,044	\$ 32,168,000	\$ 40,840,150	\$ -	\$ 1,526,160	\$ 179,488,354
Capital	45,994,921	2,508,361	12,711,407	9,138,241	273,758	70,626,688
Total (Operating & Capital)*	\$ 150,948,965	\$ 34,676,361	\$ 53,551,557	\$ 9,138,241	\$ 1,799,918	\$ 250,115,042
* Exclusive of LA Metro, OCTA & SANBAG's share and passenger fare revenues for Commuter Rail expenses						

Total bus transit expenses for FY 2019/20 reflect a systemwide operating expense decrease of 9 percent and capital expenses increase of 22 percent compared to FY 2018/19 funding levels (Table 2). The decline in operating is attributable mainly to RTA's one-time payment of \$22.1 million to CalPERS for its net pension liability. Bus capital funds programmed in FY 2019/20 represent an increase of significant capital outlay for replacement vehicles, fuel station enhancements, and planned construction of new operations and maintenance facilities.

Rail operating costs programmed in FY 2019/20 show a decrease of 9 percent primarily due to a reduction of special projects such as rail and station studies, special train services, and marketing. Rail operating budget primarily consists of Metrolink operating costs, which for FY 2019/20 is about \$30.2 million, an increase of about 7 percent from FY 2018/19 mostly attributable to new weekend service and additional weekday trips. Rail capital funding increased by about \$10.9 million due to rehabilitation and maintenance required for state of good repair (SGR) and the implementation of a Special Events Platform in the city of Indio for the Coachella Valley festivals, which totals \$8.7 million.

Table 2: FY 2019/20 and FY 2018/19 OPERATING & CAPITAL COSTS BY MODE											
EXPENSE TYPE	Bus			Rail*			BUS & RAIL	% OP/CAP to Total	BUS & RAIL	% OP/CAP to Total	TOTAL BUS & RAIL % CHANGE
	FY 2019/20	FY 2018/19	% Change	FY 2019/20	FY 2018/19	% Change	FY 19/20		FY 18/19		
OPERATING	\$ 147,320,354	\$ 162,484,465	-9.3%	\$ 32,168,000	\$ 35,359,606	-9.0%	\$ 179,488,354	71.8%	\$ 197,844,071	80.1%	-9.28%
CAPITAL	58,980,086	48,552,702	21.5%	11,646,602	752,084	1448.6%	70,626,688	28.2%	49,304,786	19.9%	43.25%
TOTAL	\$ 206,300,440	\$ 211,037,167	-2.2%	\$ 43,814,602	\$ 36,111,690	21.3%	\$ 250,115,042	100.0%	\$ 247,148,857	100.0%	1.20%

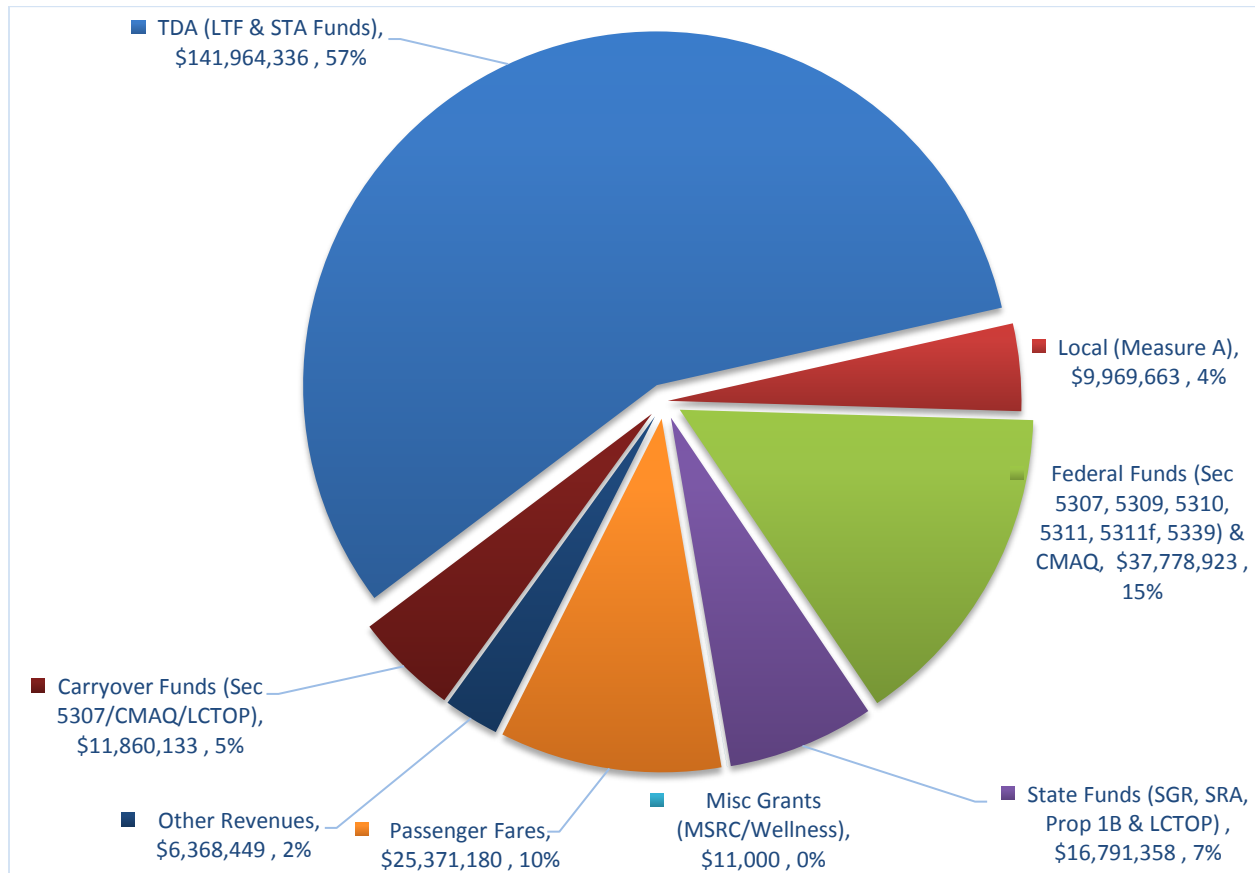
*Excludes Station Operations and Right-of-Way Maintenance, which is primarily funded by Measure A and is approved through the Commission's budget process.

Figure 1 below provides an overview of the operating and capital costs by funding source required to support the County's transit operations. State funds, primarily Local Transportation Funds (LTF) and State Transit Assistance (STA), make up the largest share of about \$159 million (63 percent) of revenues, followed by federal funds totaling about \$49.4 million (20 percent). Local revenues represent about \$41.7 million (17 percent).

Approximately \$206.5 million (83 percent) consists of federal, state, and local funds to be allocated through Commission action at this meeting. This also includes other discretionary grants such as Mobile Source Air Pollution Reduction Review Committee (MSRC) funds awarded to the cities. The remaining \$43.6 million (17 percent) of the \$250.1 million total operating and capital costs identified in the chart is funded by the following sources:

- \$25.4 million – Passenger fares (bus and rail);
- \$11.9 million – Carryover funds (Federal FTA Section 5307 and Congestion Mitigation and Air Quality (CMAQ) that were previously allocated by the Commission and state Low Carbon Transit Operations Program (LCTOP); and
- \$6.4 million – Miscellaneous other revenues such as but not limited to interest income, advertising fees, compressed natural gas sales, general fund contributions, low carbon fuel standard credits, and taxi voucher sales.

Figure 1: FY 2019/20 Public Transit Operating and Capital Funding Sources



Staff reviewed transit operators' funding requests for farebox ratio compliance and other eligibility requirements and recommends the approval of the FY 2019/20 funding allocations as summarized in Attachment 1 by transit operator and subsequent programming of federally-funded and regionally significant projects into the FTIP.

In accordance with TDA, allocations to claimants (transit operators) shall be made and take effect by resolution adopted by the regional transportation planning agency. As such, Resolution No. 19-014, "*Resolution of the Riverside County Transportation Commission to Allocate Local Transit Assistance Funds and State Transit Assistance Funds*" is required for adoption.

FTA Sections 5307 and 5311 POP

FTA Section 5307 is authorized each year via the federal transportation bill in urbanized areas of 50,000 or more. Funds are distributed to regions by urbanized area formula based upon population served and the amount of transit service provided. The Riverside/San Bernardino Urbanized Area (UZA) receives apportionments per a formula codified in Title 49 of the US Code

that includes a formulaic split for buses and fixed guideway. Riverside County consists of four UZAs, namely:

- Riverside/San Bernardino;
- Hemet/San Jacinto;
- Temecula/Murrieta; and
- Indio/Cathedral City/Palm Springs.

FTA requires that a public participation process is established for the approval of Section 5307 projects. The Commission develops and approves a POP for each UZA in coordination with the Southern California Association of Governments (SCAG). Transit operators may rely on SCAG's public participation process associated with the FTIP development to satisfy this requirement; however, the Commission also conducts a supplemental public hearing to seek public feedback.

If the draft POP is not amended through the public hearing process, the POP will be programmed into the FTIP, which is subsequently forwarded to SCAG for review and final approvals. Attachment 3 includes the proposed Section 5307 POP for Riverside County by UZA and shows a listing of requested funds by operators.

FTA Section 5311 transit funding provides formula funds to rural or non-urbanized areas in the state. The program is administered by Caltrans, and the majority of these funds are passed through the counties based on population formula. This year's program allocates a total of \$956,443 for Riverside County. Eligible activities include public transportation planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. Remaining funds are awarded in a statewide discretionary program Section 5311(f) for rural capital projects and intercity bus programs. The Commission is responsible for ensuring proposed projects selected are eligible and included in a POP, as listed in the table below, for submittal to Caltrans.

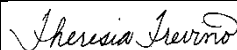
FY 2019/20 Section 5311 and 5311(f) Requested Funds

Agency	Section 5311	Section 5311(f)
RTA	\$ 478,221	
SunLine	286,933	\$ 186,051
PVVTA	191,289	
Total	\$ 956,443	\$ 186,051

Staff reviewed the requested funding requests and eligibility requirements and recommends approval of the Sections 5307 and 5311 POP for Riverside County.

Fiscal Impact

LTF, STA, SGR, and Measure A fund allocations, as well as Rail FTA, CMAQ, and State Rail Assistance, are included in the Commission's approved FY 2019/20 budget. The various other FTA, CMAQ, LCTOP, Proposition 1B, and MSRC funds, as well as passenger fares and other revenues, received directly by the transit operators are not included in the Commission's budget. Should any funding revenue projections change, or transit operators require additional funds, staff will return to the Commission with amendments as necessary.

Financial Information						
In Fiscal Year Budget:	Yes	Year:	FY 2019/20	Amount:	\$99,854,720 (LTF) \$34,651,535 (STA) \$9,969,663 (Measure A) \$3,673,608 (SGR)	
	N/A		FY 2020/21		\$7,458,081 (STA)	
Source of Funds:	TDA (LTF and STA); Measure A; and SGR			Budget Adjustment:	No N/A	
GLA No.:	LOCAL TRANSPORTATION FUND			STATE TRANSIT ASSISTANCE		
	<u>Western County Bus</u>			<u>Western County Bus</u>		
	002210 86101 601 62 86101	\$59,075,035		002201 86101 241 62 86101	\$2,880,000	
	<u>Western County Rail</u>			<u>002201 86102 241 62 86102</u>		
	002213 97001 601 62 97001	\$18,787,272		<u>Coachella Valley Bus</u>		
	<u>Coachella Valley Bus</u>			<u>002202 86102 241 62 86102</u>		
	002211 86101 601 62 86101	\$20,926,808		<u>Coachella Valley Rail</u>		
	<u>Palo Verde Valley</u>			<u>002202 97001 241 62 97001</u>		
	002212 86101 601 62 86101	\$1,065,605		<u>Palo Verde Valley</u>		
				<u>002203 86102 241 62 86102</u>		
	MEASURE A			STATE OF GOOD REPAIR		
	<u>Western County Consolidated Transportation</u>			<u>Western Riverside Bus</u>		
	<u>Service Agency Specialized Transit</u>			<u>002221 86102 242 62 86102</u>		
	270-26-86101	\$856,800		<u>Western Riverside Rail</u>		
	<u>Western County Operating</u>			<u>002224 86102 242 62 86102</u>		
	269-62-86101	\$2,406,500		<u>Coachella Valley Bus</u>		
	<u>Coachella Valley Specialized Transit</u>			<u>002222 86102 242 62 86102</u>		
	258-26-86101	\$6,706,363		<u>Palo Verde Valley</u>		
				<u>002223 86102 242 62 86102</u>		
Fiscal Procedures Approved:					Date:	06/17/2019

Attachments:

- 1) FY 2019/20 Transit Operator Allocations
- 2) Resolution 19-014, "Resolution of the Riverside County Transportation Commission to Allocate Local Transit Assistance Funds and State Transit Assistance Funds"
- 3) Section 5307 Program of Projects

Fiscal Year 2019/2020 Transit Operator Funding Sources*

	Banning	Beaumont	Corona	Riverside	WR Rail	RTA	SunLine	CV Rail	PVVTA	Fund Total
LTF ¹	\$ 1,743,957	\$ 2,735,230	\$ 1,661,806	\$ 3,912,200	\$ 18,787,272	\$ 49,021,842	\$ 20,926,808	\$ -	\$ 1,065,605	\$ 99,854,720
STA ¹	325,000	2,840,000	39,674	49,619	-	31,583,788	6,583,535	450,000	238,000	42,109,616
Measure A ¹	-	-	-	-	-	3,263,300	6,706,363	-	-	9,969,663
SGR ¹	37,740	-	98,198	96,914	819,100	1,855,495	730,403	-	35,758	3,673,608
LCTOP ²	53,765	146,842	-	-	1,496,728	1,659,331	1,287,665	-	50,011	4,694,342
SRA	-	-	-	-	-	-	-	5,942,510	-	5,942,510
Prop 1B	-	-	-	-	-	-	-	2,745,731	-	2,745,731
FTA 5307 ^{3, 4}	-	-	641,600	320,000	-	24,485,568	8,138,664	-	-	33,585,832
FTA 5309 ⁴	-	-	-	-	-	-	410,574	-	-	410,574
FTA 5310 ⁴	-	-	-	-	-	398,584	46,250	-	-	444,834
FTA 5311 & 5311(f) ⁴	-	-	-	-	-	478,221	472,984	-	191,289	1,142,494
FTA 5337 ⁴	-	-	-	-	1,689,261	-	-	-	-	1,689,261
FTA 5339 ³	-	-	145,326	198,477	-	6,127,614	593,070	-	-	7,064,487
CMAQ ⁴	-	-	-	-	3,000,000	1,000,000	1,036,741	-	-	5,036,741
AQMD/MSRC ⁵	-	-	11,000	-	-	-	-	-	-	11,000
Passenger Fares ⁶	204,000	281,000	290,750	475,500	8,884,000	12,345,996	2,799,649	-	90,285	25,371,180
Other ⁶	1,100	6,200	114,000	-	-	2,299,328	3,818,851	-	128,970	6,368,449
Grand Total	\$ 2,365,562	\$ 6,009,272	\$ 3,002,354	\$ 5,052,710	\$ 34,676,361	\$ 134,519,067	\$ 53,551,557	\$ 9,138,241	\$ 1,799,918	\$ 250,115,042

* Based on respective agencies' FY2019/20 SRTP Table 4: Summary of funds requested.

¹ Commission allocations based on FY19 projected fund balances and FY20 revenue projections.

² LCTOP funds were approved by the Commission and transit agencies in FY19 for programming in FY20.

³ FTA funding allocations based on estimates from prior year apportionments. Final FY20 amounts to be determined.

⁴ May include remaining funds from prior year approved grants.

⁵ Air Quality funds such as AQMD or MSRC are applied for directly by transit agencies and do not require allocation from the Commission.

⁶ Passenger fares and other revenues do not require Commission allocation. Other revenues include but are not limited to interest income, advertising fees, compressed natural gas sales, general fund contributions, low carbon fuel standard credits, and taxi voucher sales.

RESOLUTION NO. 19-014
A RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
TO ALLOCATE LOCAL TRANSPORTATION FUNDS AND STATE TRANSIT ASSISTANCE
FUNDS FOR THE FISCAL YEAR 2019/2020

WHEREAS, the Riverside County Transportation Commission is designated the regional entity responsible for the allocation of Local Transportation Funds and State Transit Assistance Funds within Riverside County; and

WHEREAS, the Riverside County Transportation Commission has examined the Short Range Transit Plans submitted by the public transit operators and Transportation Improvement Program; and

WHEREAS, all proposed expenditures in Riverside County are in conformity with the Regional Transportation Plan; and

WHEREAS, the level of passenger fares is sufficient for public transit operator claimants to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as applicable; and

WHEREAS, the public transit operator claimants are making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, the sum of the public transit operator claimant allocations from the Local Transportation Fund and State Transit Assistance Fund do not exceed the amount the public transit operator claimants are eligible to receive during the fiscal year; and

WHEREAS, priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area-wide public transportation needs; and

WHEREAS, the public transit operators have made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244; and

WHEREAS, the public transit operator claimants are not precluded by any contract entered into on or after June 28, 1979, from employing part-time drivers or contracting with common carriers or persons operating under a franchise or license; and

WHEREAS, public transit operators are in full compliance with Section 18081.1 of the Vehicle Code, as required in Public Utilities Code Section 99251.

NOW, THEREFORE BE IT RESOLVED by the Riverside County Transportation Commission to allocate Local Transportation Funds and State Transit Assistance Funds for FY 2019/20 as detailed in Attachment 1.

This resolution shall take effect immediately upon its passage.

APPROVED AND ADOPTED this 10th day of July, 2019.

Chuck Washington, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
PROGRAM OF PROJECTS
FTA SECTION 5307
FY 2019/20

URBANIZED AREA: RIVERSIDE/SAN BERNARDINO

Total Apportionment (FY19/20 Estimate based on FY18/19 full year apportionment updated March 2019)

	<u>Bus</u>	<u>Rail</u>	<u>Total</u>
Apportionment	\$ 12,886,011	\$ 6,655,906	\$ 19,541,917
Lapsing Funds (per FTA)	-	-	-
Carryover (Estimate)	<u>1,061,951</u>	<u>11,996,859</u>	<u>13,058,810</u>
Total Funds Available	13,947,962	18,652,765	32,600,727
Less Current Requests	<u>13,503,177</u>	-	<u>13,503,177</u>
Balance (Projected)	\$444,785	\$18,652,765	\$19,097,550
<u>Sub Area Allocation</u>			
Corona, City of	\$ 641,600		
Riverside, City of	320,000		
Riverside Transit Agency*	<u>12,541,577</u>		
TOTAL	\$ 13,503,177		

<u>NUMBER</u>	<u>PROGRAM OF PROJECTS</u>	<u>TOTAL AMOUNT</u>	<u>FEDERAL SHARE</u>	<u>PROJECT TYPE</u>	<u>DESIGNATED RECIPIENT</u>
<u>Corona, City of</u>					
1)	Capital Cost of Operating Fixed Route & Dial-a-ride	\$ 742,000	\$ 593,600	Operating	SCAG
2)	Comprehensive Operational Analysis	<u>\$ 48,000</u>	<u>\$ 48,000</u>	Operating	SCAG
	TOTAL: City of Corona	\$ 790,000	\$ 641,600		
<u>Riverside, City of</u>					
4)	Capitalized Preventive Maintenance	<u>\$ 400,000</u>	<u>\$ 320,000</u>	Operating	SCAG
	TOTAL: City of Riverside	\$ 400,000	\$ 320,000		
<u>Riverside Transit Agency</u>					
5)	Capitalized preventative Maintenance	8,750,000	3,872,222	Operating	SCAG
6)	Capital Cost of Contracting	8,750,000	3,172,222	Operating	SCAG
7)	ADA Complementary Paratransit Service	2,175,000	870,000	Operating	SCAG
8)	H-D CNG Bus Replacement (35)	27,019,076	800,000	Capital	SCAG
9)	COFR Bus Replacement (41)	8,998,043	2,972,884	Capital	SCAG
10)	Non-Revenue Vehicles (18) Support Vehicles	473,400	378,720	Capital	SCAG
11)	Associated Transit Improvements	200,000	160,000	Capital	SCAG
12)	Capitalized Tire Lease	394,411	315,529	Capital	SCAG
13)					
	TOTAL: Riverside Transit Agency	\$ 56,759,930	\$ 12,541,577		
	GRAND TOTAL	\$ 57,949,930	\$ 13,503,177		

*RTA Table 4 reflects a total of \$13.8 million to account for additional carryover. Carryover fund balance and apportionment estimates subject to change. Final POP will be published in approved SCAG FTIP.

Updated: 6/13/2019
Approved:

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
PROGRAM OF PROJECTS
FTA SECTION 5307
FY 2019/20

URBANIZED AREA: HEMET/SAN JACINTO
RECIPIENT: RIVERSIDE TRANSIT AGENCY

Total Apportionment (FY19/20 Estimate based on FY18/19 full year apportionment updated March 2019)

	<u>Bus</u>
Apportionment	\$ 3,395,918
Carryover (estimate)	185,809
Transfer of Funds (CMAQ)	-
Total Funds Available	3,581,727
Less Current Requests*	3,474,076
Balance (Projected)	\$107,651

<u>NUMBER</u>	<u>PROGRAM OF PROJECTS</u>	<u>TOTAL AMOUNT</u>	<u>FEDERAL SHARE</u>	<u>PROJECT TYPE</u>	<u>DESIGNATED RECIPIENT</u>
1)	Operating Assistance	\$ 45,457,481	\$ 2,104,076	Operating	Caltrans
2)	Capital Cost of Contracting	8,750,000	600,000	Capital	Caltrans
3)	COFR Bus Replacement (41)	8,998,043	770,000	Capital	Caltrans
4)				Capital	Caltrans
TOTAL:		\$ 63,205,524	\$ 3,474,076		

*RTA Table 4 reflects a total of \$4.6 million to account for additional carryover. Carryover fund balance and apportionment estimates subject to change. Final POP will be published in approved SCAG FTIP.

Updated: 6/13/2019

Approved:

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
PROGRAM OF PROJECTS
FTA SECTION 5307
FY 2019/20

URBANIZED AREA: INDIO/CATHEDRAL CITY/PALM SPRINGS
RECIPIENT: SUNLINE TRANSIT AGENCY

Total Apportionment (FY19/20 Estimate based on FY18/19 full year apportionment updated March 2019)

	<u>Bus</u>
Apportionment	\$ 4,935,745
Carryover (Estimate)	982,704
Transfer of Funds (CMAQ)	-
Total Funds Available	5,918,449
Less Current Requests	5,696,550
Balance (Projected)	\$ 221,899

<u>NUMBER</u>	<u>PROGRAM OF PROJECTS</u>	<u>TOTAL AMOUNT</u>	<u>FEDERAL SHARE</u>	<u>PROJECT TYPE</u>	<u>DESIGNATED RECIPIENT</u>
1)	Operating Assistance	\$ 38,145,505	\$ 3,630,155	Operating	SCAG
2)	Replacement Fixed Route Buses (3)	4,032,000	2,066,395	Capital	SCAG
TOTAL:		\$ 42,177,505	\$ 5,696,550		

Updated: 6/13/2019
Approved:

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
PROGRAM OF PROJECTS
FTA SECTION 5307
FY 2019/20

URBANIZED AREA: TEMECULA/MURRIETA
RECIPIENT: RIVERSIDE TRANSIT AGENCY

Total Apportionment (FY19/20 Estimate based on FY18/19 full year apportionment updated March 2019)

	<u>Bus</u>
Apportionment	\$ 4,940,295
Lapsing Funds (per FTA)	-
Carryover (Estimate)	928,663
Transfer of Funds (CMAQ)	-
Total Funds Available	5,868,958
Less Current Requests*	5,041,338
Balance (Projected)	\$827,620

<u>NUMBER</u>	<u>PROGRAM OF PROJECTS</u>	<u>TOTAL</u> <u>AMOUNT</u>	<u>FEDERAL</u> <u>SHARE</u>	<u>PROJECT</u> <u>TYPE</u>	<u>DESIGNATED</u> <u>RECIPIENT</u>
1)	Capitalized Preventive Maintenance	\$ 8,750,000	\$ 2,035,669	Operating	SCAG
2)	Capital Cost of Contracting	8,750,000	2,135,669	Operating	SCAG
3)	ADA Complementary Paratransit Service	2,175,000	870,000	Operating	SCAG
TOTAL:		\$ 19,675,000	\$ 5,041,338		

*RTA Table 4 reflects a total of \$6 million to account for additional carryover. Carryover fund balance and apportionment estimates subject to change. Final POP will be published in approved SCAG FTIP.

Updated: 6/13/2019
Approved:

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
PROGRAM OF PROJECTS
FTA SECTION 5307
FY 2019/20

URBANIZED AREA: LOS ANGELES-LONG BEACH-ANAHEIM
RECIPIENT: RCTC RAIL/RTA

Total Apportionment (FY19/20 Estimate based on FY18/19 full year apportionment updated March 2019)

	<u>Bus/Rail</u>
Apportionment	\$ 42,711
Carryover	193,937
Transfer of Funds (CMAQ)	-
Total Funds Available	236,648
Less Current Requests	1,393
Balance (Projected)	\$ 235,255

<u>NUMBER</u>	<u>PROGRAM OF PROJECTS</u>	<u>TOTAL AMOUNT</u>	<u>FEDERAL SHARE</u>	<u>PROJECT TYPE</u>	<u>DESIGNATED RECIPIENT</u>
1)	FY 2019/20 Operating - General	\$ 46,315,272	\$ 1,393	Operating	SCAG
TOTAL:		\$ 46,315,272	\$ 1,393		

*RTA Table 4 reflects a total of \$13.8 million to account for additional carryover. Carryover fund balance and apportionment estimates subject to change. Final POP will be published in approved SCAG FTIP.

Updated: 6/13/2019

Approved:

AGENDA ITEM 12

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 24, 2019
TO:	Budget and Implementation Committee
FROM:	Ariel Tapia Alcon, Management Analyst Alfredo Machuca, Management Analyst Intern
THROUGH:	Lorelle Moe Luna, Multimodal Services Director
SUBJECT:	2019 Title VI Program Report Update, including Public Participation Plan and Language Assistance Plan

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Approve the 2019 Title VI Program Report, including the Public Participation Plan and Language Assistance Plan in compliance with Federal Transit Administration (FTA) requirements; and
- 2) Forward to the Commission for final action.

BACKGROUND INFORMATION:

Title VI of the Civil Rights Act of 1964 and amendments protects persons in the United States from being excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance.

The Commission's commitment to ensuring that its services are delivered and implemented in accordance with Title VI is described in the Non-Discrimination notice and procedures that were adopted by the Commission on October 10, 2012. The existing practices conform to Caltrans' requirements for implementing Title VI and the Americans with Disabilities Act (ADA) regulations. However, as a recipient of FTA funds, requirements for implementing Title VI are more extensive and include the adoption of a Title VI Program under the guidelines set forth in FTA Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*.

The Commission is unique in that it is a recipient of FTA funds (through the Rail Program); however, it is not a transit operator or a Metropolitan Planning Organization (MPO). Nevertheless, since FTA funds were utilized for the development of various RCTC-owned Metrolink stations, the FTA Title VI requirements and guidelines apply. The institution-wide application of Title VI has been emphasized at recent FTA workshops since the Circular was revised in 2016 with the assertion that, *"Title VI covers all of the operations of covered entities*

without regard to whether specific portions of the covered program or activity are federally funded...Recipients are responsible for ensuring that all of their activities are in compliance with Title VI. In other words, a recipient may engage in activities not described in the Circular, such as ridesharing program, roadway incident response program, or other programs not funded by FTA, and those programs must also be administered in a nondiscriminatory manner.” (p. II-1)

The Circular has general requirements and guidelines for all recipients and additional requirements for fixed route transit providers, states, and MPOs. As the regional transportation planning agency and county transportation commission, only the general requirements and guidelines, as listed below, are applicable to the Commission.

- 1) **Title VI Notice to the Public** – A notice shall be posted in public locations and website, including language that the recipient complies with Title VI and instructions on how to file a Title VI complaint to the Commission and directly to the FTA.
- 2) **Title VI Complaint Procedures and Complaint Form** – Procedures on filing a complaint shall be developed for investigating and tracking Title VI complaints. A complaint form must also include the necessary information and questions to conduct an investigation.
- 3) **List of transit-related Title VI investigations, complaints, or lawsuits** – FTA requires that files of investigations, complaints, or lawsuits that pertain to allegations of discrimination on the basis of race, color, or national origin in transit-related activities and programs be maintained for three years and a list of cases be held for five years.
- 4) **Public Participation Plan** – An established process or plan shall promote inclusive public participation and describe the proactive strategies, procedures, and desired outcomes of a recipient’s public participation activities.
- 5) **Language Assistance Plan** – Recipients are required to take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of its programs or activities for persons who are limited-English proficient.
- 6) **A table depicting the membership on non-elected committees and councils, broken down by race** – This pertains to transit-related, non-elected planning boards, advisory councils or committees.
- 7) **Monitoring procedures for subrecipients** – The Commission had two subrecipients during this reporting period, Metrolink and Riverside Transit Agency. Since both subrecipients are also direct recipients of FTA funds and submit a Title VI report directly, the Commission is not required to monitor their Title VI procedures.
- 8) **Title VI equity analysis for the site and location of facilities** – “Facilities” included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc. Recipients are required to complete an equity analysis, including the impacts of various siting alternatives, during the planning stage with regard to where a project is located or sited to ensure that the location is selected without regard to race, color, or national origin.
- 9) **Documentation that the governing board has reviewed and approved the Title VI Program** – A copy of meeting minutes or a resolution must be submitted with the Title VI Program Report.

The Title VI Program was last updated in 2016 and is required to be updated every three years, or as necessary, when guidelines are revised or as compliance reviews require. FTA requires a review and update of the Title VI Program Report at least triennially.

Upon approval of the Title VI Program, staff will submit the report to FTA via the Transit Award Management System. Concurrence and approval of the report by the FTA Regional Civil Rights Office is anticipated within 30 days.

There is no financial impact to the Commission budget with the adoption of this program.

Attachment: Title VI Program Report

TITLE VI PROGRAM REPORT

JUNE 2019



**4080 Lemon Street, Third Floor
Riverside, CA 92501**

If information is needed in another language, please contact (951) 787-7141 for free translation services.
Si se necesita este documento en Español, llame al 951-787-7141 para servicios de traducción gratuitos.

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Appendices

- Appendix A: Title VI Policy, Procedures, and Complaint Form (English and Spanish)
- Appendix B: Public Participation Plan
- Appendix C: Language Assistance Plan
- Appendix D: Documentation of Governing Body Approval

Introduction and Purpose

Title VI of the Civil Rights Act of 1964 protects persons in the United States from being excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance.

The Riverside County Transportation Commission (RCTC or Commission) is committed to ensuring that its services are delivered and implemented in accordance with Title VI and other non-discriminatory regulations from the state and federal levels. As a state recipient, RCTC complies with the guidelines set forth by the State of California's (State) Department of Transportation (Caltrans). Caltrans requires local agencies to adopt a non-discriminatory notice, grievance procedures, complaint form, and a Coordinator of the program. These were approved by the Commission on October 10, 2012 for implementing Title VI and Title II of the Americans with Disabilities Act (ADA). RCTC is also a recipient under the federal Department of Transportation (DOT). Under the DOT, the Federal Transit Administration (FTA) requirements for implementing Title VI include the adoption of a Title VI Program report pursuant to FTA Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*.

The purpose of this report is to certify RCTC's compliance with FTA Circular 4702.1B every three years. As stated in Chapter II, page 1 of the Circular, RCTC will ensure that Title VI compliance is carried out in all of its programs and services, whether federally-funded or not, *"Title VI covers all of the operations of covered entities without regard to whether specific portions of the covered program or activity are federally funded... In other words, a recipient may engage in activities not described in the Circular, such as ridesharing program, roadway incident response program, or other programs not funded by FTA, and those programs must also be administered in a nondiscriminatory manner."*

The Circular has general requirements for all recipients and additional guidelines for Fixed Route Transit Providers, States, and Metropolitan Planning Organizations (MPOs). As the Regional Transportation Planning Agency (RTPA) and County Transportation Commission (CTC), the following general requirements and guidelines apply:

- 1) Title VI Notice to the Public
- 2) Title VI Complaint Procedures
- 3) Title VI Complaint Form
- 4) List of transit-related Title VI investigations, complaints, or lawsuits
- 5) Public Participation Plan
- 6) Language Assistance Plan

- 7) A table depicting the membership on non-elected committees broken down by race
- 8) Monitoring procedures for Subrecipients
- 9) Title VI equity analysis for the site and location of facilities
- 10) Documentation that the governing board has reviewed and approved the Title VI Program

The following sections of this report document how the Commission is in compliance with each requirement.

Background of RCTC

The Commission was established in 1976 by the State to oversee the funding and coordination of all public transportation services within Riverside County. The governing body consists of all five members of the County Board of Supervisors, one elected official from each of the County's 28 cities, and one non-voting member appointed by the Governor of California. As the designated RTPA and CTC, its responsibilities include setting policies, establishing priorities, coordinating activities among the County's various transit operators and local jurisdictions.

The public is most familiar with RCTC for its capital projects and motorist aid services. The various regional capital projects that RCTC is involved in throughout the County include the following:

- ✓ State Route 91 Corridor Improvement Project
- ✓ State Route 91 High Occupancy Vehicle Project
- ✓ Mid-County Parkway
- ✓ Realignment of State Route 79
- ✓ Expansion of Metrolink from Riverside to Perris
- ✓ State Route 60 Truck Climbing Lanes
- ✓ Interstate 15 Corridor Improvement Project
- ✓ State Route 91/71 Interchange Project
- ✓ Interstate 10/ State Route 60 Interchange

The Commission also provides motorist aid services designed to expedite traffic flow. These services include the Service Authority for Freeway Emergencies (SAFE), a program that provides call box service for motorists; the Freeway Service Patrol (FSP), a roving tow truck service that assist motorists with disabled vehicles on the main highways of the County during peak rush hour traffic periods; and Rideshare programs such as Inland Empire 511 (IE511), a traveler information system.

These programs and projects are funded with various local, state, and federal sources. Local funding sources consist of Measure A, the countywide sales tax; Debt proceeds, derived from issuing bonds; and Transportation Uniform Mitigation Fees (TUMF), derived from developer impact fees. State funding sources for projects are derived from the State Transportation Improvement Program (STIP). RCTC also receives apportionments of federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds from the Federal Highway Administration (FHWA); and FTA Sections 5307, 5309, 5337 formula funds. Additionally, the Commission was also awarded an FTA Small Starts grant for the Perris Valley Line. The Commission is unique in that it is not a transit provider like many other CTCs, however, does receive FTA formula funds (under the Rail Program) for transfer and expenditure for the Southern California Regional Rail Authority (SCRRA or Metrolink).

Regardless of funding source, RCTC is committed to ensuring that its projects and services are delivered and implemented in a non-discriminatory manner.

Title VI Notice to the Public

Recipients must notify beneficiaries of protections under Title VI by posting a notice in public locations that confirms that the recipient complies with Title VI and provides instructions on how to file a Title VI complaint to RCTC and directly to the FTA.

The following notice is available on RCTC's website, RCTC owned Metrolink stations, and at the front desk of RCTC's offices at 4080 Lemon Street, 3rd Floor, Riverside, CA 92501.

RCTC operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with RCTC.

For more information on RCTC's Title VI program, and the procedures to file a complaint, contact (951) 787-7141; email jstandiford@rctc.org; or visit our administrative office at 4080 Lemon Street, 3rd Floor, Riverside, CA 92501. For more information, you may also visit our website at www.rctc.org for additional information and to download a complaint form under "About Us".

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor – TCR, 1200 New Jersey Avenue., SE, Washington, DC 20590.

If information is needed in another language, contact (951) 787-7141.

The notice is considered a vital document and is available in Spanish, consistent with DOT limited-English proficient (LEP) guidance and RCTC's Language Assistance Plan (LAP). The Spanish translation is also posted where English versions are located. See Appendix A for a complete English and Spanish version the Commission's Title VI Policy, Procedures, and Complaint form.

Title VI Complaint Procedures and Complaint Form

Requirements stipulate that recipients develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public. Recipients must also develop a Title VI complaint form and make this form available. RCTC's Complaint Procedures and Complaint Form are provided in Appendix A.

Similar to the Non-Discrimination policy requirements of Caltrans, the Deputy Executive Director, John Standiford, has been identified as the Civil Rights Liaison and will be the primary contact for addressing Title VI complaints. The procedures explain that any person, or group of persons, who believes that they have been subjected to discrimination on the basis of race, color, or national origin may file a complaint to RCTC, or directly to FTA. RCTC will render a decision within 15 days upon follow-up with the complainant. The Circular also requires that the recipient explicitly state that a complainant has the opportunity to submit a complaint directly to FTA and must provide the contact information for submitting a complaint.

These documents are available on RCTC's website and at the front desk of RCTC's offices at 4080 Lemon Street, 3rd Floor, Riverside, CA 92501. In addition to the public notice, the complaint procedures and form are considered vital documents and as such are available in Spanish, consistent with the DOT LEP Guidance and RCTC's LAP.

List of Transit-Related Title VI Investigations, Complaints, or Lawsuits

FTA requires that files of investigations, complaints, or lawsuits that pertain to allegations of discrimination on the basis of race, color, or national origin in transit-related activities and programs be maintained for three years and a list of cases be held for five years.

RCTC has not received any transit-related Title VI complaints, nor has it been involved in any transit-related Title VI investigations or lawsuits.

Public Participation Plan

Recipients are required to promote inclusive public participation and seek out and consider the needs and input of the general public, including interested parties and those traditionally underserved by existing transportation systems, such as minority and LEP persons.

The Public Participation Plan is the established process or plan that describes the proactive strategies, procedures, and desired outcomes of a recipient's public participation activities. RCTC developed its Public Participation Plan by considering the demographic analysis of the population(s) affected, the type of plan, program, and/or service under consideration, and the resources available to the Commission.

The Public Participation Plan is provided as Appendix B.

Language Assistance Plan

Recipients are required to take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of its programs or activities for LEP populations. FTA Circular 4702.1B details the components of the Language Assistance Plan, including the Four Factor Analysis, which provides a careful analysis of LEP persons that the recipient may encounter to determine the specific language services that are appropriate to provide.

RCTC undertook the Four Factor Analysis and developed appropriate language assistance planning based on the results. The Commission then developed a Language Assistance Plan to assist it in effectively implementing the requirements and communicating with LEP individuals.

The Language Assistance Plan is provided as Appendix C.

Membership of Non-Elected Committees and Councils

Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, in which the membership is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees or councils. RCTC has one transit-related committee that is applicable to this requirement, the Citizens Advisory Committee/Social Services Transportation Advisory Committee (CAC/SSTAC). Section 99238 of the State Transportation Development Act (TDA) regulations requires the Commission to have a CAC/SSTAC as part of the oversight process in administering the TDA funds. The TDA allows stipulates the membership of this body:

- 1) One representative of a potential transit user 60 years of age and older;
- 2) One representative of a potential transit user who is disabled;
- 3) Two representatives of the social service providers for seniors;
- 4) Two representatives of the social service providers for the disabled, including one representative of a social service transportation provider, if one exists;
- 5) One representative of a social service provider for persons of limited means; and
- 6) Two representatives of a Consolidated Transportation Service Agency(s) designated as such pursuant to subdivision (a) of Section 15975 of the Government Code, including one representative from an operator, if one exists.

The CAC/SSTAC serves the Commission by participating in the transit needs hearing and reviewing the Short Range Transit Plans developed by public transit operators as part of the Commission's annual budget development process. Most importantly, the CAC/SSTAC provides a dialogue between citizen appointee representatives and the public transit and specialized transit programs of Riverside County around matters of mutual concern and provides the Commission with invaluable community feedback.

Appointments are for an initial three-year term and some are extended to ensure continuity of service for the CAC. The selection process of CAC members was broadly noticed in media, on the RCTC website, and in various outreach settings, including asking Commissioners for input and conducting individualized outreach to social service providers.

In 2019, Commission staff anticipates that the existing CAC/SSTAC bylaws will be revised to expand the committee membership to include more social service agencies and transit providers to develop a more robust network that is more representative of the various populations in the county.

Citizens Advisory Committee/Social Services Transportation Advisory Council					
Race	Caucasian	Latino	African American	Asian American	Native American
CAC/SSTAC	66.5%	33.5%	0%	0%	0%

Subrecipient Compliance

If a recipient is a primary recipient, which means any FTA recipient that extends federal financial assistance to a subrecipient, then it is required to ensure that subrecipients are complying with Title VI, including the submittal of a subrecipient's Title VI documents.

In the last three years, RCTC had two subrecipients: the Southern California Regional Rail Authority (SCRRRA), better known as Metrolink, and the Riverside Transit Agency. Both agencies are also direct recipients of FTA funds and submit a Title VI report directly. Per FTA Circular 4702.1B, Chapter III, page 11: *"When a subrecipient is also a direct recipient of FTA funds, that is, applies for funds directly from FTA in addition to receiving funds from a primary recipient, the subrecipient/direct recipient reports directly to FTA and the primary recipient/designated recipient is not responsible for monitoring compliance of that subrecipient."*

Title VI Equity Analysis for Determining the Site or Location of Facilities

This requirement stipulates that recipients should complete a Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. The equity analysis must include:

- Outreach to persons potentially impacted by the siting of facilities.
- Comparison of the equity impacts of various siting alternatives, and the analysis must occur before the selection of the preferred site.

The purpose of completing a Title VI analysis during the project development stage is to determine if a project will have disparate impacts on the basis of race, color, or national origin. If such impacts exist then the project may move forward with the proposed location if there is substantial legitimate justification for locating the project there, and there are no alternative locations that would have a less adverse impact on members of a group protected under Title VI.

For purposes of this requirement, the Circular states that “facilities” does not include bus shelters, as they are transit amenities and are covered under the additional requirements for fixed route transit operators, nor does it include transit stations, power substations, etc., as those are evaluated during project development and the National Environmental Policy Act (NEPA) process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc.

There have not been any projects in the last three years requiring an equity analysis.

Approval of the Title VI Program

All recipients are required to provide documentation such as meeting minutes, resolution, or other appropriate documentation showing that the governing body reviewed and approved the Title VI Program prior to submission to FTA.

RCTC’s Title VI Program was reviewed and approved by the Budget and Implementation Committee on June 24, 2019 and forwarded to the full Commission for approval on July 10, 2019. Appendix D includes a copy of the meeting agenda and staff report.

TITLE VI NOTICE, COMPLAINT PROCEDURES, AND COMPLAINT FORM REVISED JUNE 2019

In accordance with the requirements of Title VI of the Civil Rights Act of 1964 and the Federal Transit Administration (FTA) Circular 4702.1B, the Riverside County Transportation Commission (Commission or RCTC) is required to notify beneficiaries of protection under Title VI, develop complaint procedures, and develop a complaint form.

These documents are considered vital and are translated into languages other than English, as needed and consistent with the Department of Transportation's (DOT) Limited English Proficiency (LEP) Guidance and the Commission's Language Assistance Plan (LAP).

I. POLICY AND NOTICE TO THE PUBLIC

The Commission does not discriminate or exclude individuals from its programs, services, or activities on the basis of race, color, or national origin.

The following notice shall be posted on the Commission's website, main reception area, and relevant publication materials:

RCTC operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with RCTC.

For more information on RCTC's Title VI program, and the procedures to file a complaint, contact (951) 787-7141; email jstandiford@rctc.org; or visit our administrative office at 4080 Lemon Street, 3rd Floor, Riverside, CA 92501. For more information, you may also visit our website at www.rctc.org for additional information and to download a complaint form under "About Us".

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor – TCR, 1200 New Jersey Avenue., SE, Washington, DC 20590.

If information is needed in another language, contact (951) 787-7141.

Si se necesita la información en otro idioma, llame al (951) 787-7141.

II. PROCEDURES FOR FILING, INVESTIGATING, AND TRACKING COMPLAINTS

Any person, group of individuals, or entity that believes it has been subjected to discrimination on the basis of race, color, or national origin by the Commission may file a complaint directly or through a representative with the Commission or the DOT FTA.

Submission of Complaint to RCTC

To file a complaint with RCTC, the complainant may contact the main reception at (951) 787-7141 to request a copy of the complaint form and procedures, or visit the website at www.rctc.org to download the complaint form and procedures.

When possible, the complainant should complete the complaint form, or in writing provide information about the alleged discrimination containing the following:

- Name of Complainant;
- Address of Complainant;
- Phone number of Complainant;
- Date of incident;
- Location of incident; and
- Description of incident

In cases where the complainant is unable or incapable of providing a written statement, the complainant may be interviewed or the complaint form may also be provided in alternative means such as audio or Braille. The complaint should be submitted as soon as possible but no later than 180 calendar days after the alleged violation to the Deputy Executive Director by email at jstandiford@rctc.org, postal mail, or in person at the following:

Riverside County Transportation Commission
John Standiford, Deputy Executive Director
4080 Lemon Street, Third Floor
P. O. Box 12008
Riverside, CA 92502-2208

If the information provided is insufficient to conduct an investigation or render a decision, RCTC may request additional information from the complainant. Failure of the complainant to submit additional information within the designated time frame may be considered good cause to administratively close the case on the basis of lack of investigative merit.

Within 15 calendar days after receipt of the complaint, RCTC's Deputy Executive Director, or designee, will request a meeting to discuss the alleged incident with the complainant. Within 15 calendar days of the discussion, RCTC will respond in writing, and where appropriate, in a format accessible to the complainant. The response will explain the position of RCTC and offer options for resolution of the complaint.

If the complainant is not satisfied with the decision of the Deputy Executive Director, or designee, an appeal may be filed within 15 calendar days after receipt of the response, to RCTC's Executive Director.

Within 15 calendar days after receipt of the appeal, the Executive Director, or designee, will request a meeting to discuss the alleged incident with the complainant. Within 15 calendar days after the meeting, the Executive Director or designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final decision of the complaint.

Submission of Complaint to FTA

The complainant has the right to submit a complaint directly to the FTA, however, is encouraged to initially file with RCTC. As described in FTA Circular 4702.1B, Chapter IX, to file with the FTA, the complaint must be submitted no later than 180 days after the date of alleged discrimination at the address below, unless the time for filing is extended by FTA.

Federal Transit Administration, Office of Civil
Rights
Title VI Program Coordinator
East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, DC 20590

Once a complaint has been accepted by FTA for investigation, FTA will notify RCTC that it is the subject of a Title VI complaint and ask RCTC to respond in writing to the complainant's allegations. If the complainant agrees to release the complaint to RCTC, FTA will provide RCTC with the complaint, which may have personal information redacted at the request of the complainant. If the complainant does not agree to release the complaint to RCTC, FTA may choose to close the complaint.

FTA will make a prompt investigation whenever a compliance review, report, complaint, or any other information indicates a possible failure to comply with DOT's Title VI regulations. The investigation will include, where

appropriate, a review of the pertinent practices and policies of RCTC, the circumstances under which the possible noncompliance with DOT's Title VI regulations occurred, and other factors relevant to a determination as to whether the recipient has failed to comply with DOT's Title VI regulations.

After FTA has concluded the investigation, FTA's Office of Civil Rights will transmit to the complainant and RCTC one of the following letters based on its findings:

- a. A letter of finding indicating FTA did not find a violation of DOT's Title VI regulations. This letter will include an explanation of why FTA did not find a violation. If applicable, the letter may include a list of procedural violations or concerns, which will put RCTC on notice that certain practices are questionable and that without corrective steps, a future violation finding is possible.
- b. A letter of finding indicating RCTC is in violation of DOT's Title VI regulations. The letter will include each violation referenced to the applicable regulation, a brief description of proposed remedies, notice of the time limit on coming into compliance, the consequences of failure to achieve voluntary compliance, and an offer of assistance to RCTC in devising a remedial plan for compliance, if appropriate.

FTA will administratively close Title VI complaints before a resolution is reached where (1) the complainant decides to withdraw the case; (2) the complainant is not responsive to FTA's requests for information or to sign a consent release form; (3) FTA has conducted or plans to conduct a related compliance review of the agency against which the complaint is lodged; (4) litigation has been filed raising similar allegations involved in the complaint; (5) the complaint was not filed within 180 days of the alleged discrimination; (6) the complaint does not indicate a possible violation of 49 CFR part 21; (7) the complaint is so weak, insubstantial, or lacking in detail that FTA determines it is without merit, or so replete with incoherent or unreadable statements that it, as a whole, cannot be considered to be grounded in fact; (8) the complaint has been investigated by another agency and the resolution of the complaint meets DOT regulatory standards; (9) the complaint allegations are foreclosed by previous decisions of the Federal courts, the Secretary, DOT policy determinations, or the U.S. DOT's Office of Civil Rights; (10) FTA obtains credible information that the allegations raised by the complaint have been resolved; (11) the complaint is a continuation of a pattern of previously filed complaints involving the same or similar allegations against the same recipient or other recipients that have been found factually or legally insubstantial by FTA; (12) the same complaint allegations have been filed with another Federal, state, or local agency, and FTA anticipates that the recipient will provide the complainant with a comparable resolution process under comparable legal standards; or

(13) the death of the complainant or injured party makes it impossible to investigate the allegations fully.

Tracking of Complaints

As required by FTA, all written complaints received by RCTC's Deputy Executive Director, or designee, appeals to the Executive Director, or designee, and responses from these two offices will be retained by RCTC for three years. In addition, a summary list of complaints will be tracked for five years as required.

III. COMPLAINT FORM See Attachment A.

If information is needed in another language, contact (951) 787-7141.

Si se necesita la información en otro idioma, llame al (951) 787-7141.



ATTACHMENT A: TITLE VI DISCRIMINATION COMPLAINT FORM

The Riverside County Transportation Commission (RCTC) is committed to ensuring that no person is excluded from participating in or denied the benefits of its services on the basis of race, color, or national origin as provided by Title VI of the Civil Rights Act of 1964, as amended. Complaints must be filed within 180 days from the date of the alleged discrimination. The following information is necessary to assist RCTC in processing your complaint. If you require any assistance in completing this form, please contact the Civil Rights Officer, John Standiford, by calling (951) 787-7141.

When completed, submit the original signed form or letter in person or by mail to:

**John Standiford, Deputy Executive Director
Riverside County Transportation Commission
4080 Lemon Street, Third Floor
P. O. Box 12008
Riverside, CA 92502-2208**

**FOR QUESTIONS OR ASSISTANCE IN
OTHER ACCESSIBLE FORMATS SUCH AS
LARGE PRINT, TDD, AUDIO, OR OTHER
PLEASE CALL: (951) 787-7141.
USERS WITH HEARING OR SPEECH
IMPAIRMENTS, USE THE CALIFORNIA
RELAY SERVICE, 711, AND THEN THE
NUMBER YOU NEED**

1. Contact Information:

Complainant's Name: _____
Address: _____
City, State and Zip Code: _____
Telephone: _____ (home/work) _____ (cell)

What are the most convenient days and times for RCTC to contact you about this complaint?

2. Are you filing this complaint on your own behalf? Yes: ☐ No: ☐

If you answered yes, please go to question #3.

If you answered no, please explain why you have filed for a third party:

If you answered no, please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party. Yes: ☐ No: ☐

3. Basis of discriminatory action(s):

Check (☐) all categories below that apply to the act(s) of discrimination.

a.		Race
b.		Color
c.		National Origin

4. Date and place of alleged discriminatory action(s):

Include the earliest date of discrimination and the most recent date of discrimination:

Date: _____ Location: _____

Date: _____ Location: _____

5. How were you discriminated against?

Describe the nature of the action, decision, or conditions of the alleged discrimination. Explain as clearly as possible what happened and why you believe your protected status was a factor in the discrimination. Include how other persons were treated differently from you. (Attach additional page(s) if necessary).



6. Names of individuals responsible for the discriminatory action(s):

7. **Names of individuals (witnesses, fellow employees, supervisors, or others) whom we may contact for additional information to support or clarify your complains:**

Name

Address

Telephone No.

8. **Has this complaint been filed with any other Federal, State, or local investigative agency?**

No ☐ **Yes** ☐ **If "yes," please provide the following information:**

Agency:

Contact Person:

Address:

Telephone No.:

Date Filed:

9. **Please provide any additional information that you believe would assist in the investigation:**

You may attach any written materials or other information that you think is relevant to your complaint.

Please sign and date this form:

Signature of Complainant

Date

Si se necesita la información en otro idioma, llame al (951) 787- 7141.

AVISO, PROCEDIMIENTO DE QUEJAS Y FORMATO DE QUEJA DE TÍTULO VI ACTUALIZADO JUNIO 2019

De conformidad con los requisitos del Título VI del Decreto de Derechos Civiles de 1964 y la Circular 4702.1B de la Administración Federal de Tránsito (FTA, en inglés), la Comisión de Transporte del Condado de Riverside (Comisión o RCTC, por sus siglas en inglés) está obligada a notificar a los beneficiarios de las protecciones bajo el Título VI, desarrollar procedimientos de queja y desarrollar un formato de queja.

Estos documentos se consideran vitales y se traducen a otros idiomas diferentes al inglés, según se considere necesario y de forma consistente con la Orientación para el Dominio Limitado del Inglés (LEP, en inglés) del Departamento de Transporte (DOT, en inglés) y el Plan de Asistencia de Lenguaje de la Comisión (LAP, en inglés).

I. POLÍTICAS Y AVISO AL PÚBLICO

Es política de la Comisión de no discrimina o excluye a personas sobre la base de raza, color, u origen nacional en la admisión a sus programas, servicios o actividades, en el acceso a ellas, en el tratamiento o en cualquier aspecto de las operaciones.

El siguiente aviso debe colocarse en el sitio web de la Comisión, en la zona de recepción principal y en los materiales impresos relevantes:

La RCTC opera sus programas y servicios sin tomar en cuenta el grupo étnico ni el origen nacional de conformidad con el Título VI del Decreto de Derechos Civiles. Cualquier persona que considere que ha sido objeto de cualquier práctica discriminatoria ilegal bajo el Título VI puede presentar una queja contra la RCTC.

Para mayor información sobre el programa de Título VI de la RCTC y los procedimientos para presentar una queja, comuníquese al (951)787-7141; envíe un correo electrónico a jstandiford@rctc.org; o visite nuestras oficinas administrativas ubicadas en 4080 Lemon Street, 3rd Floor, Riverside, CA 92501. También puede visitar nuestra página web en www.rctc.org para información adicional y para descargar el formulario de queja bajo el apartado "Acerca de nosotros" (About Us, en inglés).

También puede presentar una queja directamente con la Administración Federal de Transporte, por medio de la Oficina de Derechos Civiles, a la atención del Coordinador del Programa de Título VI, East Building, 5th Floor TCR, 1200 New Jersey Avenue, SE,

Washington, DC 20590.

*Si requiere información en otro idioma, favor de comunicarse al
(951)787- 7141.*

II. PROCEDIMIENTOS PARA PRESENTAR, INVESTIGAR Y HACER SEGUIMIENTO DE LAS QUEJAS

Cualquier persona, grupo de personas o entidad que considere haber sido sometido a discriminación por motivos de grupo étnico u origen nacional por parte de la Comisión, puede presentar una queja directamente o por medio de un representante ante la comisión o la FTA del DOT.

Presentación de una queja contra la RCTC

Para presentar una queja contra la RCTC, el reclamante puede ponerse en contacto con la recepción principal al (951)787-7141 para solicitar una copia del formulario de queja y sus procedimientos, o puede visitar la página web www.rctc.org para descargar el formulario de queja y sus procedimientos.

Siempre que sea posible, el reclamante debe completar el formulario, o proporcionar por escrito la información sobre la presunta discriminación, la cual debe incluir lo siguiente:

- Nombre del reclamante;
- Domicilio del reclamante;
- Número telefónico del reclamante;
- Fecha del incidente;
- Ubicación del incidente; y
- Descripción del incidente

En casos en los que el reclamante no pueda o sea incapaz de proporcionar una declaración por escrito, se puede entrevistar al reclamante o este puede presentar su declaración por un medio alternativo como audio o Braille. La queja debe presentarse ante el Subdirector Ejecutivo lo antes posible, pero no más de 180 días naturales después de la presunta infracción, por correo electrónico a jstandiford@rctc.org, por correo postal o en persona en el siguiente domicilio:

Riverside County Transportation Commission
John Standiford, Deputy Executive Director
4080 Lemon Street, Third Floor
P. O. Box 12008
Riverside, CA92502-2208

Si la información proporcionada es insuficiente para realizar una investigación o generar una decisión, la RCTC puede solicitar al reclamante información adicional. De no presentar el reclamante la información adicional dentro del plazo designado, se puede considerar que hay suficiente causa administrativa para cerrar el caso debido a la falta de mérito investigativo.

Dentro 15 días calendario después de haber recibido la queja, el Director Ejecutivo de la RCTC, o su representante, solicitarán una reunión para abordar el presunto incidente con el reclamante. Dentro 15 días calendario después de la reunión, la RCTC responderá por escrito, y en los casos en que sea apropiado, en un formato accesible al reclamante. La respuesta explicará la postura de la RCTC y ofrecerá opciones para la resolución de la queja.

Si el reclamante no está satisfecho con la decisión del Subdirector Ejecutivo, o su representante, se puede presentar una apelación ante el Director Ejecutivo de la RCTC dentro de los 15 días calendario después de haber recibido la respuesta.

Dentro 15 días calendario siguientes después de haber recibido la apelación, el Director Ejecutivo, o su representante, solicitarán una reunión para abordar el presunto incidente con el reclamante. Dentro 15 días calendario después de la reunión, el Director Ejecutivo responderá por escrito, y en los casos en que sea apropiado, en un formato accesible al reclamante, con la decisión final respecto a la queja.

Presentación de queja ante la FTA

El reclamante tiene el derecho de presentar una queja directamente ante la FTA, sin embargo, se le exhorta a que la presente inicialmente ante la RCTC. Tal como se describe en la circular 4702.1B, capítulo IX de la FTA, para presentar una queja el reclamante debe hacerlo no más de 180 días después de la presunta discriminación, en el domicilio a continuación, a menos que la FTA amplíe el plazo para presentarla.

Federal Transit Administration
Office of Civil Rights
Title VI Program Coordinator
East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, DC 20590

Una vez que la FTA acepte la queja para realizar una investigación, la FTA notificará a la RCTC que es sujeto de una queja de Título VI y le solicitará una respuesta por escrito respecto a la acusación del reclamante. Si el reclamante accede a que se divulgue su queja a la RCTC, la FTA se la proporcionará a la

RCTC, y dicha queja podría contener información personal oculta a petición del reclamante. Si el reclamante no está de acuerdo en divulgar la queja a la RCTC, la FTA puede elegir cerrar dicha queja.

La FTA realizará una investigación expedita siempre que un análisis del cumplimiento de las reglas, un informe, queja o cualquier otra información indiquen una posible falla en el cumplimiento de los reglamentos de Título VI del DOT. La investigación incluirá, en los casos apropiados, un análisis de las prácticas y políticas pertinentes de la RCTC; las circunstancias bajo las cuales ocurrió el posible incumplimiento con los reglamentos del Título VI del DOT y otros factores relevantes a la determinación de si el destinatario no cumplió con los reglamentos de Título VI del DOT.

Después de que la FTA concluya la investigación, la Oficina de Derechos Civiles de la FTA transmitirá al reclamante y a la RCTC una de las siguientes cartas de acuerdo con sus hallazgos:

- a. Una carta que indique que la FTA no encontró una violación de los reglamentos de Título VI del DOT. Esta carta incluirá una explicación de porqué la FTA no encontró una violación. En caso necesario, la carta podría incluir una lista de las violaciones a procedimientos o inquietudes, misma que pondrá a la RCTC sobre aviso de que ciertas prácticas son cuestionables y que de no haber pasos correctivos, es posible que en el futuro sí se detecte una violación.
- b. Una carta que indique que la RCTC ha violado los reglamentos del Título VI del DOT. La carta incluirá cada violación en referencia con los reglamentos aplicables, una breve descripción de remedios propuestos, un aviso sobre el plazo límite para darle cumplimiento, las consecuencias que tendría la falta de cumplimiento voluntario y una oferta de ayuda a la RCTC para la creación de un plan de solución para lograr el cumplimiento, en los casos apropiados.

La FTA cerrará administrativamente las quejas de Título VI antes de que se llegue a una resolución si (1) el reclamante decide retractar el caso; (2) el reclamante no responde cuando la FTA le solicite proporcionar información o firmar un formulario de consentimiento de divulgación de información; (3) la FTA ha realizado o planea realizar un análisis de cumplimiento de la agencia contra la cual se ha presentado una queja; (4) se ha iniciado un litigio con acusaciones similares a las que incluye la queja; (5) la queja no se presentó en un lapso de 180 días después de la presunta discriminación; (6) la queja no indica una posible violación del artículo 49 CFR parte 21; (7) la queja es deficiente, insustancial o carece de detalle a tal grado que la FTA determina que no tiene mérito o tiene enunciados tan incoherentes o ilegibles que no se puede considerar que está basada en hechos; (8) la queja ha sido investigada por otra agencia y la resolución de esta reúne los estándares regulatorios del DOT; (9) las acusaciones de la queja han sido adjudicadas por decisiones

previas de los tribunales federales, el Secretario, las determinaciones de las políticas del DOT o la Oficina de Derechos Civiles del DOT; (10) la FTA obtiene información creíble de que las acusaciones en la queja han sido resueltas; (11) la queja es la continuación de un patrón de quejas previamente presentadas, las cuales involucran acusaciones iguales o parecidas en contra del mismo reclamante u otros reclamantes y que la FTA ha considerado factual o legalmente insustanciales; (12) se han presentado las mismas acusaciones en la queja ante otra agencia federal, estatal o local y la FTA anticipa que el destinatario proporcionará al reclamante un proceso de resolución comparable bajo estándares legales comparables; o (13) el fallecimiento del reclamante o de la parte afectada hace que sea imposible investigar por completo las acusaciones.

Seguimiento de las quejas

Tal como lo requiere la FTA; todas las quejas por escrito que recibe el Subdirector Ejecutivo de la RCTC, o su representante, las apelaciones ante el Director Ejecutivo, o su representante, y las respuestas de estas dos oficinas se conservarán en la RCTC durante tres años. Además, se llevará una lista resumida de las quejas durante cinco años, como es requerido.

III. FORMULARIO DE QUEJA

Ver adjunto A.

Si requiere información en otro idioma, favor de comunicarse al (951)787- 7141.



**ADJUNTO A:
FORMULARIO DE QUEJA DE DISCRIMINACIÓN DE TÍTULO VI**

La Comisión de Transporte del condado de Riverside (RCTC) se compromete a asegurar que no se excluya a ninguna persona de participar o que se le nieguen los beneficios de sus servicios debido al grupo étnico u origen nacional tan como lo dicta el Decreto de Derechos Civiles de Título VI de 1964, en su versión modificada. Las quejas deben presentarse en un lapso de 180 días después de la fecha de la presunta discriminación. Es necesaria la siguiente información para ayudar a la RCTC a procesar su queja. Si requiere ayuda para llenar este formulario, por favor comuníquese con el responsable de la Oficina de Derechos Civiles, John Standiford, llamando al (951) 787-7141.

**Una vez que llene este formulario,
preséntelo con la firma original, o una
carta firmada, en persona o por correo a:**

**John Standiford, Deputy Executive Director
Riverside County Transportation Commission
4080 Lemon Street, Third Floor
P.O.Box12008
Riverside, CA 92502-2208**

**SI TIENE PREGUNTAS O REQUIERE AYUDA
PARA OBTENER OTROS FORMATOS
ACCESIBLES TALES COMO TIPOGRAFÍA
GRANDE, TDD, AUDIO U OTRO, FAVOR DE
LLAMAR AL: (951)787-7141.
LOS USUARIOS CON IMPEDIMENTO DEL
HABLA O DE AUDICIÓN, PUEDEN USAR
EL SERVICIO DE TRANSMISIÓN DE
CALIFORNIA, 711, Y DESPUÉS EL
NÚMERO QUE NECESITA.**

1. Información de contacto:

Nombre del reclamante: _____
Domicilio: _____
Ciudad, estado y código postal: _____
Teléfono: _____(hogar/trabajo) _____(celular)

¿Cuáles son los días y el horario más conveniente para que la RCTC se comunique con usted respecto a esta queja?

2. ¿Presenta usted esta queja por su propia cuenta? Sí: ☐ No: ☐

Si respondió que sí, por favor vaya a la pregunta #3.

Si respondió que no, por favor explique porqué presenta esta queja a nombre de un tercero:

Si respondió que no, por favor confirme que cuenta con el permiso de la parte afectada,

si es que presenta usted esta queja a nombre de un tercero. Sí: ☐ No: ☐

3. Fundamento de la(s) acción(es) discriminatoria(s):

Indique a continuación (☐) todas las categorías que apliquen al acto (actos) de discriminación.

a.	☐	Raza
b.	☐	Grupo étnico
c.	☐	Origen nacional

4. Fecha y lugar de la(s) presunta(s) acción(es) discriminatoria(s):

Incluya la primera fecha de la discriminación y la fecha más reciente de la discriminación:

Fecha: _____ Ubicación: _____

Fecha: _____ Ubicación: _____

5. ¿Cómo se discriminó en su contra?

Describa el tipo de acción, decisión o condiciones de la presunta discriminación. Explique lo más claro posible qué ocurrió y porqué cree usted que su condición protegida fue un factor en la discriminación. Incluya cómo otras personas fueron tratadas de forma diferente a usted. (Adjunte páginas adicionales de ser necesario).

6. Nombre de las personas responsables por la(s) acción(es) discriminatoria(s):

7. **Nombre de las personas (testigos, empleados, supervisores u otros) a quienes podríamos contactar para obtener información adicional en apoyo o aclaración de su queja:**

Nombre

Domicilio

Número telefónico

8. **¿Se ha presentado esta queja ante otra agencia investigadora federal, estatal o local?**
No ☐ Sí ☐ Si respondió que "sí", indique la siguiente información:

Agencia: _____

Persona de contacto: _____

Domicilio: _____

Núm. telefónico: _____

Fecha en que se presentó: _____

9. **Favor de proporcionar cualquier información adicional que considere de ayuda en la investigación:**

Puede adjuntar cualquier material por escrito u otra información que considere relevante para su queja.

Favor de firmar y anotar la fecha:

Firma del reclamante

Fecha

Si necesita información en otro idioma, llame al (951) 787- 7141.

Public Participation Plan

JUNE 2019



**4080 Lemon Street, Third Floor
Riverside, CA 92501**

If information is needed in another language, please contact (951) 787-7141 for free translation services.
Si se necesita este document en Español, llame al 951-787-7141 para servicios de traducción gratuitos.

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I. Introduction

Background of RCTC

The Commission was established in 1976 by the State of California (State) to oversee the funding and coordination of all public transportation services within Riverside County. The governing body consists of all five members of the County Board of Supervisors, one elected official from each of the County's 28 cities, and one non-voting member appointed by the Governor of California. It is the designated Regional Transportation Planning Agency (RTPA) and County Transportation Commission (CTC). Its responsibilities include setting policies, establishing priorities, coordinating activities among the County's various transit operators and local jurisdictions.

RCTC's capital projects, motorist aid services and transit-related programs and projects are funded with various local, state, and federal sources. Local funding sources consist of the Measure A, the countywide sales tax; debt proceeds derived from issuing bonds; and Transportation Uniform Mitigation Fees (TUMF) derived from developer impact fees. State funding sources for projects are derived from the State Transportation Improvement Program (STIP). RCTC also receives apportionments of federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds from the Federal Highway Administration (FHWA); and FTA Small Starts and Sections 5307, 5309, 5337 formula funds. The Commission is unique in that it is not a transit provider like many other CTCs; however, it receives FTA formula funds (under the Rail Program) for transfer and expenditure for the Southern California Regional Rail Authority (SCRRA or Metrolink).

Regardless of funding source, RCTC is committed to ensuring that its projects and services are delivered and implemented in a non-discriminatory manner.

Purpose of this Plan

This Public Participation Plan (Plan) is intended to satisfy Title VI requirements as expressed in FTA Circular 4702.1B. Recipients are required to promote inclusive public participation and seek out and consider the needs and input of the general public, including interested parties and those traditionally underserved by existing transportation systems, such as minority and Limited-English Proficient (LEP) persons.

The Public Participation Plan is the established process or plan that describes the proactive strategies, procedures, and desired outcomes of a recipient's public participation activities. This Plan will provide direction for the Commission's public processes by allowing public input for the planning process and for RCTC's programs, projects, and activities to all members of Riverside County, including citizens, organizations, and public agencies. Finally, it will develop specific strategies inclusive of low-income, minority, LEP populations, and underrepresented individuals.

RCTC developed this Plan by considering the demographic analysis of the population(s) affected, the type of plan, program, and/or service under consideration, and the resources available to the Commission.

Desired Outcomes

This Plan details RCTC's public participation goals, as well as strategies that will be implemented to assist meeting these goals. From these efforts, the Commission anticipates the following outcomes:

- Increased access to early, meaningful, and continual engagement in the transportation planning process for all individuals in Riverside County.
- Implementation of proactive strategies to bring enhanced awareness and increased access for minority individuals, LEP individuals, low-income individuals and additional underrepresented and underserved individuals.
- Participation and representation from a diverse range of perspectives.

Federal and State Requirements

Title VI and Federal Authority

Title VI of the Civil Rights Act of 1964 protects persons in the United States from being excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. Under the DOT, the Federal Transit Administration (FTA) requirements for implementing Title VI include the adoption of a Title VI Program report, including a Public Participation Plan, pursuant to FTA Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*.

Public Hearing Requirements

Public hearing requirements may vary by project or program. The Commission may conduct a public hearing for a variety of reasons, such as approval of the Program of Projects under the Federal Transportation Improvement Program (FTIP); to discuss and present the proposed location; or significant changes to right of way and major design features, social and environmental effects of a proposed project that is funded with state and federal funds. Capital projects, for instance, will comply with Caltrans' Project Development Procedures Manual, Chapter 11 Public Hearing requirements; whereas, FTIP projects would follow the public participation requirements stipulated under the existing transportation legislation, Fixing America's Surface Transportation Act.

Public Participation Background

RCTC's traditionally seeks public involvement for both capital projects and transit-related projects.

The public is most familiar with RCTC for its capital projects. The various regional capital projects that RCTC is involved in throughout the County include the following:

- ✓ 91 Express Lanes
- ✓ Interstate 15 Express Lanes
- ✓ 15/91 Express Lanes Connector
- ✓ Interstate 15 Express Lanes Southern Extension
- ✓ 15/91 Express Lanes Connector
- ✓ State Route 91 Corridor Operations Project
- ✓ State Route 71/91 Interchange Project
- ✓ State Route 60 Truck Lanes Project
- ✓ Mid-County Parkway/Interstate 215 Placentia Avenue Interchange
- ✓ Interstate 15/Railroad Canyon Interchange Project
- ✓ Interstate 15 Express Lanes Southern Extension
- ✓ State Route 79 Realignment
- ✓ Coachella Valley-San Geronio Pass Rail Corridor Service Project
- ✓ Santa Ana River Trail Extension Projects

A specialized outreach plan is designed for each project and may include community meetings, open houses, and formal public hearings.

Transit-related projects that involve public participation may include:

- The Coordinated Plan Process
- The Citizen Advisory Committee, RCTC Social Services Transportation Advisory Committee
- The Annual Transit Needs Hearing
- The FTIP Program of Projects
- 211
- Park and Ride Lots
- Rideshare

Riverside County Demographics

Riverside County is the fourth largest county in California by area and population and is diverse in geography and demographics. According to the U.S. Census Bureau's 2017 American Community Survey, Riverside County covers 7,208 square miles and has a population of 2,355,002.

Many of the populations important to this Plan – minority, underrepresented, and low-income individuals – are described in the American Community Survey's estimates. The U.S. Census allows ACS Dataset Tables to be compared with the Decennial Census information regarding sex, age race, Hispanic origin, and homeowner status. By referring to the 2010 Decennial Census and 2017 American Community Survey Estimates, the Commission has generated the following information to showcase county growth.

- Riverside County's population experienced a 7 percent increase between 2010 and 2017.
- The adult population ages 18-64 increased by more than 5 percent, adding 113,355 individuals. Adults in these age groups represent 60 percent of the county's total population, numbering nearly 1.42 million people.
- The low-income adult population increased by 18.8 percent since the 2010 ACS Estimates, adding almost 44,200 individuals and representing 9.9 percent of the current entire population.
- Adults with disabilities total 130,300, which represents 9 percent of the adult population and six percent of the County's total population.
- The adult population age 65 or older has increased by nearly 25 percent, adding 82,000 people. This group amounts to a total of almost 340,500 persons, representing 14.1 percent of the total county population.
- Younger seniors, ages 65 to 74, is the largest senior group, representing 48 percent of all seniors.
- Older seniors, ages 85 and older, is the fastest growing group, having increased 76.8 percent from 2010 to 2017.
- The 2017 ACS estimates indicate that three-quarters of all seniors report some form of disability; as a group, the entire senior population age 65 years and older represent almost 11 percent of Riverside County's total population. Most frequently, this group's reported disabilities include difficulties with walking and living independently.

Minority Individuals

RCTC conducted demographic analysis of minority populations in the aggregate to understand where these communities are located throughout the County. FTA Title VI guidance defines a minority person as an individual of any of the following groups: American Indian and Alaskan Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian or Other Pacific Islanders.

Demographic maps are provided in Attachment A, based upon minority population count tabulations developed for each Riverside County census tract. These were derived by subtracting the Caucasian population from each tract to arrive at the non-white, minority population counts. A summary of findings is provided below. This analysis was done at the Census Tract and Block Group levels using 2013 American Community Survey 5-year estimates, which is still relevant and reflects the current demographics.

- **Figure 1:** In Western Riverside County, there are pockets of minority populations throughout the region. The largest concentrations of minority populations, between 59.2 to 84.3% of the population at the Census block group level, are found along the western border of the County near Norco and Rubidoux; near Moreno Valley; east of Banning; and in the south portion of the region, near Murrieta.
- **Figure 2:** In East Riverside County, most of the region has a minority population of 34.3% to 45.6% of the total population at the block group level. A more concentrated minority population is located on the North Shore of the Salton Sea.
- **Figure 3:** Coachella Valley is also home to many minority persons, with the largest concentrations of minority persons located north of Cabazon, north of Cathedral City and Thousand Palms and south of Thermal. In these pockets, minority persons make up 59.2 to 84.3% of the block group population of these areas.

LEP Individuals

As documented in RCTC's Language Assistance Plan (LAP), Riverside County is home to many LEP populations, several of which meet the Department of Justice's Safe Harbor provision. The Safe Harbor provision stipulates that written translation of vital documents for each eligible LEP language is to be provided if the group constitute 5% or 1,000 people, whichever is less, of the total population eligible to be served or likely to be affected or encountered. Such action will be considered strong evidence of compliance with the recipient's written translation obligation. RCTC's LAP details how RCTC will provide language assistance to these populations. This information is included here to detail the diverse populations that comprise Riverside County.

Table 1 below provides information from the 2017 American Community Survey 1-year Estimates, the most reliable and current Census source for accessing LEP information. There is a total of 38 LEP groups in Riverside County, numbering 324,336 individuals who speak English less than "very well" or 15.7 percent of Riverside County's total population. The largest LEP group is Spanish speakers, who number 291,220 and comprise 12.86 percent of the County's total population. LEP groups of more than 1,000 are highlighted in blue in Table 1 and include individuals who speak Arabic, Chinese, Gujarati, Korean, Khmer, other Indo-European, Ilocano-Samoan-Hawaiian or other Austronesian, Persian, Punjabi, Spanish,

Tagalog, Thai-Lao or other Tai Kalai, and Vietnamese. Besides Spanish, none of these LEP populations comprise 5% of the County's total population.

A thorough analysis of LEP populations in the County was conducted to develop RCTC's Language Assistance Plan, consistent with FTA guidance. This analysis found that Spanish-speaking LEPs are the LEP population most frequently contacting RCTC and accessing RCTC's programs and services.

Table 1, Riverside County LEP Populations

Table B16001: LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER 2017 American Community Survey 1-Year Estimates	Estimate	% to Total # of Population	Margin of Error
Total Population (ACS 2017 1 Year Estimates):	2,264,417	100.00%	+/-394
Speak only English	1,343,253	59.32%	+/-18,260
Spanish: Speak English less than "very well"	291,220	12.86%	+/-7,431
French (incl. Cajun): Speak English less than "very well"	459	0.02%	+/-292
Haitian: Speak English less than "very well"	79	0.00%	+/-132
Italian: Speak English less than "very well"	275	0.01%	+/-236
Portuguese: Speak English less than "very well"	617	0.03%	+/-432
German: Speak English less than "very well"	750	0.03%	+/-333
Yiddish, Pennsylvania Dutch or other West Germanic languages: Speak English less than "very well"	37	0.00%	+/-46
Greek: Speak English less than "very well"	80	0.00%	+/-132
Russian: Speak English less than "very well"	178	0.01%	+/-204
Polish: Speak English less than "very well"	0	0.00%	+/-210
Serbo-Croatian: Speak English less than "very well"	123	0.01%	+/-145
Ukrainian or other Slavic languages: Speak English less than "very well"	131	0.01%	+/-170
Armenian: Speak English less than "very well"	421	0.02%	+/-357
Persian (incl. Farsi, Dari): Speak English less than "very well"	1,394	0.06%	+/-1,156
Gujarati: Speak English less than "very well"	404	0.02%	+/-415
Hindi: Speak English less than "very well"	0	0.00%	+/-210
Urdu: Speak English less than "very well"	621	0.03%	+/-583
Punjabi: Speak English less than "very well"	1,413	0.06%	+/-1,132
Bengali: Speak English less than "very well"	146	0.01%	+/-231
Nepali, Marathi, or other Indic languages: Speak English less than "very well"	314	0.01%	+/-251
Other Indo-European languages: Speak English less than "very well"	1,371	0.06%	+/-896
Telugu: Speak English less than "very well"	130	0.01%	+/-214
Tamil: Speak English less than "very well"	257	0.01%	+/-279

Table B16001: LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER 2017 American Community Survey 1-Year Estimates	Estimate	% to Total # of Population	Margin of Error
Malayalam, Kannada, or other Dravidian languages: Speak English less than "very well"	281	0.01%	+/-276
Chinese (incl. Mandarin, Cantonese): Speak English less than "very well"	11,602	0.51%	+/-2,726
Japanese: Speak English less than "very well"	568	0.03%	+/-283
Korean: Speak English less than "very well"	4,037	0.18%	+/-1,594
Hmong: Speak English less than "very well"	981	0.04%	+/-821
Vietnamese: Speak English less than "very well"	8,263	0.36%	+/-1,854
Khmer: Speak English less than "very well"	1,623	0.07%	+/-1,190
Thai, Lao, or other Tai-Kadai languages: Speak English less than "very well"	1,883	0.08%	+/-932
Other languages of Asia: Speak English less than "very well"	50	0.00%	+/-81
Tagalog (incl. Filipino): Speak English less than "very well"	12,873	0.57%	+/-2,381
Ilocano, Samoan, Hawaiian, or other Austronesian languages: Speak English less than "very well"	1,348	0.06%	+/-854
Arabic: Speak English less than "very well"	4,076	0.18%	+/-1,753
Hebrew: Speak English less than "very well"	553	0.02%	+/-893
Amharic, Somali, or other Afro-Asiatic languages: Speak English less than "very well"	181	0.01%	+/-223
Yoruba, Twi, Igbo, or other languages of Western Africa: Speak English less than "very well"	65	0.00%	+/-80
Swahili or other languages of Central, Eastern, and Southern Africa: Speak English less than "very well"	0	0.00%	+/-210
Navajo: Speak English less than "very well"	0	0.00%	+/-210
Other Native languages of North America: Speak English less than "very well"	0	0.00%	+/-210
Other and unspecified languages: Speak English less than "very well"	373	0.02%	+/-417

RCTC's Stakeholders

Stakeholders are individuals, groups, organizations or agencies that may be directly or indirectly affected by a plan, recommendations of that plan, or a project. RCTC seeks to engage all stakeholders through its public participation efforts, particularly those who may be adversely affected or who may be denied benefit of a plan's recommendation(s).

Stakeholders include:

- General public, minority individuals, low-income individuals, LEP persons, persons with disabilities, and older adults;
- University and college students, including those from: California Baptist University, College of the Desert, La Sierra University, Moreno Valley College, Mt. San Jacinto College, Norco College, Palo Verde College, Riverside Community College, and University of California-Riverside;
- High school students throughout Riverside County;
- Non-profit organizations including Blindness Support Services, Care Connexus, Care-a-Van, CASA, Friends of Moreno Valley, Inland AIDS Project, Operation SafeHouse, among others;
- Public agencies including city governments and health and human services throughout Riverside County;
- Public transit operators: Corona Cruiser, City of Riverside Special Services, Palo Verde Valley Transit Agency, Riverside Transit Agency, SunLine Transit Agency, Banning Pass Transit, Beaumont Pass Transit; and
- Private organizations and businesses.

III. Public Participation Strategies and Tools

Public Participation Goals and Strategies

This section details RCTC public participation goals and strategies for achieving each goal.

Goal 1: Provide all interested parties and agencies reasonable opportunities for involvement in the transportation planning process.

Strategies

- Provide adequate public notice of public participation opportunities and activities and time for public review of regionally significant plans and documents.
- Use all channels of outreach for promoting public participation opportunities including RCTC's website and blog, the Citizen Advisory Council/Social Services Transportation Advisory Council (CAC/SSTAC), Southern California Associated Governments (SCAG), transit providers, news media, and social media.
- Evaluate plans, programs, and projects to determine the most appropriate and effective tools and strategies for public and agency involvement and outreach.
- Provide opportunities to comment on draft planning documents to affected agencies and parties.
- Make transportation planning documents available for viewing on the RCTC website and at key locations throughout the county, as appropriate.
- During the transportation planning process, conduct public meetings, open houses, and public hearings, as appropriate.
- Provide language interpreters (Spanish language; other languages upon request) at public meetings, open houses and public hearings.

Goal 2: Ensure accessibility to the transportation planning process and information for all members of the community; ensure that a wide range of perspectives will be heard so that planning outcomes reflect the needs of the region’s diverse communities.

Strategies

- Develop information materials that are easily understood and translated for appropriate audiences and make them accessible at meetings and on RCTC’s website.
- Make notices and announcements attractive and eye-catching.
- Plan workshops and/or public hearings at convenient venues and times across the region; ensure venues are accessible to the public.
- When appropriate, provide information about regionally significant plans and projects to the local media for distribution and promotion.
- Maintain the RCTC website with current transportation planning activities, including reports, plans, agendas and minutes for RCTC Commission meetings.
- When appropriate, present information about specific plans and projects at public forums, such as City Council and Board of Supervisors meetings for increased public and governmental awareness.
- When identifying locations for community outreach activities, prioritize locations that are accessible by public transit.
- Make every effort to accommodate requests for accessibility opportunities, including physical accessibility to public meetings as well as accessibility to information in LEP languages and alternative formats.
- Encourage early involvement in the transportation planning process by providing timely notification and access to information.
- Use citizen and/or agency advisory groups as a means of providing input to the transportation planning process.
- Identify key individuals, organizations, and community organizations that may be interested in or affected by a plan or program; include this list in any mail or email distribution.
- Collaborate with Riverside County transit providers to facilitate and promote public participation opportunities.
- Maintain the *Riverside County Transportation Network*, a list of key stakeholders updated on an annual basis. The 184 agencies and organizations on the Network include non-profits, human and social services, private transportation companies, public agencies, specialized transit providers.

Goal 3: Engage and increase opportunities for participation for those traditionally underrepresented and or underserved, including low-income, minority, persons with disabilities, and Limited English Proficiency populations.

Strategies

- Make commenting on plans convenient and accessible to the public and stakeholders; enable comments to be made at public meetings and workshops, via email or online commenting forms or by telephone.
- Offer vital information, such as notices and announcements, in alternative languages as appropriate and feasible. When considering translation and interpretation needs, the RCTC Language Assistance Plan will be consulted for strategies and procedures. Translated information shall be made available on the RCTC or project-specific website, at public meetings and workshops and at key locations across the county as appropriate and feasible.
- Translated notices, announcements, and other vital information should be posted on Riverside County transit operators' buses and at transfer centers, as is possible.
- When appropriate, use alternative media outlets that may target minority, LEP, or underserved segments of the community.
- Continue expanding the contact list with agencies, organizations and stakeholders that work with LEP communities.

Project Specific Public Participation

The project team, including Project Manager and public relations staff, is responsible for developing an appropriate public participation plan or public outreach plan that describes the strategies that will be used to communicate key information to agencies, organizations, elected officials, residents, business operators, commuters, emergency responders and other project stakeholders. Outreach activities will be integrated with the technical work program to provide information and incorporate ideas and feedback. The input that is received will facilitate fully informed decisions by RCTC Commissioners at key decision points. These plans will be specifically tailored to individual projects to reflect project area demographics, populations and need. Plans will be developed to comply with Title VI requirements.

Title VI requirements, including strategies for engaging LEP individuals, will be documented in all bid-related materials.

Updating the Public Participation Plan

RCTC's public participation goals and strategies will be reviewed as necessary and results will be considered in preparation of the three-year Title VI Program adoption. Based on the effectiveness of strategies and the potential changes to Riverside County's demographics and outreach resources, strategies may be modified and new strategies may be added to enhance the public participation process.

The following indicators may be used in reviewing and determining the effectiveness of these goals and strategies.

- Number of newspaper ads, public notices
- Number of press releases, public service announcements, and news articles

- Number of public meetings and workshops
- Number and demographics of participants at public meetings, open houses, and public hearings
- Number of visits to the RCTC website and project-specific websites
- Number of followers of social media pages, and volume of reach and impressions
- Number of comments received during the public comment period for projects and programs
- Number of requests for translated materials
- Number and content of materials translation
- Revisions to plans or projects based on public and agency input; analysis of how comments influenced the planning process

IV. Summary of Public Participation Activities

FTA Title VI guidance requires a summary of outreach efforts made since the last Title VI Program submission. The following is a summary of transit-related and capital project-related public outreach during this submittal period.

Transit-Related Public Participation

Annual Public Hearing on Transit Needs in Riverside County

As required by Section 99238.5 of the California Public Utilities Code, RCTC holds at least one annual public hearing to solicit input from transit dependent and transit disadvantaged persons. The public hearing is promoted through newspaper notices throughout Riverside County and placed flyers and half-page seat drop flyers on buses, printed in both English and Spanish. Written and oral comments provided at the hearing were used by RCTC and the County's transit operators in identifying transit needs in preparation of transportation plans and programs, including the Regional Transportation Plan and Short-Range Transit Plans. Comments are shared with transit and paratransit operators as they relate to operating issues and needs. Additionally, comments are also shared with other agencies that provide transportation services to transit-dependent populations, including the Coordinated Transportation Services Agencies and the County Office on Aging, and specialized transit providers such as Care-A-Van, Forest Folk, and Operation SafeHouse.

Coordinated Plan 2016 Outreach

During the Coordinated Plan outreach process, five workshops were held in February 2016 in the various areas of Riverside County:

- Blythe for the Palo Verde Valley
- Palm Desert for the Coachella Valley
- Hemet for Western Riverside
- Lake Elsinore for southwestern Riverside County
- Beaumont for the Pass Area

The workshops invited comments regarding transportation needs from transit users and potential transit users, agency staff working with the target populations, and the public. RCTC promoted the workshops

through flyers printed in English and Spanish. Flyers were posted in buses across many of the County's transit routes. RCTC posted the workshop flyers on the RCTC home webpage and Citizens Advisory Committee members distributed the flyers throughout the County. They were also distributed through an email notice to the *Riverside County Transportation Network* which includes non-profits, human and social services, private transportation companies, public agencies, and specialized transit providers. The next Coordinated Plan will be completed by the end of 2020.

North Shore/Mecca Salton Sea Project Development Workshops

As part of the 2016 Coordinated Plan Process, RCTC held a workshop for the residents of the North Shore/Mecca community of the Salton Sea to discuss unmet transit needs and develop responsive solutions. The North Shore/Mecca area is an isolated, rural, and agricultural region in Riverside County. Many residents are agricultural workers and need to travel long distances to work in the fields throughout the area. Other families depend on jobs in the hospitality sector on the west side of the Coachella Valley and many of their children attend the College of the Desert Campus located in Palm Desert. For some, the daily commute can be 36 miles each way.

Simultaneous translation was provided at the meeting to allow RCTC staff and the predominately Spanish-speaking community members to interact. Past meetings have resulted in the implementation of a volunteer driver reimbursement program and weekday and weekend connecting service to the area.

Citizen Advisory Committee (CAC) / Social Services Transportation Advisory Council (SSTAC)

RCTC revamped the Citizen Advisory Committee (CAC) by appointing 10 members in September 2014. The CAC serves as RCTC's Social Services Transportation Advisory Council (SSTAC) to assist the Commission in complying with Transportation Development Act (TDA) Section 99238. The TDA provides direction for administering both Local Transportation Fund and State Transit Assistance funds for bus and commuter rail services. This funding promotes transportation service improvements and enhancements that support the mobility of older adults, persons with disabilities, and persons of limited means.

Additionally, the role of CAC/SSTAC members is to establish an effective communication exchange among Riverside County's public transit operators, its specialized transportation providers, and representatives of its transit dependent population regarding matters of mutual concern. This group meets biannually, or, as necessary.

Riverside County Transportation Network

The *Riverside County Transportation Network* is a list of key stakeholders and includes 184 agencies and organizations. These entities are non-profits, human and social services, private transportation companies, public agencies, specialized transit providers that work with a diverse range of clients throughout Riverside County. The Network is updated on an annual basis, through a mail survey and online e-survey. Transit-Related information, notices, announcements—particularly public participation opportunities—are sent to this Network via emails and physical mail, when those addresses exist.

Capital-Related Public Participation

RCTC has a robust public participation and outreach component for its major highway and rail capital projects. Many of these efforts focus on transparency to allow the public to engage in projects via meetings, helpline, project webpages, and various social media platforms.

Although non-FTA funded, examples of project-specific public outreach plans that either were developed or are currently in use are:

- I-15 Express Lanes Project – Construction of Tolled Express Lanes
- Route 60 Truck Lanes Project – Construction of Dedicated Truck Lanes
- Coachella Valley-San Geronio Pass Rail Corridor Service – Tier 1 Engineering and Environmental Studies

RCTC maintains webpages for all its capital projects. These webpages are available in the “Projects” section of the RCTC website, rctc.org.

Active capital projects also produce collateral material in English and Spanish and hold community meetings with bilingual staff in attendance. To date, staff has not received requests for or encountered people who require translation or interpretation to languages other than Spanish.

RCTC’s Website

RCTC’s website includes current information and notices for all projects and activities. Website addresses are provided on all printed materials.

The Commission also maintains active Facebook, Twitter, and Instagram pages to enhance its public outreach. These social media pages provide information about public meetings, transit options, capital project updates, and other items of interest to Riverside County residents and the transportation industry.

V. Contact information

RCTC posts Title VI general notices and complaint forms on its website at www.rctc.org/about. The Plan may be translated in any language for free upon request. Any questions or comments regarding this Plan should be directed to:

Riverside County Transportation Commission
John Standiford, Deputy Executive Director
4080 Lemon Street, Third Floor
P. O. Box 12008
Riverside, CA 92502-2208
Phone: (951) 787-7141
Email: jstandiford@rctc.org

VI. Attachments

Demographic Maps of Minority Populations in Riverside County

Figure 1: Western Riverside County Minority Population

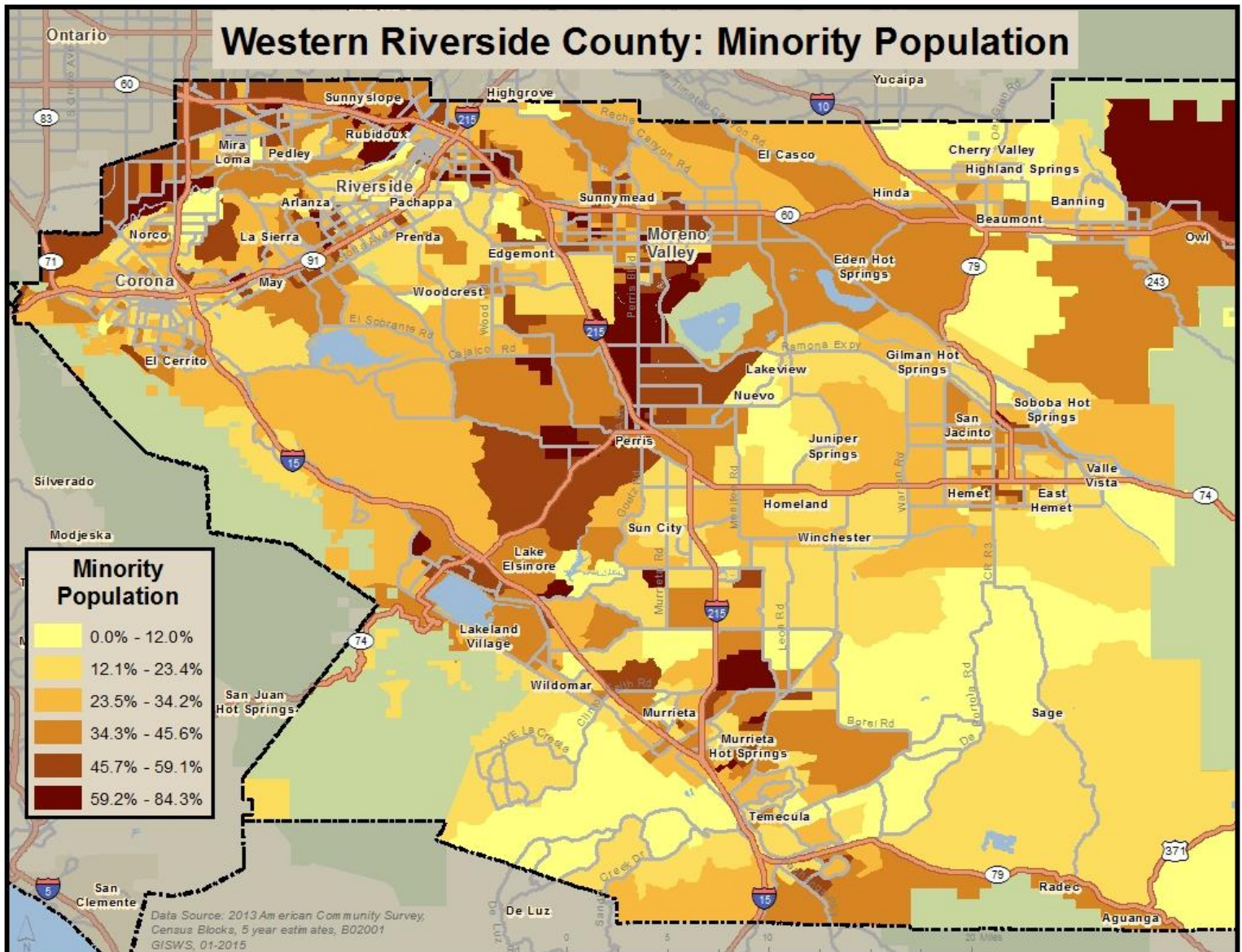


Figure 2: East Riverside County Minority Population

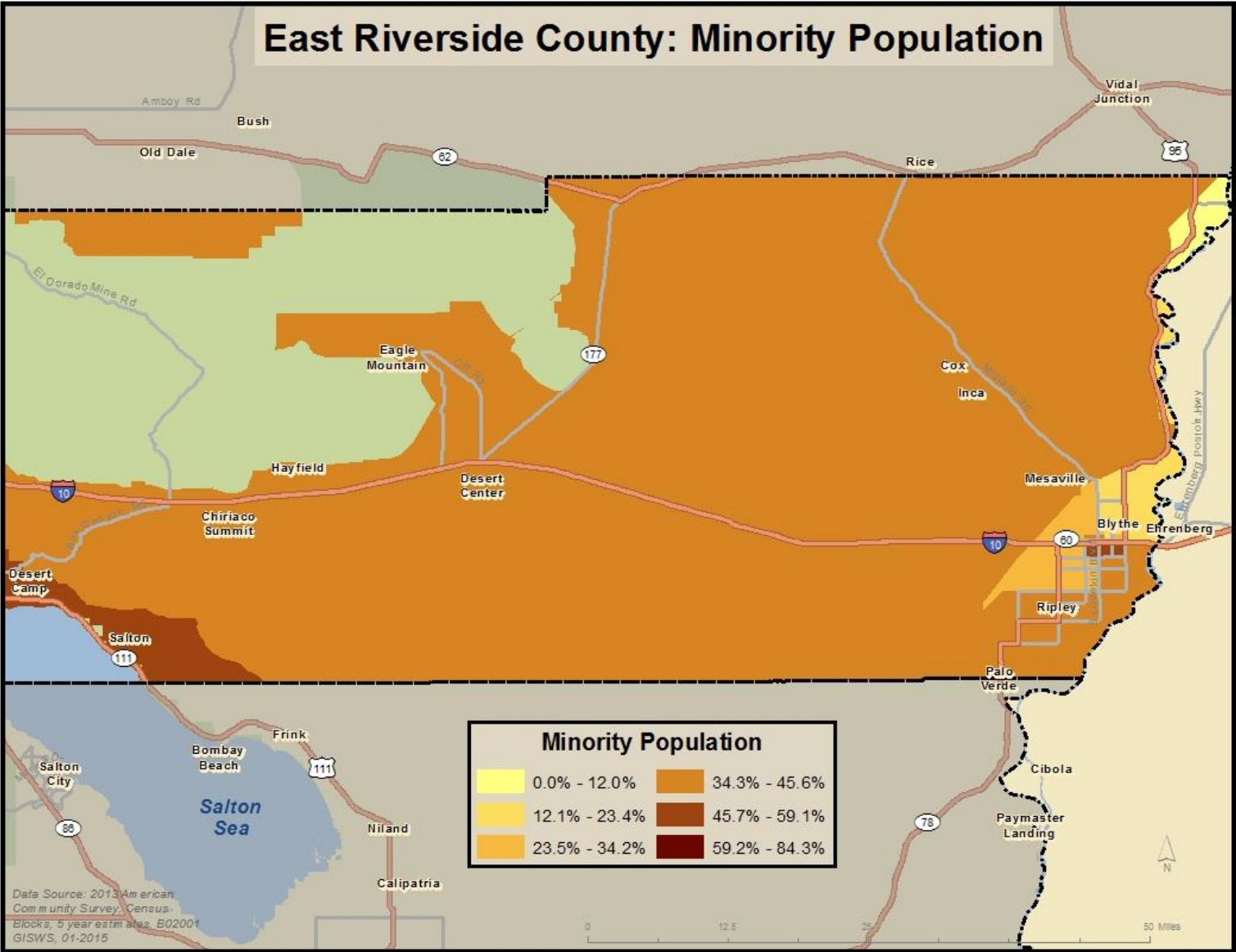
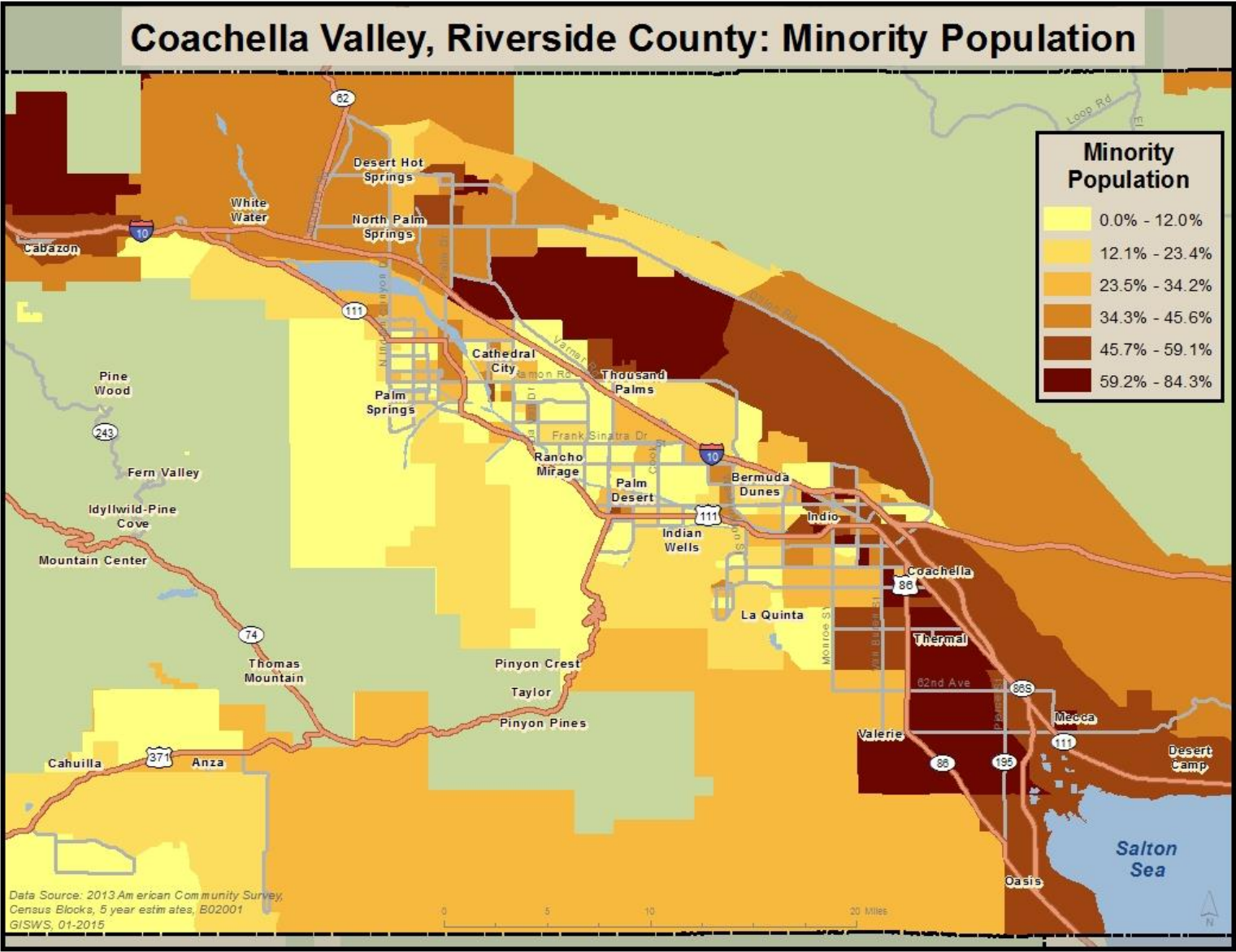


Figure 3: Coachella Valley Minority Population



Language Assistance Plan

JUNE 2019



**4080 Lemon Street, Third Floor
Riverside, CA 92501**

If information is needed in another language, please contact (951) 787-7141 for free translation services.
Si se necesita este documento en Español, llame al 951-787-7141 para servicios de traducción gratuitos.

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I. Introduction

Background of RCTC (Commission)

The Riverside County Transportation Commission (RCTC or “Commission”) was established in 1976 by the State of California (State) to oversee the funding and coordination of all public transportation services within Riverside County. The governing body consists of all five members of the County Board of Supervisors, one elected official from each of the County’s 28 cities, and one non-voting member appointed by the Governor of California. It is the designated Regional Transportation Planning Agency (RTPA) and County Transportation Commission (CTC). Its responsibilities include setting policies, establishing priorities, coordinating activities among the County’s various transit operators and local jurisdictions.

The public is most familiar with RCTC for its involvement in delivering capital projects and motorist aid services including the following:

- ✓ 91 Express Lanes
- ✓ Interstate 15 Express Lanes
- ✓ 15/91 Express Lanes Connector
- ✓ Interstate 15 Express Lanes Southern Extension
- ✓ 15/91 Express Lanes Connector
- ✓ State Route 91 Corridor Operations Project
- ✓ State Route 71/91 Interchange Project
- ✓ State Route 60 Truck Lanes Project
- ✓ Mid-County Parkway/Interstate 215 Placentia Avenue Interchange
- ✓ Interstate 15/Railroad Canyon Interchange Project
- ✓ Interstate 15 Express Lanes Southern Extension
- ✓ State Route 79 Realignment
- ✓ Coachella Valley-San Geronio Pass Rail Corridor Service Project
- ✓ Santa Ana River Trail Extension Projects

RCTC also provides motorist aid services designed to expedite traffic flow. These services include the Freeway Service Patrol (FSP), a roving tow truck service that assists motorists with disabled vehicles on the main highways of the County during peak rush hour traffic periods; the Service Authority for Freeway Emergencies (SAFE), a program that provides call box service for motorists; and Rideshare Programs such as Inland Empire 511 (IE511), a traveler information system, and VanClub, a program to promote vanpooling.

RCTC’s capital projects, motorist aid services and transit-related programs and projects are funded with various local, state, and federal sources. Local funding sources consist of Measure A, the countywide sales tax; debt proceeds, derived from issuing bonds; and Transportation Uniform Mitigation Fees (TUMF),

derived from developer impact fees. State funding sources for projects are derived from the State Transportation Improvement Program (STIP). RCTC also receives apportionments of federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds from the Federal Highway Administration (FHWA); and FTA Small Starts and Sections 5307, 5309, 5337 formula funds. The Commission is unique in that it is not a transit provider like many other CTCs, however, does receive FTA formula funds (under the Rail Program) for transfer and expenditure for the Southern California Regional Rail Authority (SCRRA or Metrolink).

Regardless of funding source, RCTC is committed to ensuring that its projects and services are delivered and implemented in a non-discriminatory manner.

Purpose of this Plan

The Language Assistance Plan (LAP) is intended to satisfy FTA Title VI requirements related to limited-English Proficient (LEP) individuals. FTA Circular 4702.1B states that “recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited-English proficient (LEP).” LEP persons refer to those for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all.

The LAP details the process by which RCTC will provide access to LEP individuals and the larger community. RCTC utilized the U.S. Department of Transportation’s (DOT) LEP Guidance Handbook and performed a Four Factor Analysis to develop this LAP.

Title VI and Federal Authority

Title VI of the Civil Rights Act of 1964 protects persons in the United States from being excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. Under the DOT, FTA’s requirements for implementing Title VI include the adoption of a Title VI Program report pursuant to FTA Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*. As a recipient of FTA Funds, RCTC has developed its own Language Assistance Plan in compliance with FTA Circular 4702.1B and through consultation with the FTA’s Office of Civil Rights’ LEP Guidance Handbook: *The FTA’s Office of Civil Rights’ Implementing the Department of Transportation’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers* (April 13, 2007).

Language Assistance Goals

The following goals will guide RCTC in ensuring that projects and services are delivered and implemented in a non-discriminatory manner:

1. Ensure meaningful access to all individuals regardless of race, color, national origin, and language of origin through outreach to LEP populations, translation of vital documents into LEP languages, and provision of additional language assistance services, as required;
2. Monitor changing LEP population demographics as necessary to ensure RCTC provides appropriate language assistance services;
3. Update this Language Assistance Plan as necessary to ensure the effectiveness of strategies for providing language assistance.

II. Four Factor Analysis

Recipients are required to take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of its programs or activities for persons who are limited-English proficient (LEP). FTA Circular 4702.1B details the components of the LAP, including the Four Factor Analysis, which provides a careful analysis of LEP individuals the recipient may encounter to determine the specific language services that are appropriate to provide.

The Four Factor Analysis balances the following factors:

- Factor One: The number and proportion of LEP persons in the jurisdiction;
- Factor Two: How often LEP persons come into contact with RCTC services;
- Factor Three: How important RCTC's services are to the lives of LEP persons;
- Factor Four: The resources available to RCTC for LEP outreach that reasonably can be provided.

The results of the four-factor analysis are used to determine the target LEP populations and the best methods of engaging with the public. RCTC undertook the Four Factor Analysis in order to develop an appropriate and effective Language Assistance Plan

Factor One: The number or proportion of LEP persons eligible to be served or likely to be encountered

RCTC's service area incorporates all Riverside County, which has a total population of 2,423,266 individuals according to American Community Survey (ACS) 2017 1-year estimates. ACS Census data was used for this analysis as it provides the most current and reliable information about LEP individuals. The Department of Justice's Safe Harbor provision, which was accepted by the FTA, stipulates that written translation of vital documents for each eligible LEP language group that constitutes 5% or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, shall be considered strong evidence of compliance with the recipient's written translation obligation.

Table 1 below provides information from the 2016 American Community Survey 5-year Estimates demonstrating the 38 LEP populations in Riverside County, using 5-year estimates as they provide the most reliable data in terms of LEP populations. The largest group of LEP individuals is Spanish speakers, who comprise 13 percent of the County's population and number 268,982 individuals. Although no other LEP group reaches 5 percent of the population, 14 additional LEP groups have over 1,000 persons, which include: Arabic, Chinese, Gujarati, Korean, Khmer, other Indo-European, Ilocano-Samoan-Hawaiian or other Austronesian, Persian, Punjabi, Spanish, Tagalog, Thai-Lao or other Tai Kalai, and Vietnamese.

Table 1, Riverside County LEP Population

Table B16001: LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER 2017 American Community Survey 1-Year Estimates	Estimate	% to Total # of Population	Margin of Error
Total Population (ACS 2017 1 Year Estimates):	2,264,417	100.00%	+/-394
Speak only English	1,343,253	59.32%	+/-18,260
Spanish: Speak English less than "very well"	291,220	12.86%	+/-7,431
French (incl. Cajun): Speak English less than "very well"	459	0.02%	+/-292
Haitian: Speak English less than "very well"	79	0.00%	+/-132
Italian: Speak English less than "very well"	275	0.01%	+/-236
Portuguese: Speak English less than "very well"	617	0.03%	+/-432
German: Speak English less than "very well"	750	0.03%	+/-333
Yiddish, Pennsylvania Dutch or other West Germanic languages: Speak English less than "very well"	37	0.00%	+/-46
Greek: Speak English less than "very well"	80	0.00%	+/-132
Russian: Speak English less than "very well"	178	0.01%	+/-204
Polish: Speak English less than "very well"	0	0.00%	+/-210
Serbo-Croatian: Speak English less than "very well"	123	0.01%	+/-145
Ukrainian or other Slavic languages: Speak English less than "very well"	131	0.01%	+/-170
Armenian: Speak English less than "very well"	421	0.02%	+/-357
Persian (incl. Farsi, Dari): Speak English less than "very well"	1,394	0.06%	+/-1,156
Gujarati: Speak English less than "very well"	404	0.02%	+/-415
Hindi: Speak English less than "very well"	0	0.00%	+/-210
Urdu: Speak English less than "very well"	621	0.03%	+/-583
Punjabi: Speak English less than "very well"	1,413	0.06%	+/-1,132
Bengali: Speak English less than "very well"	146	0.01%	+/-231
Nepali, Marathi, or other Indic languages: Speak English less than "very well"	314	0.01%	+/-251
Other Indo-European languages: Speak English less than "very well"	1,371	0.06%	+/-896
Telugu: Speak English less than "very well"	130	0.01%	+/-214
Tamil: Speak English less than "very well"	257	0.01%	+/-279

Table B16001: LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER 2017 American Community Survey 1-Year Estimates	Estimate	% to Total # of Population	Margin of Error
Malayalam, Kannada, or other Dravidian languages: Speak English less than "very well"	281	0.01%	+/-276
Chinese (incl. Mandarin, Cantonese): Speak English less than "very well"	11,602	0.51%	+/-2,726
Japanese: Speak English less than "very well"	568	0.03%	+/-283
Korean: Speak English less than "very well"	4,037	0.18%	+/-1,594
Hmong: Speak English less than "very well"	981	0.04%	+/-821
Vietnamese: Speak English less than "very well"	8,263	0.36%	+/-1,854
Khmer: Speak English less than "very well"	1,623	0.07%	+/-1,190
Thai, Lao, or other Tai-Kadai languages: Speak English less than "very well"	1,883	0.08%	+/-932
Other languages of Asia: Speak English less than "very well"	50	0.00%	+/-81
Tagalog (incl. Filipino): Speak English less than "very well"	12,873	0.57%	+/-2,381
Ilocano, Samoan, Hawaiian, or other Austronesian languages: Speak English less than "very well"	1,348	0.06%	+/-854
Arabic: Speak English less than "very well"	4,076	0.18%	+/-1,753
Hebrew: Speak English less than "very well"	553	0.02%	+/-893
Amharic, Somali, or other Afro-Asiatic languages: Speak English less than "very well"	181	0.01%	+/-223
Yoruba, Twi, Igbo, or other languages of Western Africa: Speak English less than "very well"	65	0.00%	+/-80
Swahili or other languages of Central, Eastern, and Southern Africa: Speak English less than "very well"	0	0.00%	+/-210
Navajo: Speak English less than "very well"	0	0.00%	+/-210
Other Native languages of North America: Speak English less than "very well"	0	0.00%	+/-210
Other and unspecified languages: Speak English less than "very well"	373	0.02%	+/-417

As all individuals residing in the county may be commuters, transit riders, and pedestrians, the total population is eligible to be served by the Commission's services. The following section addresses which LEP persons the Commission is likely to encounter based on the past frequency of contact.

Factor Two: The frequency with which LEP persons come into contact with the program

To identify and analyze the frequency with which LEP persons come into contact with these programs, a survey was distributed to staff who regularly and is more likely to interact with members of the public. The units that were surveyed include the Clerk of the Board, Public Affairs, Front Reception, Capital Projects, and Commuter Assistance. The survey asked staff members about their experiences with LEP individuals, including how frequently they interacted with LEP persons, what languages the LEP individuals spoke, how successfully they communicated, and what information LEP persons were seeking.

Most respondents noted very rare to no interaction with LEP individuals in the last year, with the exception of the Front Receptionist, who encounters Spanish inquiries on a daily basis. The most common requests are for information about other County services in the building, RCTC project-specific construction information, and information about Metrolink services (not under the purview of the Commission). Staff members have been able to communicate with LEP individuals through assistance from bilingual staff members, translators, and through hand gestures and drawings. RCTC also has an on-call contract with PALS for Health, a translation/interpretation service based in southern California.

In conclusion, Factor Two identified that RCTC does not frequently come into contact with LEP individuals regarding its services and programs, but of those that are received, most are likely to speak Spanish.

Factor Three: The nature and importance of the program, activity, or service to people's lives

RCTC is a state-mandated countywide agency tasked with the funding and coordination of all public transportation services within Riverside County, which includes 28 cities, 7,208 square miles, and 2,423,266 individuals, according to the 2017 American Community Survey. The Commission's mission is to assume a leadership role in improving mobility in the County and is responsible for setting policies, establishing priorities, and coordinating activities among the County's various transit operators and other agencies. The Commission also programs and/or reviews the allocation of federal, state, and local funds for highway, transit, rail, non-motorized travel (bicycle and pedestrian), and other transportation activities. The Commission serves as the tax authority and implementation agency for Measure A, the voter-approved half-cent sales tax for transportation improvements in Riverside County. The Commission also provides motorist aid services designed to expedite traffic flow. The Commission is also legally responsible for allocating Transportation Development Act (TDA) funds, the major source of funds for transit in the County. Finally, the Commission has been designated as the Congestion Management Agency (CMA) for the County. As the CMA, the Commission coordinates with local jurisdictions in the establishment of congestion mitigation procedures for the County's roadway system.

RCTC works to ensure and improve the quality of life of Riverside County’s residents. Transportation interacts with a variety of human needs including a safe environment with better air quality, a reduction in water runoff, reducing the levels of greenhouse gases, and supporting transportation alternatives that promote better health through walking or bicycling. By taking a more holistic approach, the importance of transportation grows larger and is valued as a vital necessity.

Factor Four: The resources available to the recipient for LEP outreach

RCTC has numerous resources available to ensure it provides meaningful access to LEP individuals. These include existing community partners, using its own resources, and using contracted services. These resources are detailed below:

- RCTC contracts with PALS for Health to provide written translation and oral interpretation for LEP individuals.
- Bilingual employees provide written translation and oral interpretation.
- “I Speak” language identification cards are used at the front desk and at public meetings.
- Language assistance information is provided on agendas and meeting notices.
- Public notices are translated into Spanish.
- RCTC may contract with public outreach firms that can provide language assistance as needed.
- Riverside Transportation Network: This database ensures agencies and organizations that work with LEP individuals are provided the Commission’s information and notices to distribute to their clients.
- CAC/SSTAC- Many members of the CAC/SSTAC represent underrepresented minority groups and are a useful resource for outreach to LEP individuals.
- Riverside County Transit Operators: RCTC may partner with transit operators to post vital information in English and Spanish on buses and at transfer locations.
- The Southern California Association of Government’s LEP Plan, Public Participation Plan, and existing translated resources can provide materials for LEP outreach and communication.
- RCTC translates Title VI vital documents and project-specific vital information into Spanish.
- RCTC’s website provides outreach and is equipped with a Google translator.

Discussion of Results

Census data analyzed in Factor One was consistent with the experience of RCTC staff members analyzed in Factor Two to determine that Spanish-speaking LEP individuals are the largest and most frequent LEP group that accesses RCTC’s services and programs. As these individuals comprise 13 percent of Riverside County’s population, it will be important for the Commission to continue providing vital documents in Spanish. Additional LEP groups are very small populations (less than 1 percent of the population), not yet identified (Other Indic Languages, for example), and do not frequently access the Commission’s services or programs, documents will be translated as requested or as is appropriate for a specific project. Details of language assistance services are provided in the following Implementation Plan.

III. Implementation Plan

Language Service Provision

RCTC will provide the following language assistance measures to ensure LEP individuals have full access to the Commissions services, programs, and activities:

Callers and Visitors

- Front desk staff have “I Speak” language identification cards available to assist LEP individuals.
- Several employees are bilingual and can help callers or visitors that speak Spanish.
- RCTC contracts with Language Line Solutions, a language service provider, to provide simultaneous translation as needed. Language Line can be accessed by any staff member for translation services by calling 888-808-9008. The staff member can then put an LEP individual in touch with a translator for correspondence.
- RCTC contracts with PALS for Health to provide written translation and oral interpretation for LEP individuals. RCTC requests in writing the material to be translated to Spanish, requests staffing for public meetings, or arranges for telephone translation services, upon request.

Translation of Vital Documents

FTA Circular 4702.1B defines vital documents as, “documents that provide access to essential services.” The Commission will use this definition when assessing what documents should be translated.

Title VI Documents are vital documents. The Title VI notice to the public, complaint form, and procedures are available in English and Spanish, the LEP language that RCTC is most likely to encounter. Vital documents are available on RCTC’s website and at the front desk. Information about the availability of free language assistance is available on posted notices and agendas in Spanish.

Spanish-Language Translation: RCTC provides project notices and announcements and vital documents in Spanish and will continue to do so, as the Spanish-speaking LEP population represents a significant portion of Riverside County’s population. Documents that are translated include: notices and announcements about public meetings and forums and public participation opportunities, key information distributed at project meetings, and any vital project-specific meetings.

Other LEP Language Translations: The additional LEP languages represent very small communities and vital information will be translated as requested and as appropriate, with decisions made on a project-by-project basis. For example, if a project takes place in a community with a large LEP population, key information for that project will be translated into that LEP language.

Oral Interpretation: Oral interpretation will be provided at public meetings as requested and appropriate. Decisions will be made on a project-by-project basis. Notices of public meetings and forums include information about how to request oral interpretation.

Outreach/Notice of Availability of Language Assistance RCTC's Title VI Notice to the Public publicizes its language assistance services. Additionally, other notices may include the statement, *"If information is needed in another language, please contact (951) 787-7141 for free translation services."*

Staff Training

Outreach and front desk staff are trained in assisting LEP individuals, including identifying language and using the language service provider interpretation system. Training is provided for new employees and reoccurs as necessary.

LEP training includes:

- A summary of RCTC's language assistance requirements DOT LEP Guidance;
- A summary of the Commission's language assistance plan; including responding to LEP persons
- Results of RCTC's Four Factor Analysis, including a summary of the LEP individuals in Riverside County and the frequency of contact between the LEP population and the Commission
- A description of the Commission's non-discrimination policies and practices.

IV. Monitoring, Evaluating, and Updating the LAP

A thorough review of the LAP will be undertaken every three years, or as necessary as guidelines are revised or as compliance reviews warrant. At that time, the LEP population will be reassessed to ensure all significant LEP languages are included in RCTC's language assistance efforts. The following reoccurring reporting and evaluation measures will be used to update the Language Assistance Plan:

1. RCTC will regularly assess the effectiveness of how the Commission communicates with LEP individuals by working with community stakeholders, such as the CAC/SSTAC, the Riverside Transit Network, County transit operators, non-profit agencies, among others.
2. Commission staff will track its language assistance efforts, including:
 - Tracking front desk staff interaction with LEP persons
 - Internal surveys of staff who are likely to engage with the public
 - Number of downloaded documents in other languages
 - Reports and updates from the language service provider
 - Requests for translation and interpretation

V. Contact information

RCTC will post the approved LAP on its website at www.rctc.org. The LAP may be translated in any language for free upon request.

Any questions or comments regarding the LAP should be directed to:

Riverside County Transportation Commission
John Standiford, Deputy Executive Director
4080 Lemon Street, Third Floor
P. O. Box 12008
Riverside, CA 92502-2208
Phone: (951) 787-7141
Email: jstandiford@rctc.org

AGENDA ITEM 13

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 24, 2019
TO:	Budget and Implementation Committee
FROM:	Shirley Medina, Planning and Programming Director
THROUGH:	John Standiford, Deputy Executive Director
SUBJECT:	2020 State Transportation Improvement Program Funding Distribution

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Approve the 2020 State Transportation Improvement Program (STIP) funding distribution among the three geographic areas in Riverside County per the adopted STIP Intracounty Memorandum of Understanding (MOU); and
- 2) Forward to the Commission for final action.

BACKGROUND INFORMATION:

The STIP is a five-year program of projects administered by the California Transportation Commission (CTC). It is updated every two years outlining the commitment and programming of transportation funds for the State's multimodal transportation system including highways, rail, transit, local roads, and bike and pedestrian facilities. In June of every odd year, Caltrans is required to prepare a draft STIP Fund Estimate (FE) that estimates how much funding will be available for programming for the next five-year period. The CTC will release the 2020 STIP FE at its June 26, 2019 meeting.

The 2020 STIP will cover fiscal years (FY's) 2020/21 through 2024/25. Each STIP cycle adds on two years with most of the programming capacity available in the last two years. STIP funds are allocated into two broad programs – the Regional Improvement Program (RIP) receives 75 percent of the total STIP funds, and the remaining 25 percent is directed to Caltrans for its Interregional Transportation Improvement Program. The 75 percent RIP funding is further subdivided by formula into county shares. County shares are available solely for projects nominated by regional agencies. The 2020 STIP FE also establishes funding levels for the State Highway Operation and Protection Program, which Caltrans prepares in consultation with the regions.

STIP Intracounty Formula Distribution

Per the Commission's STIP intracounty formula distribution, STIP funds are allocated to Western County, Coachella Valley, and Palo Verde Valley based on the most recent fiscal year taxable sales

by geographic area used for Measure A allocations. The geographic area percentages of taxable sales applied to the 2014 through 2020 STIPs demonstrates a growing trend in Western County compared to Coachella and Palo Verde Valleys:

Geographic Area	<u>2014 STIP</u>	<u>2016 STIP</u>	<u>2018 STIP</u>	<u>2020 STIP</u>
Western County	75.17%	75.76%	77.30%	78.12%
Coachella Valley	24.12%	23.54%	22.11%	21.45%
Palo Verde Valley	0.71%	0.70%	00.59%	00.43%

Per the STIP Intracounty distribution formula, each geographic area will receive funding based on the above percentages. In addition, STIP guidelines allow up to 5 percent of RIP funding for planning, programming, and monitoring (PPM) activities. However, the Commission's policy is to set aside 2 percent for PPM activities to fund Project Study Reports, planning, and staff costs associated with STIP funding and programming.

Once the 2020 STIP FE county share target for Riverside County is available, the table below will reflect the 2 percent off the top for PPM activities, and the amounts for each geographic area, per the formula distribution. Staff anticipates updating the table with 2020 STIP amounts as soon as the draft STIP FE is released. For demonstrative purposes, the following reflects the formula distribution per the 2018 STIP county share:

2018 STIP (Example)			
Total Riverside County Share			\$104,585,000
Less: 2 percent PPM			2,091,700
Total New Project Programming			<u>\$102,493,300</u>
Western County	77.30 percent		\$ 79,227,321
Coachella Valley	22.11 percent		\$ 22,661,269
Palo Verde Valley	00.59 percent		\$ 604,710

2020 STIP Project Selection Process

Western Riverside County

Western Riverside County projects are nominated by staff. Recommendations for current and new projects for STIP funds will be considered and based on the 2019-29 Delivery Plan, consistency with Measure A, and other high priority projects approved by the Commission.

Coachella Valley and Palo Verde Valley

The Coachella Valley Association of Governments (CVAG) nominates its projects and notifies Commission staff for final concurrence and submittal to the CTC. Palo Verde Valley projects are nominated by the city of Blythe (Blythe); however, given the minor amount of funding and complexity in processing these funds, the Commission and Blythe have executed MOUs in past

STIP cycles trading Palo Verde Valley STIP funds with Measure A Western Riverside County Highway funds. The city of Blythe is required to include the STIP traded funds in its Measure A Local Street and Roads Capital Improvement Plan. Upon CTC's adoption of the 2020 STIP in March 2020, staff will move forward with preparing the 2020 STIP MOU with Blythe.

Status of Current 2018 STIP Programming

The current 2018 STIP projects for Riverside County include the following environmental, right of way, and construction phases as follows:

2018 STIP – Riverside County (Approved by CTC in March 2018)								
Agency	Project	Phase	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total STIP
Temecula	I-15/French Valley IC	C			\$47,600,000			\$47,600,000
Caltrans/ RCTC	SR-60 Truck Climbing/ Descending Lanes	C	\$31,555,000					31,555,000
RCTC/ CVAG	PPM	C	\$668,000		\$1,800,000	\$971,000		3,439,000
Riverside County	Avenue 66 Grade Separation	C	\$6,130,000					6,130,000
CVAG	CV Link, Phase 1	C		18,655,000				18,655,000
RCTC/ Lake Elsinore	I-15/Railroad Canyon IC	C		2,920,000				2,920,000
*RCTC	I-15 Express Lanes Southern Extension	E					50,000,000	50,000,000
		Totals	\$38,353,000	\$21,575,000	\$49,400,000	\$971,000	\$50,000,000	\$160,299,000
*AB 3090 Replacement project TBD C=Construction E=Environmental IC=Interchange PPM=Planning, Programming, and Monitoring								

Projects in FY 2018/19 from the above table have been allocated with the exception of the Avenue 66 Grade Separation, which will be allocated in August 2019. Projects programmed in FY 2019/20 are expected to be allocated as scheduled. Projects programmed in FY's 2020/21 and 2021/22 will be reviewed for carryover into the 2020 STIP. The CTC approved an AB 3090 replacement project for the I-15 Express Lanes Southern Extension, as the Commission approved moving forward with the environmental document phase using federal funds. The replacement project will be selected as part of the 2020 STIP development.

There is no fiscal impact to the Commission related to the adoption of the 2020 STIP funding distribution.

AGENDA ITEM 14

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 24, 2019
TO:	Budget and Implementation Committee
FROM:	Sheldon Peterson, Rail Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Coachella Festival Special Events Train Platform Development Project

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Approve Agreement No. 19-25-103-00 with the California State Transportation Agency (CalSTA) regarding a State Rail Assistance (SRA) grant to fund the Coachella Festival Special Event Train Platform Development Project (Platform Project) for an amount not to exceed \$5,942,510;
- 2) Adopt Resolution No. 19-012, *"Resolution of the Riverside County Transportation Commission Regarding Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the State Rail Assistance"*;
- 3) Adopt Resolution No. 19-013, *"Resolution of the Riverside County Transportation Commission Regarding Authorization for the Execution of the State Rail Assistance Project"*;
- 4) Approve Memorandum of Understanding (MOU) Agreement No. 19-25-102-00 with Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) and Amtrak for the coordination and development of the Platform Project;
- 5) Authorize the Executive Director, pursuant to legal counsel review, to negotiate and execute the final CalSTA and MOU agreements on behalf of the Commission;
- 6) Authorize the Executive Director, pursuant to legal counsel review, to negotiate and execute a cooperative agreement with Amtrak for construction of the Platform Project based on estimated costs established by the Commission and within the Platform Project budget estimated at \$8,688,241;
- 7) Authorize the Executive Director, pursuant to legal counsel review, to negotiate and execute agreements with LOSSAN, the city of Indio (City), Goldenvoice, Valley Music Travel, and host railroads, as may be needed for the full implementation of the Platform Project, provided that all such agreements are within the Platform Project budget estimated at \$8,688,241; and
- 8) Forward to the Commission for final action.

BACKGROUND INFORMATION:

In close cooperation with Caltrans and the Federal Rail Administration, the Commission has been actively engaged in the development of a Tier 1 Environmental Impact Statement (EIS) and Service Development Plan for the Coachella Valley-San Geronimo Pass Rail Corridor. Production of the program level EIS is intended as the first step in the investigation toward the provision of daily round trip passenger rail service between Los Angeles and the Coachella Valley. This corridor has limited transit connectivity with the Los Angeles basin and currently has no intercity rail service. On a related yet stand-alone effort, the Commission has been supporting efforts to provide for the operation of a Special Event Train for the annual Coachella Music and Arts and Stagecoach Festivals (Festivals).

With Interstate 10 as the sole major corridor to access the Coachella Valley, the Festivals have a significant impact on mobility both for festival attendees and Coachella Valley residents. The Festivals attract in excess of 125,000 people each weekend they are held, leading to severe impacts on the quality of life and mobility for Coachella Valley residents. The Special Event Train will contribute to congestion relief along the I-10 corridor through a reduction in vehicle miles traveled as well as vehicle emissions and greenhouse gases, making for an improved experience for both residents and festival attendees.

For several years staff has been coordinating with LOSSAN, Amtrak, the host railroads, and the concert promoter to determine the best possible alternative to allow for operation of special trains for the Festivals. Through these discussions, it was determined that one of the major obstacles to operating these trains was the need for a separate train track and station platform in the City. This would allow passengers to safely unload and not impact freight train operations in the process.

In January 2019, the Commission applied for SRA funding through CalSTA to complete a Special Event Train platform at the City's Transportation Center near the Empire Polo Club where the Festivals are held. In March 2019, CalSTA announced that the Platform Project was awarded SRA capital funding in the amount of \$5,942,510. The Platform Project will also be funded with \$2,745,731 in previously awarded Proposition 1B funds to meet the total anticipated Platform Project capital cost of \$8,688,241. The Platform Project has an aggressive goal to complete the work prior to the April 2020 festival season.

As required by the SRA grant guidelines, staff requests approval of two resolutions to authorize use of the funds for the Platform Project. Resolution No. 19-012 relates to certifications and assurances and authorized agents for the SRA funding. Resolution No. 19-013 relates to the execution of the SRA grant. In addition, staff requests approval of the draft SRA grant agreement (Attachment 3) and authorization for the Executive Director, pursuant to legal counsel review, to negotiate and execute the final agreement with CalSTA.

The Platform Project scope is intended to be a simple, yet useful design that will allow for quick construction of a temporary 10-train car platform. It will also include the turnout off the

mainline, track, ties, ballast, sub-ballast, and drip pan panel. Ancillary work will include asphalt paving for passengers to safely access shuttle buses to transport them to the Festivals. Commission staff already initiated the platform and track design utilizing an on-call engineering consultant, with the goal of having the design ready in the next couple of months.

In order for the Platform Project to be successful, it will take significant cooperation from several partner agencies. Staff is working closely with LOSSAN and Amtrak to move the Platform Project forward and seeks approval of an initial MOU with these agencies to ensure cooperation and define roles. The draft MOU prepared by the Commission is included as Attachment 4.

In the future, a more extensive cooperative agreement with Amtrak will be necessary to defined roles regarding construction and to transfer grant funds to Amtrak for reimbursement of construction and support activities. LOSSAN is supporting the Platform Project by taking the lead in train operation discussions with the host railroads. It has the funding in its budget to operate the train service after the platform is constructed. Amtrak is the train operator under contract to LOSSAN and will run the service. It is currently planned that Amtrak will construct the track and platform in close coordination with the host railroads. In addition, future agreements may be needed with the host railroads for site access and construction and maintenance for the track and infrastructure. Staff is also working with the City, as the City recently approved the station site as its preferred location as part of its Multi-Modal Feasibility Study. It is likely that the City will be responsible for the ongoing maintenance of the facility. Staff is also coordinating with Valley Music Travel, an entity that works closely with the concert promoter, Goldenvoice, to discuss shuttle transportation, train marketing and ticketing. All parties are working together to advance this Platform Project with the hope of having it ready by 2020. Staff will continue to provide updates as the process continues.

In light of the aggressive timing goals for the Platform Project implementation, staff requests advance authority for the Executive Director to negotiate and execute agreements, as may be necessary or beneficial and pursuant to legal counsel review, with all or some of the above-referenced entities for the purpose of full project implementation. The foregoing authority will be limited to agreements that, cumulatively, are within the total Platform Project budget currently estimated at \$8,688,241.

Funding received from this grant is included in the final Fiscal Year 2019/20 budget. Additionally, the Platform Project is included in the Coachella Valley Rail FY 2019/20 Short Range Transit Plan.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2019/20	Amount:	\$5,942,510
Source of Funds:	CalSTA SRA Grant			Budget Adjustment:	No
GL/Project Accounting No.:	454000 415 41510 0000 245 25 41501				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	06/17/2019

Attachments:

- 1) Resolution No. 19-012
- 2) Resolution No. 19-013
- 3) Draft SRA Agreement
- 4) Draft LOSSAN/Amtrak Agreement

RESOLUTION NO. 19-012

**RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION
REGARDING AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE STATE RAIL ASSISTANCE**

Coachella Festival Special Event Train Platform Development Project - \$5,942,510

WHEREAS, the Riverside County Transportation Commission is an eligible project sponsor and may receive state funding from State Rail Assistance (SRA) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the California State Transportation Agency (CalSTA) as the administrative agency for the SRA; and

WHEREAS, CalSTA has developed guidelines for the purpose of administering and distributing SRA funds to eligible project sponsors such as the Riverside County Transportation Commission; and

WHEREAS, the Riverside County Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to Anne Mayer, Executive Director.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Riverside County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all SRA funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Anne Mayer, Executive Director be authorized to execute all required documents of the SRA program and any Amendments thereto with the CalSTA.

AGENCY BOARD DESIGNEE:

APPROVED AND ADOPTED this ____ day of July 2019.

Chuck Washington, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

DRAFT

RESOLUTION NO. 19-013**RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION
REGARDING AUTHORIZATION FOR THE EXECUTION OF THE
STATE RAIL ASSISTANCE PROJECT:****Coachella Festival Special Event Train Platform Development Project - \$5,942,510**

WHEREAS, the Riverside County Transportation Commission is an eligible project sponsor and may receive state funding from State Rail Assistance (SRA) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the California State Transportation Agency (CalSTA) as the administrative agency for SRA; and

WHEREAS, CalSTA has developed guidelines for the purpose of administering and distributing SRA funds to eligible project sponsors (local agencies); and

WHEREAS, the Riverside County Transportation Commission wishes to implement the SRA project listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Riverside County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all SRA funded transit projects.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Riverside County Transportation Commission that it hereby authorizes the submittal of the following project nomination and allocation request to CalSTA in FY 2017-18 SRA funds:

Project Name: Coachella Festival Special Event Train Platform Development Project

Amount of SRA funds requested: \$5,942,510

Short description of project: Provide a special events platform and tracks in the city of Indio to allow for trains to carry passengers to various music festivals and events.

Contributing Sponsors (if applicable): N/A

AGENCY BOARD DESIGNEE:

APPROVED AND ADOPTED this ____ day of July 2019.

Chuck Washington, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

State of California
California State Transportation Agency
GRANT AGREEMENT

Grant Number
SRA 2019-5

1. GRANT TITLE Coachella Valley Special Event Train Platform, Indio CA	
2. NAME OF RECIPIENT AGENCY (GRANTEE) Riverside County Transportation Commission	3. Grant Period From: 03/18/2019 To: 06/30/2021
4 AGENCY TO ADMINISTER GRANT California State Transportation Agency (CalSTA)	
5. GRANT DESCRIPTION The award funds the design for Coachella Valley Special Event Train Platform, obtain the appropriate permits from the host railroad and to construct the platform. The special event platform will be designed to accommodate a 10-car set. Access to the platform will be accomplished by means of a new switch from the existing mainline track connecting to approximately 1,500 ft of new track, ties, ballast, and sub-ballast to create the spur to the platform. Other elements include a 40 feet drip pan panel and asphalt paving for passenger access to and from the City of Indio transit center and Indio Boulevard.	
6. State Funds Allocated Under This Agreement Shall Not Exceed: \$5,942,510	
7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of this Agreement. We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the described Grant terms and conditions. IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.	
8. APPROVAL SIGNATURES	
A. AUTHORIZING OFFICIAL OF RECIPIENT AGENCY	B. AUTHORIZING OFFICIAL OF CALIFORNIA STATE TRANSPORTATION AUTHORITY
NAME: Anne Mayer, PHONE: (951) 787-7920 TITLE: Executive Director	NAME: Elissa Konove PHONE: (916) 323-5400 TITLE: Undersecretary, California State Transportation Agency (CalSTA)
ADDRESS: 4080 Lemon Street, 3rd Floor Riverside, CA 92502-2208	ADDRESS: 915 Capitol Mall, Suite 350B, Sacramento, CA 95814
EMAIL: amayer@rctc.org	EMAIL: Elissa.Konove@calsta.ca.gov
_____ (Signature) (Date)	_____ (Signature) (Date)

9. ACCOUNTING OFFICER, CALIFORNIA STATE TRANSPORTATION AGENCY NAME: Carolyn Vu ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758						
10. PROJECTED EXPENDITURES Public Utility Code §99312.3						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	AUTHORIZED EXPENDITURES
Public Transportation Fund	NA	0521-601-0046	2017	86/2017	2017	\$5,942,510
				AGREEMENT TOTAL		\$8,688,241
				AMOUNT ENCUMBERED BY THIS DOCUMENT \$5,942,510		
I CERTIFY upon my own personal knowledge that the budgeted funds are available for the period and purpose of the expenditure stated above.				PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT \$0		
ACCOUNTING OFFICER'S SIGNATURE ☐ _____			DATE SIGNED		TOTAL AMOUNT ENCUMBERED TO DATE \$1,441,969	

TERMS AND CONDITIONS

1. BACKGROUND

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 provides increased funding to maintain and improve California's transportation system. SB 1 directs funding specifically to commuter rail and intercity rail through Public Utility Code section 99312.3 which continuously appropriates the revenue received from a 0.5 percent sales tax on diesel fuel to State Rail Assistance. State Rail Assistance (SRA) projects benefit the public by improving rail service and maximizing the quality of the rail service in California, promoting connectivity, improving integration of intercity rail service, and efforts that have the greatest potential to grow rail ridership.

2. PROJECT DESCRIPTION:

Engineering, design and construction activities for the Coachella Festival special event train platform that will support special event passenger trains for improved passenger loading/unloading and baggage handling operations in Indio.

3. PROJECT DELIVERABLES

- Final design for temporary station (platform)
- Agreements with UPRR for site access and track and platform construction.
- Construction of the platform including; turnout, track, ties, ballast, sub-ballast, and drip pan panel. Ancillary work will also include asphalt paving for passenger access to and from the City of Indio Transportation Center and Indio Boulevard.

Evidence of Deliverables completion to be verified through reporting, or upon request by CalSTA.

4. FUNDING

SRA Funding Amount, \$5,942,510, Other Project Funds \$2,745,731, Total Project Amount, \$8,688,241.

Funds will be distributed by the State Controller to the Grantee and distributed quarterly, up to the SRA funding amount.

The Grantee is responsible for the implementation of the project consistent with the funding plan submitted with allocation request and ensuring the all matching requirements are met.

The Grantee is responsible for ensuring funds are only applied to approved expenditures in accordance with the guidelines.

5. PROJECT ADMINISTRATION:

The Grantee shall comply with the State Rail Assistance Guidelines (October 13, 2017).

The Grantee certifies that any required environmental documentation was complete before expending SRA funds on construction. The Grantee assures that project complies with Public Resources Code §21100 and §21150.

The Grantee certifies that a dedicated bank account for SRA funds only will be established within 30 days of receipt of SRA funds.

The Grantee certifies that when SRA funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.

The Grantee certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.

The Grantee certifies that they will notify CalSTA of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.

Any interest the Grantee earns on SRA funds must be used only on approved SRA projects.

The Grantee shall notify CalSTA within 60 days of any changes to the approved project with a Corrective Action Plan (CAP), subject to approval and acceptance by CalSTA

Funds must be encumbered and liquidated within the time allowed under this agreement.

The Grantee shall be responsible for complete performance of the work described in this award. All work shall be accomplished in accordance with the applicable provisions of the Public Utilities Code, the Government Code, and other applicable statutes and regulations. Failure to complete the funded work could require repayment of any or all funds, plus any interest earned, as determined by CalSTA.

6. REPORTING

The Grantee shall comply with the Reporting Obligations defined in the SRA Guidelines.

The Grantee is required to provide a Semi-Annual Progress Report on the activities and progress of this grant to ensure activities are performed timely, within approved scope and cost, and are achieving the intended purpose for which they are to be utilized. The Grantee must provide completed and signed progress reports every six months that covers information accrued from July 1st to December 31st and January 1st to June 30th. The reports will be due by February 15th and August 15th of each year the Grant Period, until the approved project is completed, and the final project report has been filed.

Final Project Report shall be completed once the project has been completed. The Grantee must notify CalSTA by email or letter and submit a final project report within six months of completion. Please note, once an agency has received all SRA funding for a particular project, the project must be fully expended within four years.

Corrective Action Plans shall be submitted to CalSTA for approval for any changes to the originally approved scope, schedule, or costs of the approved Allocation Request or the SRA Award.

Agencies, with delinquent reports will NOT receive further State Rail Assistance allocations until reports have been received by CalSTA.

7. RECORD RETENTION

The Grantee agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. All accounting records and other supporting papers of the Grantee, its contractors and subcontractors connected with SRA funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report, and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Grantee, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Grantee pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Grantee's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.

For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the Grantee's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Grantee shall furnish copies thereof if requested

The Grantee, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

8. Special Situations

The State may terminate the grant for any reason at any time if it is determined by the State, that there has been a violation of any State or federal law or policy by the Grantee during performance under this or any other grant agreement or contract entered into with the State. If the grant is terminated, the Grantee may be required to fully or partially repay funds

The State may perform an audit and/or request detailed project information of the project sponsor's SRA funded projects at CalSTA' discretion at any time prior to the completion of the SRA funded project.

Under extraordinary circumstances, The Grantee may terminate a project prior to completion. In the event the Grantee terminates a project prior to completion, the Grantee must (1) contact CalSTA in writing and after receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

9. OTHER PROVISIONS

All obligations of State under the terms of this Agreement are subject to the appropriation of resources by the Legislature and the encumbrance of funds under this Agreement.

All obligations of the Grantee under the terms of this Agreement are subject to authorization and allocation of resources by the Grantee.

Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or affect the legal liability of either party to this Agreement by imposing any standard of care imposed by law.

Neither State nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by the Grantee under or in connection with any work, authority, or jurisdiction delegated to the Grantee under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, the Grantee shall fully defend, indemnify, and save harmless the State of California, its officers, and employees from all claims, suits, or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by the Grantee under or in connection with any work, authority, or jurisdiction delegated to the Grantee under this Agreement.

Neither the Grantee nor any officer or employee thereof is responsible for any injury, damage, or liability occurring or arising by reason of anything done or omitted to be done by State under or in connection with any work, authority, or jurisdiction delegated to State under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, State shall fully defend, indemnify, and save harmless the Grantee, its officers, and employees from all claims, suits or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by State under or in connection with any work, authority, or jurisdiction delegated to State under this Agreement.

10. This Agreement shall terminate on 06/30/2021 or upon receipt of all deliverables and the final report, whichever occurs first.

FUND NUMBER	CATALOG NUMBER	FUND DESCRIPTION	TOTAL AMOUNT
2019-5	SRA 2019-5	State Rail Assistance	\$5,942,510

The Grantee Agency officials named on the grant agreement, certify by way of signature on the grant agreement signature page, that the Grantee Agency complies with all applicable State rules, guidelines, policies and laws in effect with respect to the periods for which it receives grant funding.

Agreement No. _____

**MEMORANDUM OF UNDERSTANDING
AMONGST
RIVERSIDE COUNTY TRANSPORTATION COMMISSION,
LOSSAN RAIL CORRIDOR AGENCY AND AMTRAK**

This Memorandum of Understanding ("MOU") is made and entered into this _____ day of _____ 2019 by and amongst the Riverside County Transportation Commission ("Commission"), the LOSSAN Rail Corridor Agency ("LOSSAN") and the National Railroad Passenger Corporation, d/b/a Amtrak ("Amtrak"). Commission, LOSSAN and Amtrak are sometimes referred to herein individually as "Party", and collectively as the "Parties".

RECITALS

WHEREAS, the Coachella Valley Music Festival ("Coachella") and the Stagecoach Country Music Festival ("Stagecoach") are two of the largest events (collectively, the "Festivals") regularly held at the Empire Polo Club in the City of Indio, California ("Indio"), and the Festivals draw large crowds and create major traffic impacts.

WHEREAS, the Commission has received a grant award from the California State Transportation Agency ("CalSTA") of over \$5.9 million to fund the design and construction of a Coachella Valley Special Event Train Platform (the "Platform Project"). The Project includes obtaining the appropriate permits from the host railroad and construction of the platform, a 40 foot drip pan panel, drainage and oil separator tank construction, a water cabinet, electrical service, air compressor installation and a storage shed. Ancillary work will also include asphalt paving for passenger access to and from the City of Indio Transportation Center and Indio Boulevard. The Project will also be funded with approximately \$2.7 million in Proposition 1B funds received by the Commission from the California Department of Transportation ("Caltrans").

WHEREAS, the CalSTA funding and the Caltrans Proposition 1B funds are referred to herein as the "Grants".

WHEREAS, the Commission desires to partner with other agencies and companies to complete the Platform Project, and to provide special round-trip rail service from Los Angeles Union Station to Indio and shuttle service to and from the rail station in Indio and the Festivals (the "Special Service") and to market the Special Service and the air quality benefits of alternative commute modes.

WHEREAS, the Platform Project and the Special Service are sometimes referred to herein, collectively, as the "Project".

WHEREAS, the Parties desire to enter into this MOU to specify the mutual understandings of the Parties as relates to the Project.

TERMS

1. Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this MOU as though fully set forth herein.

2. Term. This MOU shall be effective as of the date first set forth above and shall continue in effect until terminated as provided herein.

3. Responsibilities of Commission. Commission agrees to the following related to the Project.

- a) To act as the lead agency for the design and environmental approval of the Platform Project, including utilizing existing on-call contracts for these services.
- b) To cause the services described in (a) above to be completed in accordance with all applicable laws, rules and regulations.
- c) To enter into agreements with CalSTA and Caltrans for the Grants, and to manage the Grants including, but not limited, processing reimbursement applications for eligible Grant funding.
- d) To provide Project management services.
- e) To coordinate the Platform Project and the Special Service with other applicable agencies.
- f) To negotiate the terms of a Cooperative Agreement with Amtrak, as further described in Section 5(b) below, in good faith.

4. Responsibilities of LOSSAN. LOSSAN agrees to the following related to the Project.

- a) To operate the Special Service through its contractor, Amtrak.
- b) To plan and fund the operation of the Special Service.
- c) To serve as the lead agency in negotiating train access with UPRR, and to work in good faith to obtain such access in a timely manner so as not to delay the Project.

- d) To fund the efforts described in this section using its own funding sources including, but not limited to, any grants obtained by LOSSAN.

5. Responsibilities of Amtrak. AMTRAK agrees to the following related to the Project.

- a) To timely and safely operate the Special Service for LOSSAN, contingent on and in accordance with the terms of any existing or future agreement with LOSSAN for the Special Service.
- b) Contingent on and in accordance with the terms of a future cooperative agreement for the funding and construction of the Platform Project ("Cooperative Agreement") to be negotiated with the Commission, to serve as the lead entity for construction, including completion of all construction work with its own forces or using contractors.
- c) To negotiate the terms of the Cooperative Agreement with the Commission in good faith.
- d) In order to receive reimbursements under the Grants, to agree to comply with applicable Grant requirements, and to flow down such requirements to its contractors, as applicable.
- e) To coordinate with Union Pacific Railroad ("UPRR"), and obtain access rights to construct the Platform Project on UPRR railroad right of way, including, as needed, negotiation of a Construction and Maintenance ("C&M") agreement with UPRR and the City of Indio, as applicable, for construction and future maintenance of the Platform Project.

6. Mutual Responsibilities. Each Party agrees to the following related to the Project.

- a) Each Party will assign a qualified member of its staff to coordinate with the other Parties to facilitate the objectives of this MOU.
- b) The Parties will regularly consult on strategies to facilitate the timely completion of the Project, within the Project budget.
- c) To make best efforts to help achieve Project completion by April, 2020.

7. General Provisions.

7.1. Withdrawal/Termination of MOU. In the event a Party defaults in the performance of its obligations under this MOU or breaches any of the provisions of this MOU, a non-defaulting Party shall have the option to withdraw from this MOU upon thirty (30) days' prior written notice to the other Parties. If two non-defaulting Parties provide

notice of an intent to withdraw from this MOU, this MOU shall terminate upon thirty (30) days' prior written notice from such Parties. This MOU may also be terminated upon mutual consent of all Parties.

7.2. Delivery of Notices. All notices permitted or required under this MOU shall be given to the respective Parties at the following address, or at such other address as the respective Parties may provide in writing for this purpose:

To Commission: Riverside County Transportation Commission
4080 Lemon Street, Third Floor
P. O. Box 12008
Riverside, California 92502-2208
Attn: Anne Mayer, Executive Director
AMayer@rctc.org

To LOSSAN: _____

Attn: [INSERT NAME, TITLE]
[INSERT E-MAIL ADDRESS]

To Amtrak _____

Attn: [INSERT NAME, TITLE]
[INSERT E-MAIL ADDRESS]

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. mail, first class postage prepaid and addressed to the Party at its applicable address. Notice may also be provided via electronic mail and shall be deemed made the date sent, provided that any notice sent via electronic mail shall also be sent by U.S. mail, per the requirements set forth in the foregoing sentence, within twenty-four (24) hours of the notice via electronic mail. Notice sent via electronic mail that is not followed by notice sent via U.S. mail, as required in this paragraph, shall not be considered notice for purposes of this MOU.

7.3. Governing Law. This MOU shall be governed by the laws of the State of California. Venue shall be in Riverside County.

7.4. Amendments. This MOU may be amended at any time by the mutual consent of the Parties by an instrument in writing; however, no amendments or other modifications of this MOU shall be binding unless executed in writing by all Parties hereto, or their respective successors or assigns.

7.5. Counterparts. This MOU may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original

and all of which together shall constitute the same agreement. Facsimile signatures shall be considered originals.

DRAFT

**SIGNATURE PAGE
TO
MEMORANDUM OF UNDERSTANDING
AMONGST
RIVERSIDE COUNTY TRANSPORTATION COMMISSION,
LOSSAN RAIL CORRIDOR AGENCY AND AMTRAK**

IN WITNESS WHEREOF, the Parties have executed this MOU as of the date first written above.

**Commission:
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

LOSSAN

By: _____
Anne Mayer, Executive Director

By: _____

Title: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP
Counsel to the Riverside
County Transportation Commission

By: _____

Title: _____

AMTRAK

By: _____

Title: _____

ATTEST:

By: _____

Title: _____